

*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.*

**Free — Take One**

**NOTICE: EVERYONE'S INVITED TO THE HISTORICAL SOCIETY'S MEETINGS.**

*Second Saturday of each month, beginning at 9:00 a.m.,  
basement of the Clayton Grange Hall, 4478 Railroad Avenue, Clayton, Washington.*

*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**  
**Mortarboard**  
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## *John Goulett's Southern Big Foot Valley Homestead*

by  
*Peter Coffin*

The southern portion of Big Foot Valley was homesteaded in the last decade of the 19<sup>th</sup> century and the first decade of the 20<sup>th</sup> 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 Loris 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-

*All Past Issue of the Mortarboard Can Be Viewed on Our Website:*  
<http://www.cdphs.org/mortarboard-newsletters.html>



*Above: Michie farm house, possibly in teens of early 20<sup>th</sup> century.*

*Facing Page: Michie farm, barn, and machine shed, possibly in teens of early 20<sup>th</sup> century, as viewed from just south of the house and the blacksmith's shop.*

*Photos this and facing page from the Peter Coffin collection.*

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 De-

pression 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



*Peter Michie disking in the orchard in the 1930s.  
Photo from the Peter Coffin collection.*

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 41EWM) 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.

— end —

## *Vintage Deer Park Automobile Exhibited at Dearborn, Michigan's Henry Ford Museum*

by

*Wally Lee Parker*

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 mannerisms. 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 30<sup>th</sup>, 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 7<sup>th</sup>, 1936 issue of the *Deer Park Union*.

"Back in 1917, Dr. H. H. Slater purchased a Woods Mobilette, a 4-cylinder, nar-

### *Link To:*

*The 1917 Woods Mobilette Roadster Page on the Ford Museum's Website.*  
<https://www.thehenryford.org/collections-and-research/digital-collections/artifact/53522/>

### *Further Reading — Doctor H. H. Slater*

*"I Remember," by Harold Angus Slater.*

*Mortarboard #28, August, 2010 — page 349 — Collected Newsletters, Volume 8.*  
[http://www.cdphs.org/uploads/3/4/2/0/34204235/newsletter\\_28\\_downsinglesinglepageweb.pdf](http://www.cdphs.org/uploads/3/4/2/0/34204235/newsletter_28_downsinglesinglepageweb.pdf)

*"Deer Park's First Auto," by the Editorial Staff.*

*Mortarboard #42, October, 2011 — page 528 — Collected Newsletters, Volume 11.*  
[http://www.cdphs.org/uploads/3/4/2/0/34204235/newsletter\\_42\\_downsinglesinglepageweb.pdf](http://www.cdphs.org/uploads/3/4/2/0/34204235/newsletter_42_downsinglesinglepageweb.pdf)

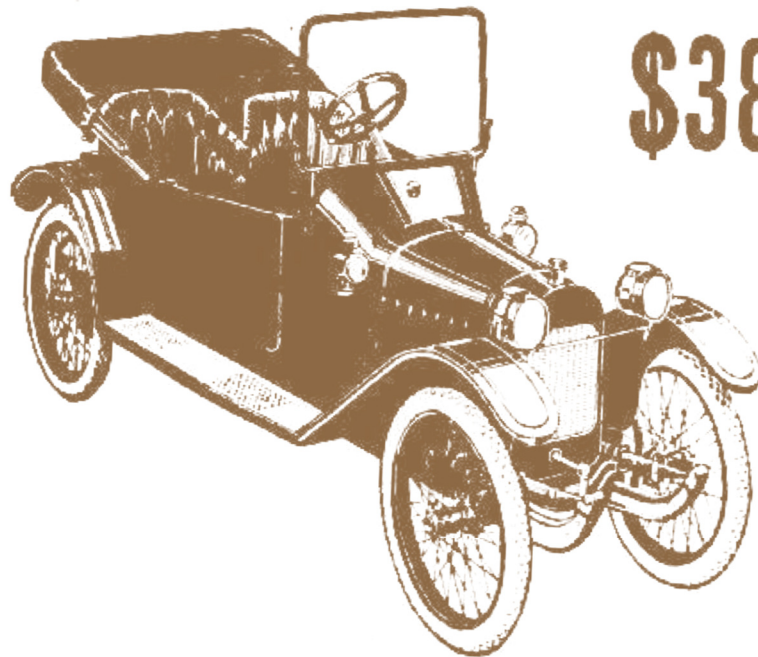
*"100<sup>th</sup> Anniversary: Deer Park's First Car," by Wally Lee Parker.*

*Reports to the C/DPHS, Volume 3 (©2007) — page 139.*

*Currently available in print version only.*



## Woods Mobilette Roadster



\$380.00

F. O. B.

Harvey,  
Illinois.

Supreme Perfection and Economy.

40 to 50 Miles on a Gallon of Gasoline.

E. O. STRINGFIELD, Dealer - Franklinton, La.

Image #1.

### Mobilette Type 5 Advertisement.

*The above ad was copied from the June 22<sup>nd</sup>, 1916 issue of the Era-Leader, a weekly newspaper published at Franklinton, Louisiana.*

*It shows the type of Mobilette Roaster 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.*

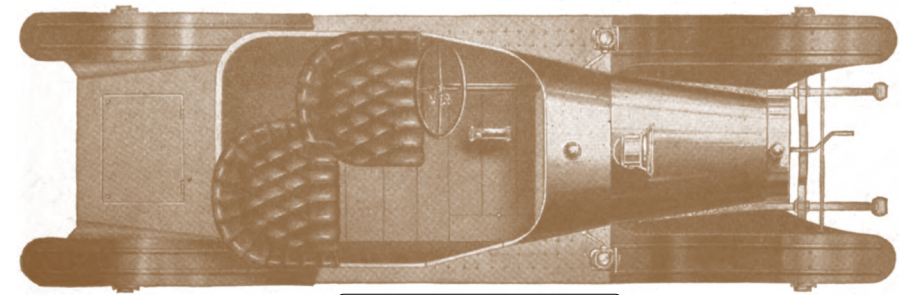


Image #2.

### Mobilette Type 5 Specifications.

*The above image of Mobilette's Type 5 roadster was taken from the March 16<sup>th</sup>, 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. It's 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 (then) driven by his son-in-law, Archie Phil-  
leo. He was warm in his praise (of what) he could get out of the little machine, stating that at one time it was sent up the Monroe Street hill in Spokane under Archie's driving so fast that the driver was arrested for speeding. Later it was stored here, and for some years saw no service until Harold Slater overhauled it and found it useable for purposes while he*

*was in Whitworth College.*

*"Some time ago he (Harold) wrote the Ford Motor Company, giving the history of the car, and last week a representative of the Seattle office perfected arrangements with him whereby the Mobilette becomes a portion of the Ford museum. It was taken by truck to Seattle where it is being shipped east for its final resting place as a relic."*

*A quick search of the Ford Museum's website shows that there is a Woods Mobilette Roadster in their collection, and such is listed as having been donated by "Harold A. Slater," the above noted son. Several photos on the website ([link provided on page 1725](#)) reveal a*



Image #3.



Image #4.

**Front and Rear View of Frank Woods' 1905 Interurban Prototype.**

*Illustration copied from the  
September 28<sup>th</sup>, 1905 edition of Motor Age Magazine.*

small, dark blue roadster with a narrow stance and the unique — though not exclusive to the Mobilette — offset seating arrangement needed to fit two seats more or less side by side in the car's narrow body (*see image #2*).

Harold wrote an article about his father for the local Congregational Church's archive. With permission, the society reproduced that article in our August 2010 *Mortarboard* (#28) ([a link to the article is posted on page 1725](#)). Harold mentioned the Mobilette's donation in this article.

Doctor Slater's Model 5 Mobilette was the last type produced by the Woods Mobilette Company of first Chicago and then Harvey, Illinois, (not to be confused with the unaffiliated and much more successful Woods Motor Vehicle Company of Chicago). Little personal information has been located regarding the founder and inventive force behind the Mobilette company, Frank A. Woods, though an article appearing in the September 28<sup>th</sup>, 1905 issue of *Motor Age* magazine clarifies

that the Mobilette wasn't Mr. Woods' first attempt at mass producing a very narrow, lightweight, fuel efficient and extremely low cost automobile in a configuration that would later come to be known as a cyclecar — which, in its purest form, meant the mechanics of a very narrow three or four wheeled vehicle stripped of everything not absolutely necessary for locomotion, then either covered with or integrated into some type of body.

As reported in *Motor Age*, Mr. Woods' 1905 "Interurban" (*see images 3 & 4 above*) was a true horseless carriage in that it merged construction features drawn from both horse powered and motor powered vehicles. As *Motor Age* explained, "*The little machine has neither frame nor reach (reach defined as the pole or beam that directly connects the front and rear axles of a wagon), the (wooden) body (alone) serving to connect the front and rear axle. The front axle carries all the machinery and drives the car through the front wheels. Steering is accomplished by pivoting*

*the (entire front) axle, as in ... horse (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 — weighed 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 Interurbans were ever built. It appears Mr. Woods' prototype primarily served as a promotional tool during the inventor's apparently unsuccessful 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 vehicles 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 driven in part by intermittent fuel scarcities rising from that region's unstable political situation.

The earliest indicator so far found suggesting that Mr. Woods was still in the game, despite the apparent failure of the Interurban, is drawn from the "45<sup>th</sup> Annual Report of the West Chicago Park Commissioners for the Year Ending December 31, 1913." In a written report to that small city's commissioners, Arthur J. Stiles, Captain of Police, stated that in lieu of two horses for mounted police use he was requesting the "Honorable Body" purchase "*a machine called the Woods Mobilette, 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 maintaining 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<sup>th</sup>, 1913 edition of a widely distributed weekly titled *Automobile Topics: The Trade Authority*. 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 accumulation of the necessary cash (to set up a factory) it would seem that the (cyclecar) movement, being a new one, ... must depend on the success of the promoters as money hunters.*"

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 successful "*money hunt*" with the following release. "*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 management was sure that the Mobilette would meet the requirements of all users 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 production of 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 capacity 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*



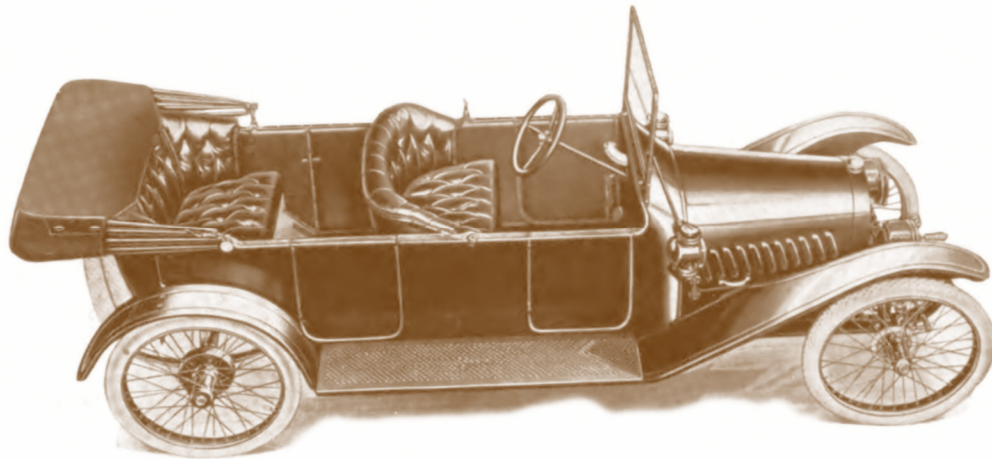


Image #5.

### **The Mobilette Model 3.**

***At the most, each seat in this 36-inch-wide car were capable of holding one adult and one small child.***

***Illustration from the October, 1914 issue of Motor Magazine.***

model 5, the sociable seated runabout, or other models until March 15, 1915, and all dealers have so advised.”

Of the few surviving Mobilettes, it’s doubtless the Models 3 and 4 — model 4s being light, single-seat delivery vans — that draw the most attention, doubtless for their very narrow 36-inches-at-the-widest stance. It’s this narrow stance and some peculiarities of the vehicle’s handling that validate the name cyclecar.

As an article found in the February 1914 issue of the monthly *The Gas Engine* explained, “*The tandem car is safe at steep (to the side) angles. Both (tandem) passengers leaning to one side can hold the vehicle steady at a 40-degree angle, while in a side-by-side (sitting position) car the weight can be shifted but little ...*” Titled *The Possibilities of the Cyclecar*, the article highlighted the inherent instability found in the cyclecar’s narrow stance when negotiating curves at speed or traversing the laterally inclined surfaces often

found on primitive roads. In such instances it’s quite possible that the ability of the driver and passenger to lean would be the only thing holding the car upright. When leaning becomes a necessary component of control, it does seem to blur the line between an automobile and a motorcycle. 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 flipping — 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 28<sup>th</sup>, 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 7<sup>th</sup>, 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*

*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, “*nobody seems to know anything about it.*”

Cyclecars were on their way out by the early 1920s, done in by a flood of affordable and much more roadworthy automobiles. That said, anyone visiting the Henry Ford Museum has a chance to see a remarkable piece of Deer Park’s early history — thanks to a letter written to the Henry Ford Museum many years ago by one of Doctor Slater’s sons.

—— end ——

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

— or —

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

***... a collection of high school annuals ...***

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 Settler’s 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*

copy of the page) *before she passes away.*”

Bill emailed copies of those two pages, along with two more pages containing Ethan’s picture, to the sender.

In the textbox below is a list of all the high school annuals currently in the society’s collection. Society member Pete Coffin has scanned the years 1928, 1937, 1938, 1942, 1943, 1957, 1958, 1959, and 1960 as digital files. Nineteen thirty-six was converted to a PDF file by your editor. And a digital copy of 1954’s annual was submitted by the Reiter family. The society also has a photocopy of

Clayton High School’s 1924 annual — though nothing in digital format.

In the future, the society hopes to archive its entire collection of annuals as digital files — that to make replying to requests such as that of the Ethan Williams family both quicker and easier, as well as insuring the collection against loss by distributing the digital copies to various institutions for safekeeping.

That said, by appointment the society would like to scan any annuals not currently in our collection, then return the original to its owner. Since this is such a time-consuming

***List of Deer Park High School Annuals  
Currently in the C/DPHS’s Archive.***

***1915 Senior Cycle (original — Marilyn Strong Taylor)***  
***1916 (original)***  
***1923 Evergreen (original)***  
***1928 Fawn (original — Jim Qualls)***  
***1936 Senior Souvenir (original — David Luhr)***  
***1937 Stag (original)***  
***1938 Stag (original)***  
***1940 — None Printed***  
***1941 — None Printed***  
***1942 Antler (digital file)***  
***1943 Antler (digital file)***  
***1944 Antler (original)***  
***1945 Stag (original)***  
***1946 Stag (original)***  
***1947 Stag (original)***  
***1948 Stag (original)***  
***1949 Antler (original)***  
***1950 Antler (original) (2)***  
***1951 Antler (original) (2)***  
***1952 Antler (original) (3)***  
***1953 Antler (original)***  
***1954 Antler (digital copy — D & MJ Reiter)***  
***1955 Antler (original)***  
***1956 Antler (original)***  
***1957 Antler (original)***  
***1958 Antler (original)***

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***1975 Antler (original)***  
***1976 Antler (original)***  
***1977 Antler (original)***  
***1978 Antler (original)***  
***1979 Antler (original)***  
***1980 Antler (original)***  
***1981 Antler (original)***  
***1983 Antler (original) (2)***  
***1984 Antler (original)***  
***1985 Antler (original)***  
***1986 Antler (original)***  
***1987 Antler (original)***  
***1988 Antler (original) (2)***  
***1989 Antler (original) (2)***  
***1990 Antler (original)***  
***1992 Antler (original)***  
***2001 Antler (original — Marilyn Meyer Reilly)***  
***2009 Antler (original)***

process, it’s best to arrange for a specific time to insure the original isn’t out of your hands for an extended length.

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.

***... an historic impulse ...***

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 began?*” 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, “*Don’t you ever worry about what you’re leaving for posterity?*” 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 seek out the military headstones, circa World War II.

Since I began my association with the historical society in the winter of 2003, I’ve come to suspect that most people view groups such as ours as little more than eccentric collectors of quaint antiquities or a possible contact when searching for some lost fragment 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.

Tacking together an accessible database of local history is any historical society’s primary job. And the reality is, creating such a database is a very complicated form of drudgery. Of the society members currently involved in that frustrating complexity, we could increase the number by a factor of five or ten and still not have enough to do a satisfactory job.

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 hardcopy documents tagged with catalog 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 convenient 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 physical format.

We also need to index our growing accumulation of physical artifacts — pottery and the like — assumedly using the same basic cataloging system.

While most historical societies are in a constant state of fundraising — asking for



money to support their brick and mortar operations — our historical society is chronically asking for a different kind of help. We're begging for people to care enough about the past that they're willing to give a gift of hard work and creative ingenuity. That are willing to pour that gift into the future without any ex-

pectation of return other than the possibility that it may at some distant point be appreciated.

It's just a thought — something to be mulled over while waiting for the future.

——— Wally Lee Parker ———

### 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 Lyons.

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. Sharon Clark 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 with cell phones. 3) D. P. Bradley contacted Bill on Facebook. She said, "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 it before she passes away." Bill emailed those two pages along with two more pages that had Ethan's picture. The woman was very happy. She never 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 Sue Kelsh for \$110.00 for supplies; and one for \$174.08 for supplies to Wally Parker. The web hosting account ended the month at \$519.53 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 Sawmill in the Woods," by Peter 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, Leno 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) Anyone 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 or 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 is Facebook. It appears it might be possible to set up a "company, organization, or institution" 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 "friend" before visitors can post materials to the site, said postings can be edited for content after the fact, and said postings can be automatically filtered for unacceptable language prior to posting. What would be useful is someone with experience in creating Facebook pages to help with the page's initial setup, and several volunteers to act as administrators and editors of the resultant page. I doubt any of this would be too taxing a job once a viable page was up and running. 6) At this time plans for the September *Mortarboard* include an article by Pete Coffin titled "John Goulett's

*Southern Big Foot Valley Homestead*" and a workup describing a vintage Deer Park automobile that has for some years been part of the permanent collection at Dearborn, Michigan's Henry Ford Museum. A tentative layup of the October issue incorporates a 1927 piece presumed to have been penned by then *Deer Park Union* editor G. H. Rice titled "Pioneer Residents of Williams Valley" and an article by Pete Coffin titled "Very Early Settlement of 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.

Webmaster Marie Morrill has posted July and August *Mortarboards*.

Pete Coffin reported: 1) President Sebright asked me to help Nicole Riley trace the ownership of her land just northwest of Denison, Washington. With the help of the Homestead map and the Ogle and Metsker land ownership maps I was able to provide her with some of the information she wanted. 2) President Sebright asked me to provide Brenda Roberts with some data about her house and lot at 222 N. Stevens in Deer Park. I sent her a letter with what information I could find on the Spokane County Assessors site and explained that the Historical Society does not have the capability of providing a "Chain of Title" on properties in the city of Deer Park. 3) I have digitized the Deer Park High School Antler Annuals for 1957, 1958, 1959, and 1960.

Chamber of Commerce membership was discussed. Wally moved, and Mike Reiter seconded, that we pay the \$50 dues and continue to belong to the Deer Park Chamber of Commerce. The motion passed with one dissenting vote.

Marilyn Reilly talked to Alvin Hutson at Brickyard Day. Alvin thinks Boss Hutson never got the recognition he deserved for all the years he worked for the city of Deer Park. Marilyn wondered if someone could write an article on Boss Hutson for the *Mortarboard*.

Mike Reiter is working on an article



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 35<sup>th</sup> 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-

ics 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 —

### Tile Historian Needs Assistance with Research!

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 terra cotta 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

### Society Contacts

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### Permission to Reprint Policy

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.

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

From “The Coast” magazine,  
April, 1907



### See Yourself in Print.

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

Copyright considerations for any materials submitted are stated in the “Editorial 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.

— the editor —

### 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.