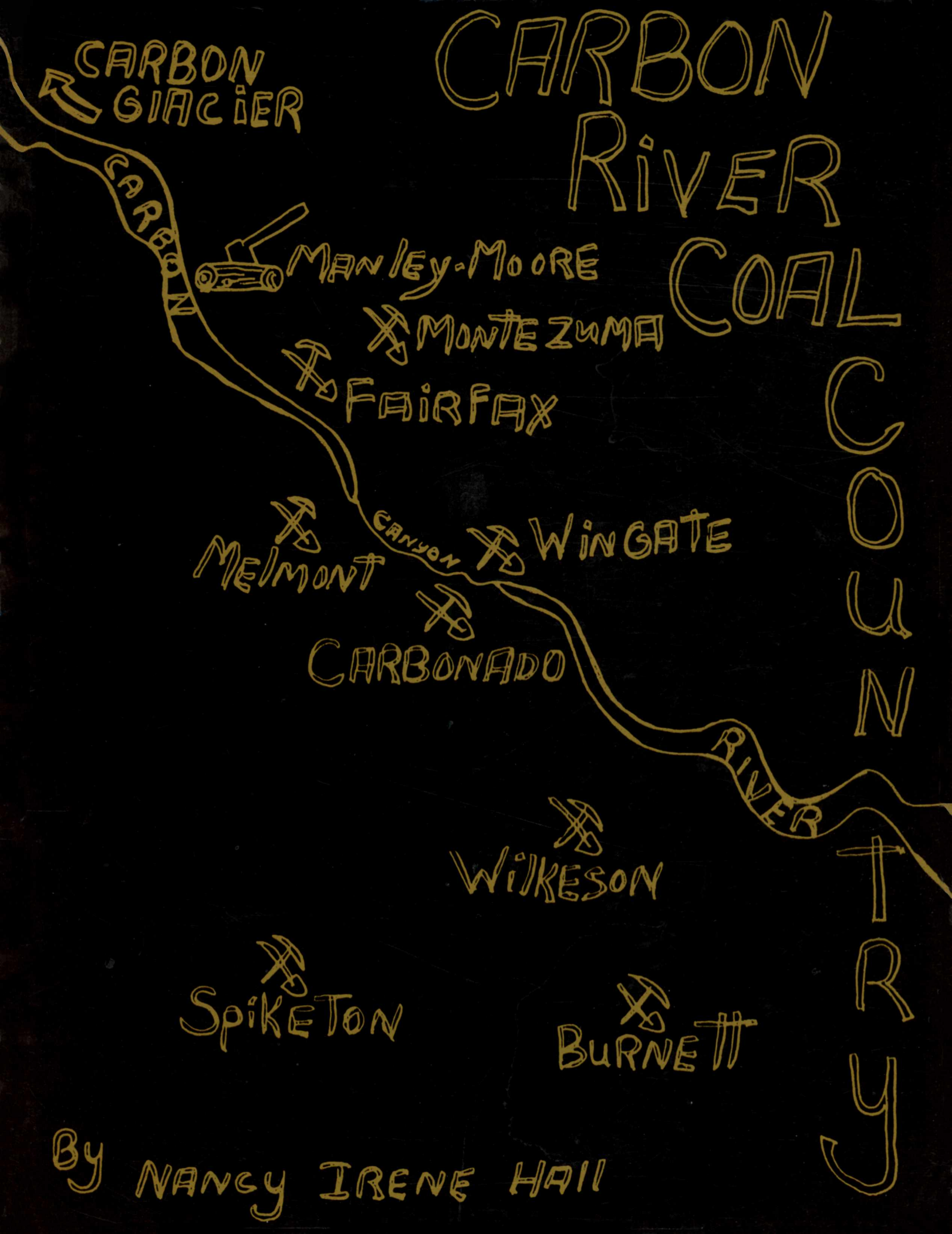
CARBON GLACIER
CARBON RIVER COAL COUNTRY
CARBON
MANLEY-MOORE
MONTEZUMA
FAIRFAX
CANYON
WINGATE
MELMONT
CARBONADO
RIVER
WILKESON
SPIKETON
BURNETT
BY NANCY IRENE HALL

"Hello"
Welcome to the wonderful world
of the Carbon River

Photo Courtesy of:
Mr. & Mrs. John (Jack) Abraham
GF1

CARBON

RIVER

COAL

COUNTRY

This is a light history of eight towns, which once, flourished in the upper Carbon River area. It's main themes being the explorations, homesteaders, industries, modes of transportation, town development and social heritage of the upper Carbon River and it's tributaries, during the coal mining and logging era. It, also, gives a brief sketch, as to what remains in the area, in the year 1980.

by

NANCY IRENE HALL

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Printed in the United States of America
by
The Courier Herald Publishing Company
in
Enumclaw, Washington

TO

My loving Husband

MATTHEW ANTHONY HALL

Whose help and encouragement
Made this book possible

AND IN MEMORY OF
His Dear Mother

ANNA AUDREY (YECH) HALL

Whose birth in Melmont
Planted the seed
For this book.

This page is a Memorial to the three people, who helped to make this book, but sadly have passed on, during it's writing. I am sorry they did not live to see it's completion.

Mr. John (Jack) Abraham
Mrs. Eleanor (Wilson) Bigley
Mr. Andy Yotsko

PREFACE

The Carbon River area is rich in history. No attempt has been made, thus far, to gather it's social and industrial history together and put it into print. This area made great contributions to Pierce County and Washington State's industrial growth and social heritage.

By historical research of printed sources, private papers, personal interviews and letters, I have attempted to form an outline of it's development and place it together in this work.

Today, people hear stories about the days when the Carbon River was vibrant with industrial boom. Many people long to see it, as it was then. I have made a humble attempt to reconstruct that period in this work and to pass it on to those who are interested in the history.

Some of the towns, here-in, no longer exist and those, which do, bear little resemblance to their original forms. Most, are all but forgotten, except to a limited few, whose family roots tie them to the Carbon River area.

The towns and the people, who formed them, should not be allowed to fade from memory, without a befitting memorial. Those towns, which once, made the Carbon River hum with activity and productively gave their all to help build a more prosperous State of Washington, should be

recognized and given proper credit for their contributions and achievements.

This work, is a labor of love and not meant to be a complete history, as it would require volumes to complete, such, a work. I have only tried to fill a present day need. It was impossible to include all the facts, that I found in my research. It was, likewise, impossible to relate each and every story, that was so willingly told to me by the people, who once lived there, or live there today. I apologize, if I have not included facts or stories, that they felt important. I, also, beg their forgiveness and understanding, if I failed to relate the story exactly, as they remember it.

Perhaps, at some later time, those stories and facts, that have been left out will provide the key necessary to unlock the door to a second work, about the beautiful Carbon River area.

Most Sincerely Yours,

Nancy Irene Hall

THE PHOTOGRAPHS

I wish to include a brief sketch on the photographs included in this work. All of the photographs are from private personal collections. The owner's of the original photographs graciously allowed me a copy, from their original photographs for my historical research and they gave me the permission to publish a copy in this work for the enjoyment of anyone interested in the history. These are all private and all the rights there-of, belong with the owner's of the originals. The collection of photographs totaled nearly three-hundred separate photographs, and it was not possible to publish, each and everyone, of them in this work. The entire collection will be placed in a Historical Museum, by me, and each photo will bare the name of the original donor. This collection was a group effort, as all of those individuals involved gave their piece willingly to help save the history of the upper Carbon River area.

Special tribute should be given to Mr. Walter Gentala, of Carbonado, Washington. He worked with me throughout the two and one-half years I have spent on this project. He took the original photographs and after many hours of careful and painstaking labor produced a beautiful copy of each photo. I wish to express my appreciation to him and his wife, Alice, at this time, for the hours of labor they put into this work. Without, Mr. Walter Gentala this work would not have been possible, as many of the owner's, did not trust anyone else

to handle their original print.

I, also, wish to give special thanks to the Courier Herald Publishing Company for their efforts to print a good sharp photograph off of my copy and some of the final originals, which I obtained, during the last few days of my research.

I have made every attempt possible to locate the photographers or anyone, who may have any prior rights to these photographs, as I did not want to be guilty of any copyright infringement. I personally made contact with the Museum of History and Industry, The State Library in Olympia, Ellis Postcards of Arlington, Washington and the University of Washington. Mr. Dennis Anderson the curator of the special collections, at the University of Washington, gave me the final permission to publish the photographs, as he felt no person or persons other than the holders of the original photographs have any existing rights.

Most Sincerely Yours,

Nancy Irene Hall

ACKNOWLEDGEMENTS

Mr. John (Jack) and Mrs. Myrtle (Rowe) Abraham
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Mrs. Eleanor (Wilson) Bigley
Mrs. Ester (Angeline) Bowman
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Washington State Historical Society

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Mrs. Gertrude (Abraham) Wheatley
Mr. and Mrs. Donald Whitmore
Mr. Fred Williams
Mrs. Helen (Harmon) Wingate
Mr. Andy Yotsko

A special thank you to my children Teresa, Michael, Joseph and Christina for their patience and help in my project, and to my parents Mr. and Mrs. Estle Sarver, for their continual support and guidance.

Thank You,

Nancy

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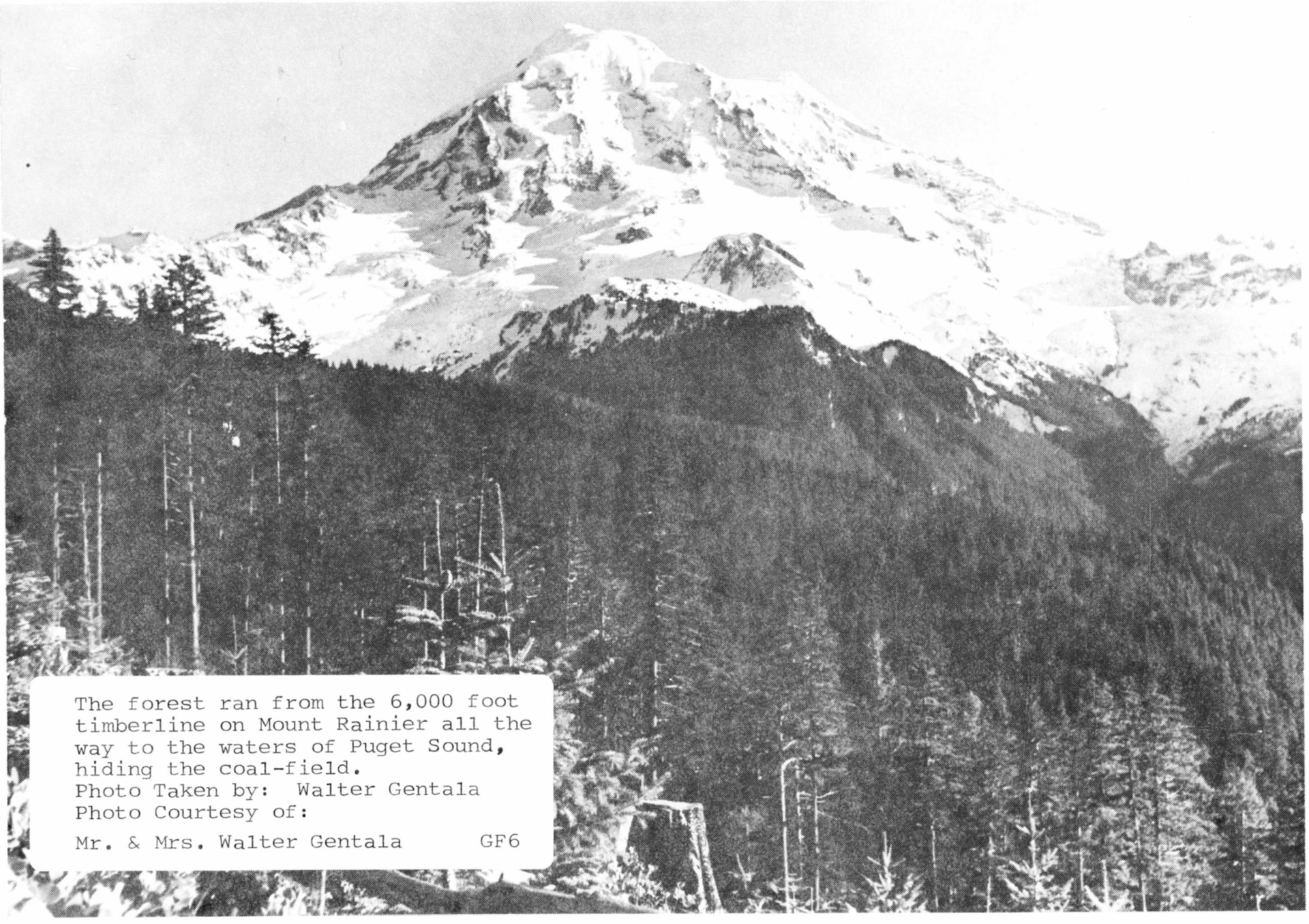
GIFTS OF NATURE



The forest ran from the 6,000 foot timberline on Mount Rainier all the way to the waters of Puget Sound, hiding the coal-field.
Photo Taken by: Walter Gentala
Photo Courtesy of:

Mr. & Mrs. Walter Gentala GF6

CHAPTER ONE

Gifts of Nature

Coal, sandstone and timber were, and are, the Carbon River's most valuable natural resources. They are all "gifts of nature" freely given to man.

Timber is a living thing. It, unlike the other two natural resources, can be replaced by man through reforestation and yield a good crop within fifty years. Not only is it replacable, but the cycle can be completed in the lifetime of one generation of man.

Coal and sandstone fall into a different catagory, as they are non-living and can not be replaced by man. The earth's past cycles of growth and change gave birth to coal and sandstone, but the process involved was one which took millions of years to complete.

In the State of Washington there remains today (1980) an estimated 64,000,000,000 short tons of known minable coal. A very valuable asset. In Pierce County the coal is estimated at 362,000,000 tons. These estimates do not include unsurveyed areas of coal bearing rocks, so the figures in reality should be much greater.

Pierce County's coal field is divided into the southern portion, which runs from the Carbon River south to Ashford. The northern portion of the coal field is the area this book covers. It is over tw-

enty-five square miles of coal field. The Carbon River and it's tributaries South Prairie Creek, Gale Creek and Evans Creek wind throughout this northern portion of the coal field.

How was this coal field created? Let's go back in time over fifty million years to an age called "eocene". The earth under went many different evolutionary periods during it's formative years. The "eocene" age was but one among the many. All the Pierce County coal fields were formed during that age. These fields were not created over night. They took centuries to complete.

A special combination of things was necessary for the coal making process to take place and Pierce County in places was perfect. The mass of land we now refer to as the Puget Sound area and the outer edge, we now call the Carbon River area, would be unrecognizable to modern man. During the "eocene" age it had a sub-tropical climate, which stimulated the growth of thick plant life. Warm, balmy breezes blew over a quiet marine embayment, which covered much of the land mass we know today as the Puget Sound area. It was that luxuriant plant life, which grew around the embayment, that later changed form and became hard, black shiny coal.

How were the lush sub-tropical plants changed into coal? The process was slow but under perfect conditions quite simple. When the mature plants completed their life processes they died and fell to the ground. They soon formed a thick layer of brown rotting vegetation. In time swamp waters moved in and covered the brown rotting plant layer. Time passed and the swamp dried up. Once again plants were free to take root and grow. Each time a swamp covered a layer of dead plants it added it's own layers of sediments common to swamp bottoms, so between each layer of dead plants layers of sands, limestone,

and clays were put down.

One other ingredient was added to Pierce County's coal, that was ash. Not far from the coal making field a mountain was being born. During the mountain building process ash spewed out of the volcanic crater and it fell upon the layers of rotting plants. It covered them with ash.

Through the centuries the layers continued to stack layer upon layer. The lower layers began to change. The pressure of the layers above and the heat of the earth below caused a remarkable change to take place in the brown rotting layer. It lost it's hydrogen and oxygen, but it's carbon content increased. It slowly turned into a solid hard mass, which we now know, as coal. It lost all of it's vegetable structure. During the decomposition process gasses were formed, such as, methane, or marsh gas, carbon-dioxide, ethene, carbon-monoxide and nitrogen. These gasses were trapped inside the coal layers.

As the coal was being formed the simultaneous birth of the mountain caused stress upon the earths outer crust causing tremendous upheavals. The once, almost flat coal field was torn asunder. The nearer the mountain the more erratic the field became. The stress had caused the coal to shift, tear apart in places and slant. When the birth was complete Mount Rainier towered over Puget Sound and the ancient coal beds lay at her feet. Sometime during this period the Carbon River was born.

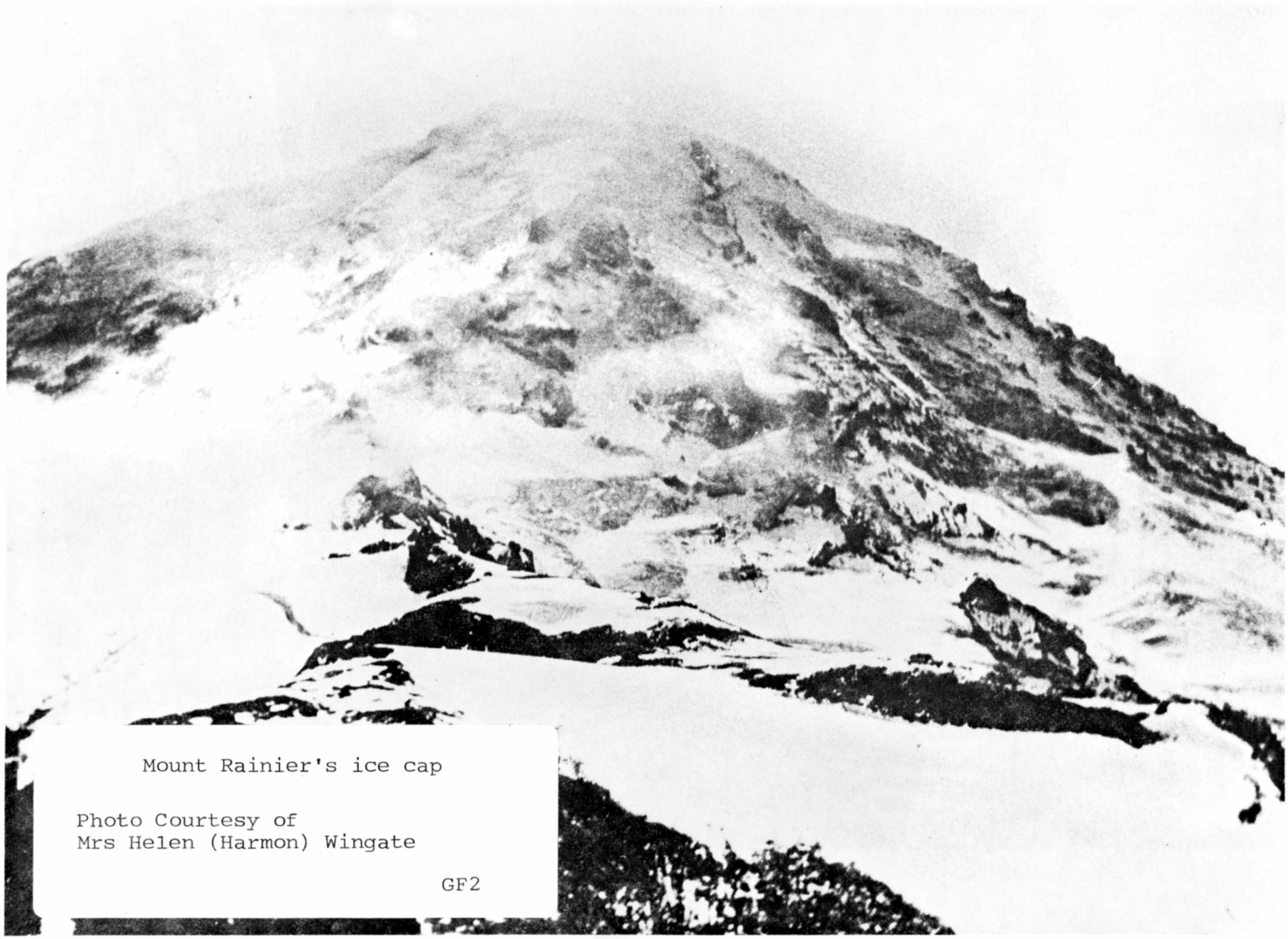
Then between one to three million years ago, all this changed. Gone were the balmy breezes and lush plant life. A drastic change occurred. The once mild climate slowly cooled. Lower and lower the temperature fell until the Puget Sound area became part of the earth's 'ice-age'. Three times sheets of ice covered large parts of Puget

Sound and three times the ice sheets retreated. Mount Rainier was effected by the ice-age. The effects are seen to this day. The once, hot volcano, lay under a permanent 'ice-cap' and valley-glaciers dug their icy-fingers deep into her sides, eroding her and changing her shape.

Today, twenty-six glaciers live on Mount Rainier. From one, such glacier, on the mountain's northern slope called the Carbon Glacier the Carbon River issues. The course the Carbon River takes to reach the lowlands and merge with it's southern fork the Puyallup River is thr-ough rugged volcano terraced terrain.

From it's head at the Carbon Glacier the river runs wide and free through it's upper-valley. Then sixteen miles from the glacier face, the Carbon River narrows and rushes through a three-mile canyon. It is narrow and cr-ooked. It's walls reach a height of over 400 feet in places. At some points, in the canyon the walls narrow to only fifty-feet apart. Along this river, and it's tributaries South Prairie Creek, Evans Creek and Gale Creek visible 'out-croppings' of coal were left to await man's discovery.

By the time, white man arrived in Puget Sound in the eighteenth century the grand mountain had blown over 1,000 feet off of her top. From her timberline, at 6,000 feet to the valley floor below and on almost to the waters of Puget Sound stood a thick solid forest. The giant old-growth fir, hemlock, cedar and spruce of the forest cover-ed the coal field hiding it and making any attempt to find it most difficult.



Mount Rainier's ice cap

Photo Courtesy of
Mrs Helen (Harmon) Wingate

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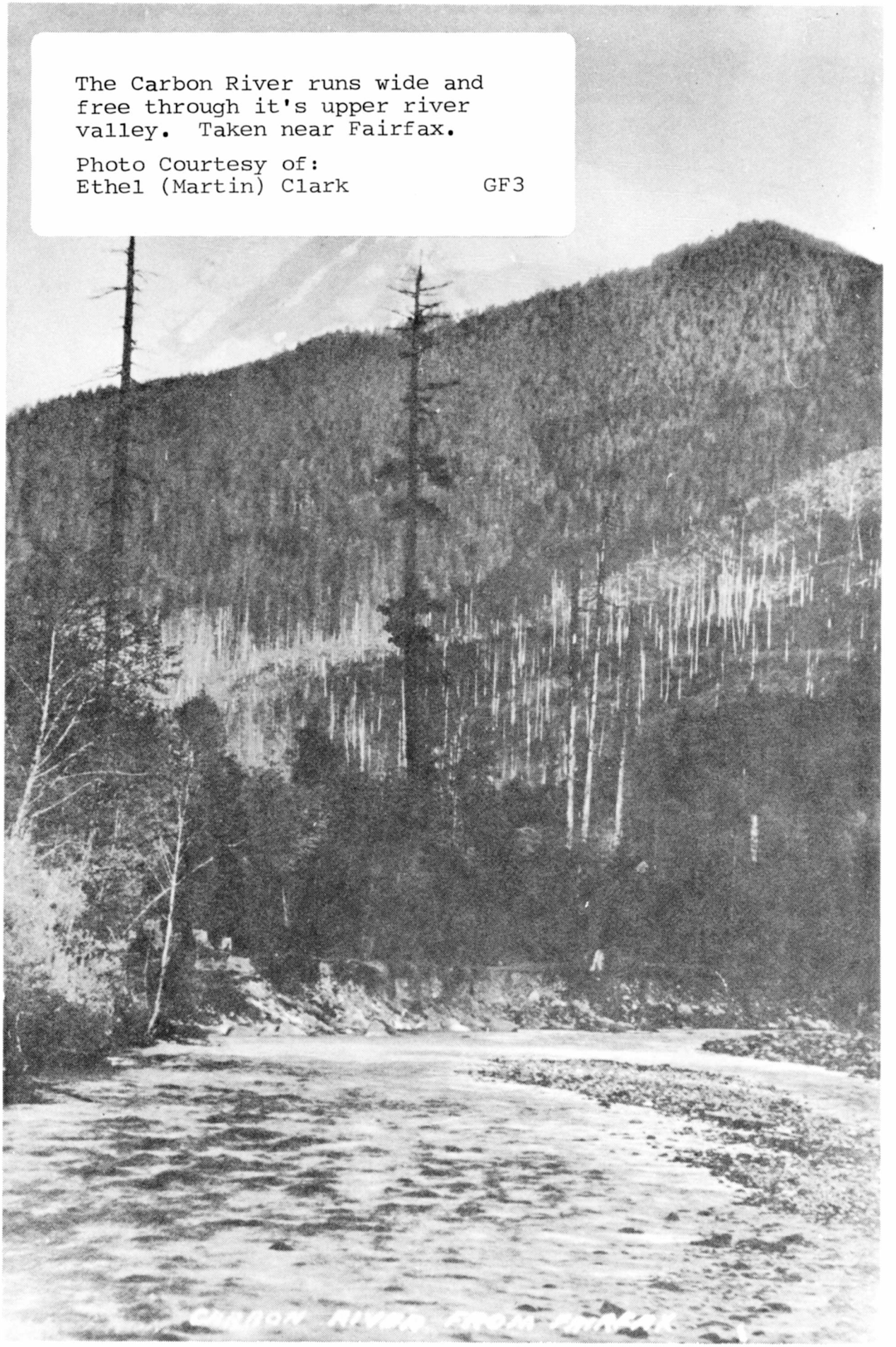
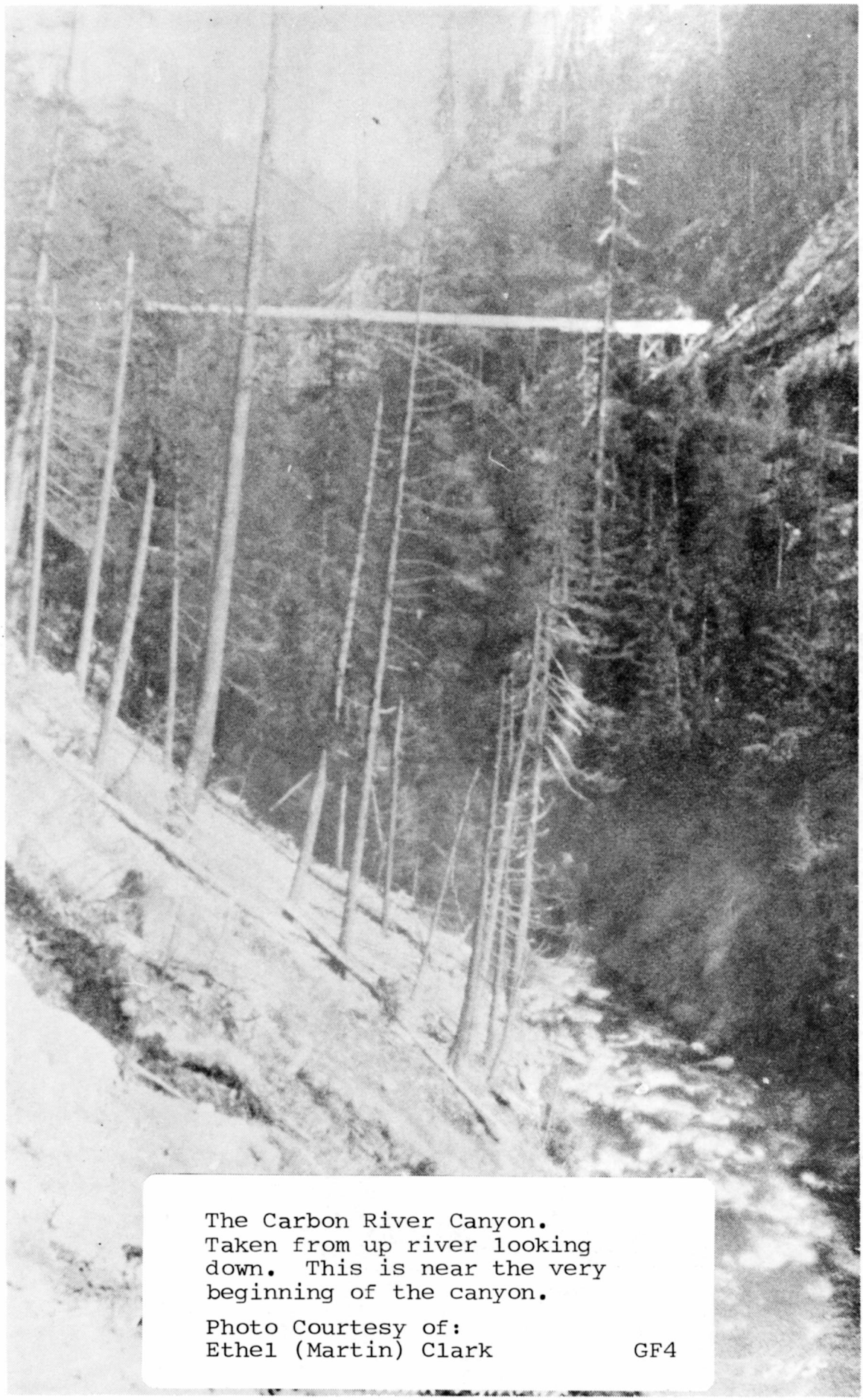


The Carbon River runs wide and free through it's upper river valley. Taken near Fairfax.

Photo Courtesy of:
Ethel (Martin) Clark GF3



The Carbon River Canyon.
Taken from up river looking
down. This is near the very
beginning of the canyon.

Photo Courtesy of:
Ethel (Martin) Clark GF4

Winter view
Gale Creek tributary of
Carbon River

Photo Courtesy of
Ethel (Martin) Clark GF5

CHAPTER TWO

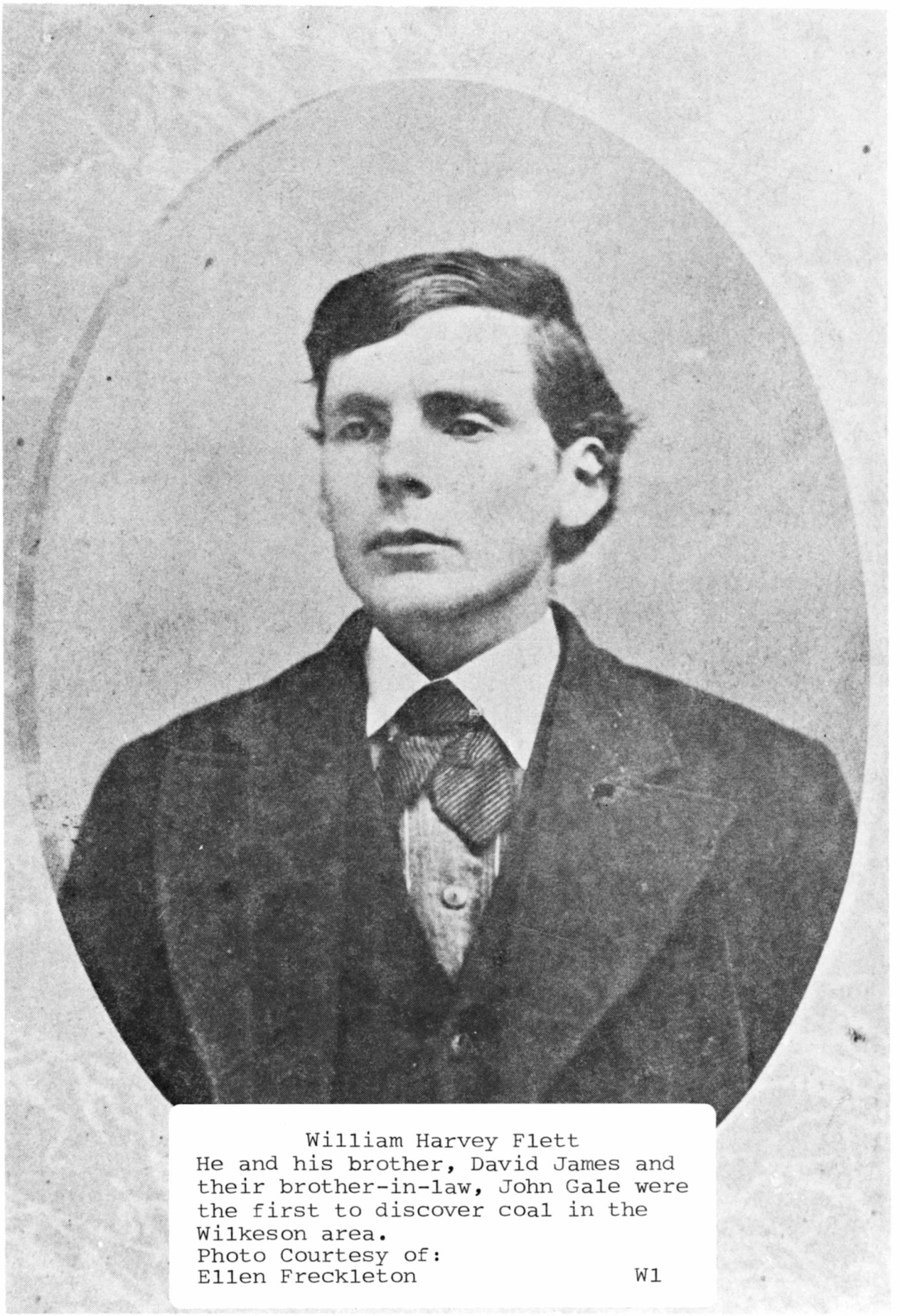
Wilkeson

The gunny-sacks filled with coal did not seem heavy at all to the trio, as they made their way out of the Carbon River forest, toward home at South Prairie. This had been their lucky day. Those stories, about Van Ogle finding coal, in 1862, in the area had been true. Too Bad, Van Ogle hadn't bothered to stake a claim. It looked like a good grade of coal. Those were some of the thoughts, that ran through their excited mind's, as they hurried for home. The year was, 1874. The place was near the present day town of Wilkeson, Washington.

William Harvey Flett age 24, his brother David James Flett age 26, and their brother-in-law, John Gale age 45, had just discovered coal at the present day town of Wilkeson. The trio took their find to Puyallup, where capable black-smiths tested it and found it to be a good grade of coal. They staked their claim in 1874, along a creek, they called Flett Creek, later it was renamed Gale Creek, which is it's present day name.

It was the first coal claim staked in the Carbon River area. The coal they found was only the 'tip of the iceberg', so to speak, as the Northern portion of the coalfield, alone, was over twenty-five square miles.

Their job ahead was a big one. They knew besides mining the coal by hand, that they had to find some way to get it all the way to Tacoma to market. It was over thirty-



William Harvey Flett
He and his brother, David James and their brother-in-law, John Gale were the first to discover coal in the Wilkeson area.
Photo Courtesy of:
Ellen Freckleton W1

WILKESON

miles to Tacoma. From South Prairie to Tacoma there was a passable wagon road, which had been put in during the Indian wars of 1865. It was called Military Road. From South Prairie, southeast to the mine site was five miles, as the 'crow-flies' and more if they had to punch a road in using the long way around through easy terrain.

Between the mine and South Prairie there was only, one man. He was William Kennon Wilson and he had claimed a homestead the same year. He was from Highspire, Pennsylvania. His property was about one and one-half of a mile northwest of the mine. He was busy damming the creek to form a mill-pond, building a saw-mill and home for his family on the new homestead.

The trio punched a crude wagon road up from their home in South Prairie to the mine. They drove over eighty-eight feet into the mine before the year was out. They had a hard time of it. They had to fall the huge old-growth trees by axe or 'misery'whip' and then hand hew the mine-timbers from the logs. Inside the mine they worked with pick and shovel. Then they loaded the back of their wagon-bed with the 'black diamonds' and John Gale drove the wagon all the way to Tacoma. On the tide-flats he sold the coal for $21.00 per-ton. It was a great price, when a man only made about 50 to 75 cents for a ten to twelve hour day.

In 1874, during the birth of the mine and all the commotion that went with it they hardly noticed Phillip G. Weaswick, when he came to the area. Phillip was an engineer for the Northern Pacific Railroad. He just sort of poked around looking at this and that and then left as suddenly as he had shown up.

They kept right on working the claim. The money kept rolling in and the coal kept rolling out.

Suddenly they had permanent company. A second claim was staked right across the creek from their's. The Puy-

allup Valley Coal Company, under the direction of John C. Ainsworth, Simeon Reed and a Mr. Thompson staked the claim. Now, those boys were no 'small-potatoes'. They were very powerful and influential men connected with the Northern Pacific Railroad, and they already had a monopoly down in Oregon. They and their Company owned all the steamers and other modes of transportation, along the Columbia River. It didn't take the Fletts and Gale long to figure out, the new operation was not going to be as primitive as their's. The new one was going to be a big mine and it was Northern Pacific backed. They knew, once they got the new mine open it was going to mean the end of their little one-wagon show. There wasn't any way, in the world, they could began to compete with the Northern Pacific Railroad.

The trio hadn't any way of knowing the Railroad was having a lot of trouble and desperately needed the coal to keep on it's feet. The Northern Pacific Railroad was in a terrible state, in 1875. When it's hierarchy saw the coal at the harbor in Tacoma, they had sent Phillip G. Weaswick out to take a look around and see if there might be a lot of coal in the area around the mine. Coal was the fuel, of the day, and it would mean big revenues for the Railroad, if it had a big coal supply right in it's back-yard. It would be even better if the Railroad owned it. Seattle had mines running, but it was to far away and the Railroad wanted to keep everything, as close to Tacoma, as possible, because Tacoma was to be the main terminus for the Northern Pacific Transcontinental Railroad. The coal was only thirty-miles from Tacoma. It would not take much money to lay a new track from Tacoma to the coal-mine area. It was about the last chance, as the Railraod was in financial woe. It had managed to lay quite a bit of track back in the East on the Eastern Division, but it had only made it from Kalama to Tacoma on the Western Division, before running out of it's

funds. In order to keep it's liberal land-grants, it had to do something and do it quick, or the Government was going to take all the land back.

Those land-grants were tricky things and they weren't suppose to involve any mineral lands. The Railroad was allowed to take every odd-section lying in a twenty-mile wide strip, on each side of it's tracks, in Washington Territory, but if it contained mineral wealth the Railroad was to substitute another section. The Charter, also, had a time limit and in order to deep the land-grants, it had to meet the time limit. When it had stopped building track in 1873, everyone had gotten nervous and there was lots of angry talk, about taking the existing land-grants away. The Railroad had to get busy and complete the Northern Transcontinental Railroad.

It had suffered further embarrassment, when the Company could not pay off it's workers, when they were nearing the town of Tacoma and John C. Ainsworth had, had to come to it's rescue and pay off the men, so they would not tear up the newly lain tracks.

When the men, who ran the Railroad, saw the coal in Gale's wagon they prayed it would be their ticket out of the mess the Railroad was in. If they started to lay track everyone would think they were going on with the Transcontinental and at the end of the track, would sit their pot of gold, the coal they so desperately needed for the Railroad's use and as a means of new revenue for the line.

Charles B. Wright, the President of their Tacoma Land Company, took money from his own pocket. He sent all the way back East for the new railroad ties. They were sent around Cape Horn on a steamer, and were due any day at the dock in Tacoma. In the meantime, Clark, Cooper and McCartney were sent out with a crew of seventy-six men to ready the railroad bed. When the rails arrived, the bed was ready

and the precious rails were laid from Tacoma, along the south-bank of the Puyallup River crossing it just below the present day town of Orting. They continued on along the south-bank of the Carbon River crossing it at the present site of Crocker. Then on they went, along the south-bank of South Prairie Creek and after crossing it twice, they headed for the mine site, along the creek, now called Wilkeson Creek.

Officially the railroad-line, was called the Puyallup branch and it opened on November 1, 1877. A small depot was built near the end of the tracks. On November 23, 1877, the post-office opened for business in the little depot. George Arnold was the first postmaster and the depot-agent. The post-office took the name, Wilkeson, after Samuel Wilkeson the Secretary of the Northern Pacific Railroad, at the time of it's charter. He had spent two-weeks, in 1869, aboard a steamer in Puget Sound looking for a suitable spot for the main terminus for the Northern Pacific Transcontinental Railroad. He left the Railroad a set of notes, called 'Wilkeson notes' and in the papers were notations of the apparent coal and sandstone wealth in the Puget Sound area.

The Fletts and Gale closed down their little mine and went back to what they had been doing before they found the coal. William and David Flett returned to their stock-ranch on South Prairie and John Gale went back to the tide-flats in Tacoma, where he had considerable property.

There were lots of new people in the mine area. Some of the men, who had come in with the railroad, decided to stay and see how things developed. Frances Bisson, one of the young railroad workers, liked the area, so he bought some land from William K. Wilson and took a job helping to drive the main-slope in the big new Railroad mine. Cooper stayed on and he became the first clerk in the school, on December 9, 1877, when School District #15 was appropriated by the County Commissioners in Tacoma, and they gave $115.78 toward

the new school construction.

Suddenly, the Indians on the Eastern side of the Cascade Mountains started to raise cane. It scared the 'day-lights' out of the miners in Wilkeson. They held a meeting and elected George D. Arnold the Captain in charge. Everyone in the entire Puget Sound area was alarmed and a meeting was held in Tacoma. Guns were ordered and it was the responsibility of each Captain to take care of the ordering and issuing if the uprising should come to the west-side of the mountains. It was all for nothing. The Indians never attacked and the town soon settled down to the business at hand.

Charley Lee ran the mine and supervised the mine area, and the miners managed to remove 140 tons of coal. It was sent to Tacoma and loaded aboard the steamer 'Alaska'. Mr. Chilberg and a crew were busy constructing the first coal-bunkers for the Northern Pacific Railroad near the coal-mine. The Company had, also, constructed a miner's boarding-house. They called it 'Carbon House' and Mrs. O'Neil an Irish lady cooked for the miners in the new boarding-house.

Around this time Wilkeson's first merchant entered the scene. He was John Price Jones, born February 4, 1848 in Herfordshire, Wales. He directly set up a store in the back of the depot post-office combination building. It was already limited in space, but he managed to get quite a few supplies stuffed in the back area of the building. He, then took over as the official depot-agent, postmaster, justice of the peace and store-keeper. He was the first store in the entire area and he did a brisk business from the on-set. His patrons were not limited to the Wilkeson area. People came from all around to buy their supplies at his little store-post-office-depot-justice of the peace building. Over at Boise Creek past the White River there were some settler families and they would walk or ride a horse all the way to the store. They had to ford the White River to do it, but they

had to have supplies and his store was the only one around. It wasn't very long before he decided he had better build a bigger store.

The community was beginning to take shape. Cornelius Mack built a saloon called 'McGuff's' or the 'Gin-Mill" and he did quite a business, as there really was not much-else, to do. The saloon sat down about one-half of a mile from the town.

William K. Wilson was running his saw-mill and he had built an oven in-order to bake bricks. He had found a good clay-mine on his property and it produced a good brick when properly baked. He, also, had a small coal-mine on his property. Wilson was a man of many trades, and he had, also, built a beautiful two-story home for his family upon the homestead. He liked to take his buggy and go to town on his time off. He enjoyed a beer just like the rest of the boy's did, but he was kind of considered to be one of the fathers of the town and on Election Day he was elected to over-see the voting held at the school-house. Robert Sprowl and John Doran accompanied him. When it came time to choose three representatives to go to the Convention where the issue of Statehood was being conducted, William K. Wilson was one of the first chosen. On that trip he was accompanied by Benjamin Fallows and E. E. Cooper.

In 1879, the first big Northern Pacific mine finally opened and began to ship-out coal. The men worked for pretty good wages, in those days. An unskilled laborer made 50 cents on up to about $1.00 depending upon how hard his job was. A skilled man could make up to $2.50 a day, of course, the hours were ten to twelve at a stretch.

With the mine running new miners moved in and the school had twenty-eight pupils in 1879, and they all attended class in a one room school-house, which sat next to a hillside not far from the mine. Some of the kids were the Hodder's, the

Everetts, the Lees, and the Wilsons. Professor Whitworth taught the lessons in the school-house.

In 1879, a man named, Robert Wingate, came to town, but not from the usual direction. He came down from up in the forest above Wilkeson. He had found a good coal 'out-cropping' about three miles south of Wilkeson down on the Carbon River bank. It was on the opposite side of the river from Wilkeson, but the only way to get to the area was to built a road from Wilkeson up to the gravel terrace which was directly across from the mine. Some local men hired on, one of them was Frances Bisson, and they punched-in a wagon road from Wilkeson up to the gravel terrace. The Northern Pacific Railroad had graciously agreed to extend their railroad spur up to the area, also. So, it wouldn't be long before Wilkeson had a sister town.

In Wilkeson the men were busy building some coke-pits. These were the first pits built in Pierce County. Wilkeson's coal had good coking properties. Years before mining men had discovered, that if you burnt the coal for different legenths of time in a pit, many of the impurities would be burnt away and the product left was a solid chunk of coke, which when fed to a big furnace, would produce an intense heat. It was vital to the making of pig-iron. The first pits were made on Tacoma Coal and Coke land.

The census was taken in 1880 and Wilkeson had the following persons listed: George D., Clifton W. and Ella M. Arnold, Frances Bisson, William C. Blakeslee, A. T. Bruce, Jim Chee, Eli C. Coyner, Clifford L. and M. P. Crook, Fannie L. Crooke, William, Thomas B. and Kate B. Davis, Frank, Martha, Martha W., Nellie, and Emma Dodds, Freddie, Charles, James and Lizzy Dorsey, Frank Elliston, Samuel D., Mary J., Lucretia, and David W. Evans, Benjamin F., Clara, Ann H., Dew, Grace, Joseph, Lucina, Mariam, Rose and Samuel Everett, Benjamin F., and Mary A. Fallows, Thomas Graham, Patrick

Harley, John, Hannah, Mary, Sarah J., Sydney, William and Elizabeth Hodder, James Howard, Eben G., Florence, Jane and M. F. Ingalls, Joseph and Lydia Johns, John P. Jones, E. W. Keeler, Charles, Myrth, Emeline, Austie, Price and Clyde Lee, Cornelius Mack, W. H. Maxwell, John D. McGregor, W. G. Mulherrin, Patrick, Annie and Alice O'Neil, William E. Owen, Henry, Lena, Roslita and Lena Pennell, Arthur, Annisetta, Charlie O., Mary A., Mary A. Reuben and Rubie Pool, Milton Rivers, John T. Sheets, Ki Sing, Godfrey, Sophia and Lizzie C. Tritschack, H. G. Willard, and finally William K., Mary, George K., Mary M., Elen J. and Newel K. Wilson. Such was Wilkeson, Washington in 1880.

In 1883, the Oregon Improvement Company took over the mine. This Company was one of Henry Villards, and when he became the President of the Northern Pacific Railroad, he took over the mine area. He saw that the mine was not doing very well. He hired a pioneer mining man to get the mine going. Evan Lewis was hired and he took on the task of driving a gangway called 'the bone and muscle' gangway. The name it's self is self-explanatory. It doesn't take much of an imagination to figure out the gangway was an extremely difficult task.

The same year 1883, another Northern Pacific past-President, Charles B. Wright turned his eyes upon the sandstone-bluffs which towered not far from the mine. He wanted to build a beautiful church in Tacoma, in loving memory of his wife and daughter. He loved the color of the sandstone and knew it was a stone, which would last a long time, so he had a crew began the task of building the St. Luke's Church out of Wilkeson Sandstone. It took over one year to complete.

All the added industry attracted Mr. Berilla. He figured it was high-time the town had it's second saloon. He started one in 1884. He was from Mountain Top, Pennsylvania. Now, Berilla had a pig and he fed that animal all of his left-

over beer. It was the fattest animal he ever raised! He and his wife had five children while they were in Wilkeson. The saloon didn't do to well when the mine began to have troubles, so he sold the business and went to work in the coal-mine. In 1903, he bought some land and after a little house was built on the land he took his family there. He still worked the coal-mine, but he only went home on the weekends. A lot of families established their homes in the same manner. The man would work until they were able to afford a home with some acreage, and they would put up a small cabin. Then the man would continue to work the coal-mine, while all the clearing was done on the property. After the property was ready to farm the man would quit his job and farm the property. Most of the properties they purchased were quite a long way from the mines, and so it was impossible for the men to come home everyday. They would walk home on the weekends, some to the present day town of Enumclaw, South Prairie, Buckley or even Orting.

A shadow fell across the territory of Washington in 1885, as Chinese people began to be scorned. Large riots took place along the Sound. Times were tough and the white laborers were having a hard time finding work. They wouldn't do many of the jobs the Chinese did, because they considered the jobs to be beneath them, but they didn't like to see the Chinese people working while they were not. In the coal town of Wilkeson there were but a few Chinese laborers. Some had come in when the tracks had been laid in 1876-77. Some eighteen Chinese laborers had helped to lay the track. The ones that stayed on never bothered anyone. They were very cautious coal-miners, and when they drove tunnel they would encase it almost like a room with strong timbers, even the air-shafts were encased in timber. The ill-will was to strong and in 1885 all the Chinese in

Tacoma and it's surrounding area were driven out. They were loaded aboard Northern Pacific Railroad box-cars and sent on down to Portland, Oregon.

The stone-quarry opened officially, in 1886, and the Pierce County Court House was built out of the sandstone. They, also, laid the foundation for the Cowlitz River Bridge at Olequa, out of Wilkeson sandstone, the same year.

Tacoma Coal and Coke Company's mine had been almost completely closed down for the two years, after the Chinese troubles, but , in 1888, the mining resumed. A second mine Company entered the area, the same year. Wilkeson Coal and Coke Company secured a ninety-nine year lease from the Northern Pacific Railroad and it began mining. George W. Driver was the first Superintendant in charge. Hugh White was the first Manager. The Company began to construct ten new miners cottages, near the mine for their workers.

Tacoma Coal and Coke Company added twenty-five more brick coke-ovens to those, which they had built, in 1885. It made a total of twenty-seven good coke-ovens.

John Price Jones sold his store in Wilkeson to E. E. Brehm and Mr. Elliott. Charles T. Brehm, E. E. Brehm's brother, took on the job as clerk in the store.

The area was beginning to expand and it was time for a town-plat to be filed. Andrew J. Hill and his wife, Margaret, surveyed a town they called 'Hope'. Nothing ever came of the survey of 'Hope' made, in 1888, by the Hills. The next year, 1889, they platted Wilkeson, on March 29th, and Joseph & Lydia Johns platted the Johns Addition to the town.

The town of Wilkeson was considered, by the people, to be in two parts from it's very conception. Everything, above the railroad tracks toward the mine was considered to be 'Up-town', and everything below the railroad tracks was considered 'Down-town'. The reason for this was the fact

was that everything above the tracks was owned by the Northern Pacific Railroad, as part of their land-grant. Everything below the tracks was privately owned. 'Up-town', the mining companies owned the houses and businesses and the Northern Pacific Railroad owned the land. 'Down-town', was the area, where private homes were built on privately owned lands, and all the businesses were on private land and privately owned, also.

In the year 1889, the Territory of Washington was finally given it's statehood, and Washington State was added to the Union.

By then, the little town of Wilkeson was pretty well formed, both 'Up-town' and 'Down-town'.

In 'Up-town', there were many buildings, among them was the Company owned hotel, store, mine related buildings, depot and post-office combination, school-house and rows of little miner's cottages. In 1884, George Morris had opened a mine right in the middle of the town. He had leased the mineral rights from the Northern Pacific Railroad.

In 'Down-town', the settlement included two saloons, one store, one barber-shop, a hotel called the Martha Washington, and many privately owned homes. William K. Wilson had opened a sawmill, clay-mine, brick making oven and small coal-mine on his homestead.

The town's jail-house was up at the stone-quarry, in a railroad box-car, and the town's cemetery was located to the left of the town's combined area, upon a hillside.

This could be considered Wilkeson's first stage of growth. It had reached the point, where it was beginning to enter it's period of 'boom'. It sat on the threshold of becoming one of the major industrial towns of Pierce County.

WILKESON

The 'Boom'

It started slowly, at first, and then quickly picked up steam. William K. Wilson leased a three-acre logging-camp and stables to McDougal & Jackson Logging, in 1890. On November 17th, the same year, he leased them a logging skid-road. Then the huge old-growth trees around Wilkeson started to fall. One by one, the loggers fell the ancient timber and set it out to mills. The sound of the woodsman's axe biting into the bark of the trees could be heard for miles around. Timber crashed to the ground shaking the very forest floor. Men strained against the ends of their 'misery-whips' and horses lathered with sweat grunted in their harn-asses. Young boys scurried about taking oil and water to the fallers, and swabbing grease on the wooden 'skid-roads', to make the logs slide over them, and give some relief to the sweating straining beasts.

In the mines, the miners worked from 10 to 12 hours a shift. They worked deep in the bowels of the earth and it was blacker than night in those tunnels they mined. Many a miner walked to work using the light from his carbide-light and when his shift was in, walked home using his light to show the way. Some miners never saw the light of day for a week at a time. It was cold and damp in the mine. The air-shafts sent air rushing down the tunnels, pushing the stale, gassy air out of the tunnel, and bringing in new fresh air. Water constantly oozed out of the walls and dripping on the

miners and running down ditches on either side of the tunnel floor.

Tacoma Coal & Coke produced 30,489 tons of coal in 1890, and they employed seventy-eight men. Wilkeson Coal and Coke mined 31,489 tons and employed eighty-three men.

The influx of new miners, coke-oven workers, loggers and stone-quarry workers meant house construction and more businesses being established.

The year 1891, dawned with great promise. Wilkeson Coal and Coke built fifty more coke-ovens and they burned day and night and produced ton after ton of coke, which was quickly loaded aboard the Northern Pacific Railroad and taken to Tacoma. The coke was then gobbled-up by many waiting industrial furnaces dependant upon coke for fuel.

The population of the town had hit 450, and Andrew Jackson Hill officially filed the town-plat on March 31st in the County Auditor's office in Tacoma. Wilkeson was there and there to stay. The road ahead was all down-hill. They had a community working together and it was building a society within the town it's self.

Wilkeson was a proud town. It contained many different nationalities and even though they were part of Wilkeson, they still had their own social structure within the town. In 1891, the people of Slavonian heritage founded their own Slavonian Lodge. They wanted to help their fellow people. It was their place and at the Lodge people of only their nationality could enter. It gave them a feeling of security, as many of them were directly from their Slavonian Country and completely ignorant of the laws and ways of America.

The town as a whole was forming a society. It reached out to neighboring towns as one unit. Every nationality standing side by side as brothers. When the Valley League for baseball was founded, Wilkeson was a charter-member.

There were two new arrivals, during 1891, who would play an important part in Wilkeson's growth in the following years. The first was Ellis Roberts. He would later be a very prominent part of the community, but in 1891, he took a job at the coal-mines, under J. M. Kelly, in 'Up-town'. The second was Frank Kepka. He established a jewelry and watch repair shop. He, also, carried drugs for medicinal purposes, and he was the first man to do so in Wilkeson. He would go on to make more contributions to 'Down-town', Wilkeson in later years.

Those two men were in Wilkeson just in time to see the big-game. On the fourth of July, in 1891, the big-game was held. It was the first game played by Wilkeson, after the charter of the 'Valley-League' had been established. The industries all shut-down and everyone had the day off. It was a great day for the baseball game. There was a lot of heavy betting on the out-come. The whole town, of Wilkeson, stood by and watched as Captain 'Big' Dave Williams, Forester, Babbitt, Lewis, Brehm, Dowd, Brannon and Scroggins beat the 'socks-off' of the Buckley team. The final score was Wilkeson 12 to Buckley's 1. That called for a celebration, which went on, until the wee hours of the morning in all the local saloons.

It didn't take long for those games to become big-sport and McInnes & Company Saloon, took the initative, in 1892, just after they established, and cleared a big baseball park. 'Game-fever' hit the town and it got so bad, it even infected the hierarchy of the mines. It wasn't long before they were importing good ball-players and giving them the easiest jobs they could find for them around the mine. Big money was bet on the games. If anyone missed a game, they practically weren't even considered to be among the living.

The town kept growing, as new miners came to town. In 1893, the John Abraham Sr. family moved into a little coal-

miners cottage in 'Up-town', and John went to work in the mine. Now, John Sr., was also, an expert at three-cushion billiards and it was a respected profession, during those years. He didn't spend a lot of time at home and it put most of the weight of raising the family, upon the shoulder's of his wife, Marion (Ross) Abraham. He was a German and she a full-blooded, Scot, born in Chapel, Scotland to William and Mary Ross. John Sr. made many contributions to the town, himself, and his wife and their, soon to be, seven children would make many contributions of their own.

1893, was a good year for pioneers, and it was also, the year of Joseph T. Lee's arrival. He had been born in Tioga County, Pennsylvania, in 1872, and his father had been a coal-miner by trade. He had been educated in Pennsylvania and spent two-years at Vanderbilt University, at Nashville, Tennessee. He had taken a position with the Northern Pacific Railroad on their Pacific Division, in 1889, and from there his trail had led to Wilkeson and into the coal-mine. He rose quickly to prominence and took over the General Superintendance, in 1901. His reign spanned the 'boom' years.

A lot of the townspeople were of the Catholic religion and there was a growing need for a church. Two men gave a corner or adjoining lots to establish a Catholic Church. One of them was John Pete. John was born in Poland in 1863. His wife Catherine (Orloski) Pete was also, born in Poland in the year 1878. This family was one of the earliest of their nationality to arrive in Wilkeson. They would have thirteen children. This family was considered to be among the pioneer families of the town of Wilkeson. The parents and their children would make great contributions to the town.

The church John Pete helped to establish was called the Our Lady of Lourdes Church and on March 19, 1894, the Chruch was blessed. It sat to the right of the town upon the hillside, near the Pete home.

These years, were a time of real bustle, and there was much activity going on all the time on Wilkeson's streets. The children were going to school and coming home, while shift after shift of miners and coke-oven workers walked the same streets going to work and coming home. Around the town the fallers and loggers worked falling the timber and hauling it to the railroad track, for shipment to waiting mills. Long trains of Wilkeson's industrial products, such as, coal coke, sandstone blocks and timber were seen daily running the tracks between Wilkeson and Tacoma. The businesses, along the main street of Wilkeson were alive with patrons. The depot and post-office hummed with activity at train time.

All that was Wilkeson, in the late 1890's and more. It was a place, where a man could still find work, during the depression following the crash, of 1893. After 1893, all of America was gripped with financial despair and jobs were few and far between. Many a family left their established homes back East and headed out to Washington, where there was still promise of a job.

Abe Nelson came to Wilkeson, at that time, because the lumber industry was still moving. He was a native of Sweden, but had come from Wisconsin to Wilkeson. In later years, he would be considered one of the fathers of the town. His son, H. Robert 'Rude' Nelson, who had been born in Superior, Wisconsin, in 1896, would follow in his father's foot-steps and be a leader in the town of Wilkeson.

Gus A. Carlson, a pioneer merchant of Wilkeson's 'boom' years, arrived, in 1899. He began his life in Sweden, in 1873. He was the son of Carl and Elizabeth Carlson. In 1880, his family had crossed the Atlantic Ocean and settled in Michigan, where his father had worked, as a logger. In 1885, his family continued on across America and located in Marion, Washington. In 1887, Gus went to work in the Burnett mine, at the tender age of fourteen-years. He stayed at

the mine, until 1894, and then went east with Coxey's army. After leaving the army, he was not sure what course to take, with his life. He went back to Michigan and worked at logging. In 1897, he returned to Burnett and, once again, worked in the coal-mine. He managed to gather enough funds together and, in 1899, he opened a saloon in Wilkeson. He was, but one among the many, as there were a total of thirteen saloons in Wilkeson, by 1900, and all were doing a thriving business.

The population of the town was almost at one-thousand. The businesses were all doing a steady flow of trade. They were making good profits. Brehm had bought out his partner and established the business, under the name of Brehm Bros. In 1899, the store had enough capital to build a second branch in Fairfax. The town of Fairfax was just beginning, so Brehm Bros. was in on the ground floor. It was the first store to open in the new coal-town. Charles T. Brehm left the Wilkeson store and went up to Fairfax to run the new branch.

In 1903, the Angeline family bought a home and moved from Carbonado to Wilkeson. They were no strangers to the town as they had paused there, in 1889, for a few months before moving on up to Carbonado. They represented a typical family found in Wilkeson, during the 'boom' years. They were part of the coal-mining families, who lived in the town. The other most prevalent type of families were the settler families. Each type had many of the same characteristics, but in some respects they differed.

To give the reader some idea of how the different families lived, the Angeline family was chosen to represent the coal-mining group of people, and like-wise, the Abraham family was chosen to represent the settler type of family.

The Angeline family had left their native country of Austria seeking a better way of life, not so much, for the parent's sake,as for the sake of their young children. The

parents, Alfonso and Virginia Angeline were Austrian born, and life was not easy in Austria.

Austria in the late 1880's through the early 1900's, was quite backwards compared to the social achievements of America. In Austria, as in many other European countries, the people still cooked on open hearths. Many homes had a barn area on the lower level of the home and the heat from the manure provided some of the heat for the upper level of the home. Life was hard and many of the people of Europe wished to improve their standards. When the news was heard, about the conditions in America being so much better, many chose to leave their native country and cross the ocean to America.

So, Alfonso and Virginia, his wife, and their one year old son, Richard braved the long Atlantic Ocean voyage aboard a steam-ship and landed on American soil in 1885. They went to Mt. Carmel, Pennsylvania and Alfonso went to work in the coal-mine. During their years in Mt. Carmel, two more children were born. They were Emma and Ester. News reached the Angeline family in 1889, that Estachio, a brother of Alfonso's had found work in a mine at Carbonado, Washington. The Angeline family left Pennsylvania and took the steam-train to Washington State landing in Wilkeson, Washington. They only remained a few months in Wilkeson. Their son Frank was born there, during their brief stay. The family moved on to join Estachio in Carbonado the same year. They remained in the town of Carbonado, until 1903, and then with the money they had saved, Alfonso purchased a home in Wilkeson, for his family, which by then contained three more children. They were Charles, Edith and Adolph.

Alfonso had chosen Wilkeson because there were no privately owned homes in Carbonado. On moving day they loaded all their possessions into the bed of a horse-drawn wagon and took the three-mile long wagon-road down from Carbonado to their

new home in Wilkeson.

Soon, there-after, Alfonso went to work in the mine at South Willis. Because of his many years of mining experience he was hired, as the 'fire-boss'. It was his responsibility to check the tunnels, for gas, before each shift.

Richard his son, had lost his leg in a mine accident in Carbonado and could not continue in the coal-mining trade. He went into partners with Wilson in a saloon and it was renamed Angeline & Wilson. It sat one-door down from Kepka's Store. Emma married Brian Shughnessy. He was a barber by trade. Emma, soon, opened a little ice-cream parlor. In 1905, Ester married Frank Bowman. He went to work in the Peanut Mine, 'Up-town'.

In those days, everyone worked and so even the younger children had chores to do. Every night the boys cut kindling and went up to the coal-dump by the mine and picked coal. Adolph was luckier, than some of the other children in town, as his father had made him a little wagon and he used it to bring the pieces of coal he found home. The coal was used to keep the families fires going and it was an important job, as the entire family relied, upon the fires to keep the home warm and to provide the heat, with which, to heat all the water for the washing of clothes, dishes and most important Alfonso's daily bath.

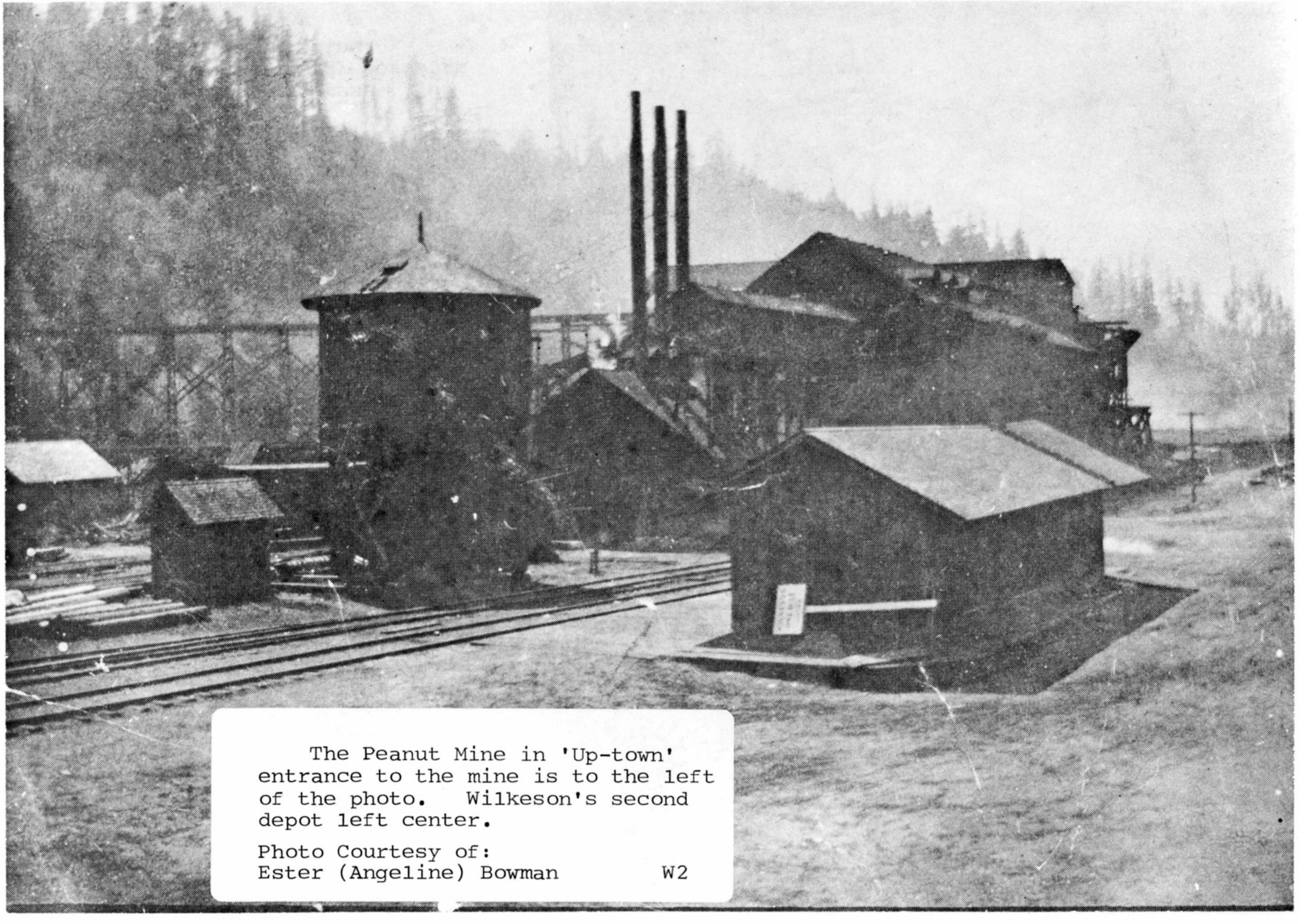
When the miners, such as, Alfonso, came home from a shift in the mine, they were unrecognizable. The coal-dust covered them. It was, so thick, it was impossible to tell one miner from another. Virginia Angeline had a bath-house out behind the home and she kept it spotless. When Alfonso came home after his shift, she had hot water ready and he would scrub-up in the bath-house, before entering his home. Everyone in the town had some place to bathe, after shift. It was a part of the day every coal-miner looked forward to.

After bathing, dressing in their good clothing and eating,

Typical miners dress 1905
(Frank Bowman) ready for work
in Peanut Mine

Photo Courtesy of
Ester (Angeline) Bowman

W7

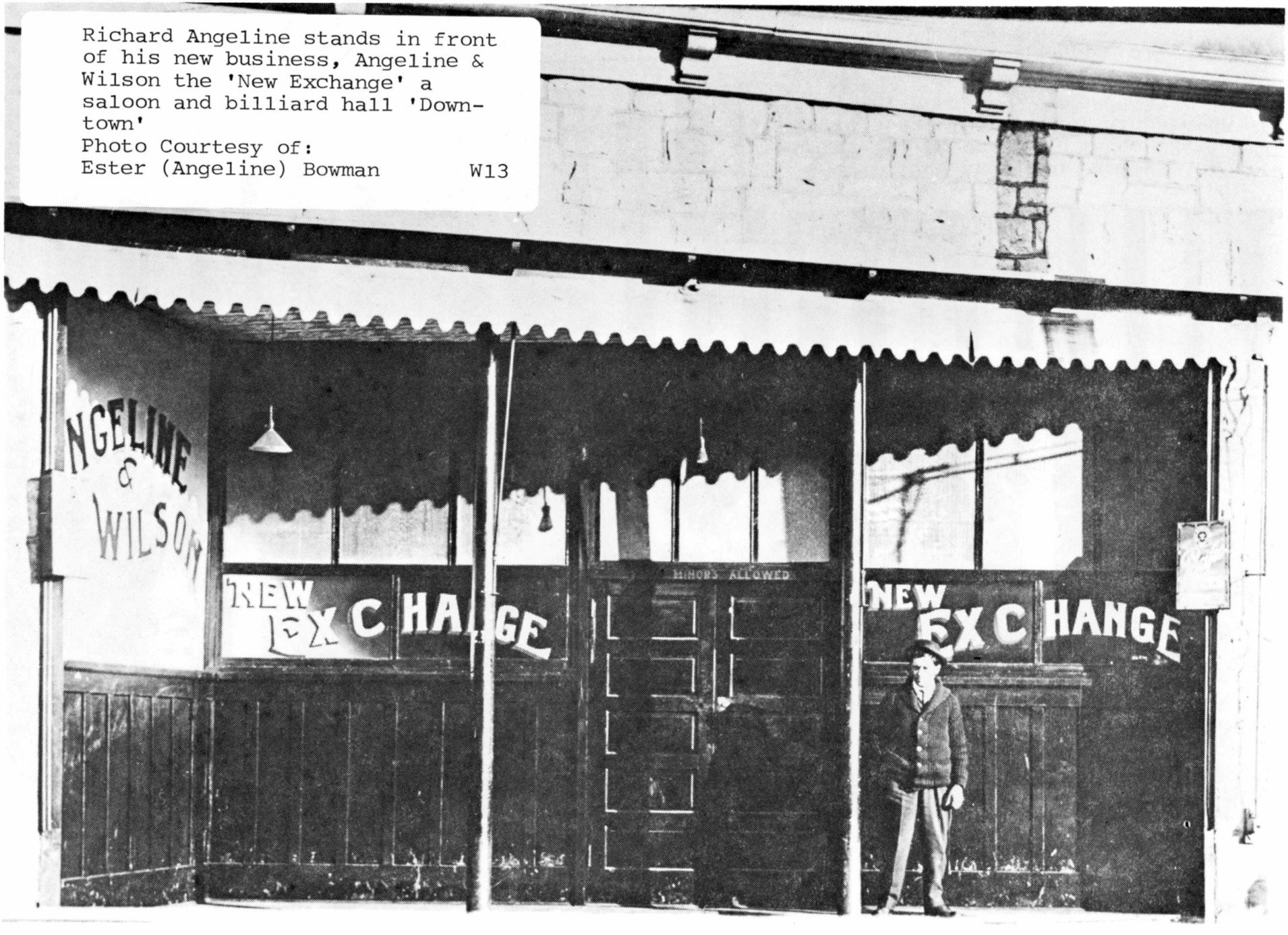


The Peanut Mine in 'Up-town' entrance to the mine is to the left of the photo. Wilkeson's second depot left center.

Photo Courtesy of:
Ester (Angeline) Bowman W2

July 1909 Angeline Family
Adolph-14, Alfonso-51, Ester-22,
Virginia-45, Charles-18, Richard-25
Edith-16, Frank-20, Emma-24

Photo Courtesy of
Ester (Angeline) Bowman



Richard Angeline stands in front of his new business, Angeline & Wilson the 'New Exchange' a saloon and billiard hall 'Down-town'
Photo Courtesy of:
Ester (Angeline) Bowman W13

most of the men would go to town in the evening. The women rarely went to town, other than for groceries. It was a man's town, after dark in those day's. The men would go to town in small groups and have a few beers, at one of the thirteen saloons. They would discuss the events of the day. Some evenings they had to attend their various lodge meetings, such as, Knights of Pythias, Eagles, Slavonian Lodge, or the Redmans Lodge. On certain nights the women held their auxiliary meetings and they were given a much needed respite from their home chores.

Usually the women remained at the home and did the washing, ironing, cleaning, cooking, mending, tending of the fires, minding of the babies and many other necessary jobs about the home. The young girls all helped in the home. They had the dishes to do and many cleaning chores. The girls remained in the home, until married. If they chose not to marry, they usually stayed on in the home helping the parents. The young boys would take jobs out-side the home about the age of fourteen. They would get a job in the bunkers of the coal-mine or some other place where helping hands were needed, to perform unskilled labor. The children's average education in the early 1900's was through the eight grade, so they were considered to be adults at a earlier age, than the children of today.

John Abraham Sr. had built his family a house 'Down-town' on a piece of property he had bought from Joseph Johns. It was a beautiful two-story home. He was gone from home a lot and so the family could not rely upon a steady pay-check, as the Angeline family did.

Marion Abraham and her children had to rely upon their own initaitves to bring in the house-hold money. Marion took on the awesome task of doing the laundry for the Company owned miner's boarding-house 'Up-town'. She washed all the laundry by hand and it was hard. Perhaps the most diffi-

cult to wash were the huge table-clothes. The chore of doing the laundry was difficult enough, but many times the weather made it almost an impossible chore. When it rained, all the laundry had to be dried, either on the porch, or inside the home, itself. When it froze, Marion had to go up to the top of the tracks and carry all the water down to the house in buckets and it had to be heated in large boilers on the family cook-stove.

The family unit had changed quite a bit, since it's arrival, in 1893. May, the eldest, had married Joseph Marovich. He was a widower, with three young children. She was no longer a part of the Abraham household.

August or 'Gus', as he was known by the local people, had married, Lillian Johns, the eldest daughter of Joseph Johns. He was the payer up at the mine in 'Up-town'. He, also, was not part of the family unit.

William, had married Edith Angeline, the daughter of Alfonso Angeline. William, as her brother, Richard, had lost a leg. He had gone up to walk his brother, Gus, home after work. He often would walk up a mile to the mine area and wait for his brother to finnish his job. The day of the accident, he was standing on the tracks, upon which the mine lokeys ran. In the power-house a careless worker let an engine get away and it ran down the tracks hitting young William in the leg. The injury was to severe and the leg had to be removed.

Amputations were common to the miners, as the jobs they were required to do in the process of mining, involved the use of equipment, that could, if not properly handled, quickly severe a limb. The usual amputation was performed by the town's doctor, in the family home, upon the kitchen table. After the limb was removed, it was placed in a black-box and covered with a black-cloth, then it was buried.

Young William's leg was buried in the family's yard.

He kept having a tremendous amount of pain and discomfort, so the leg was dug-up and the box opened. Then the family carefully straightened out the leg and it's toes and re-buried the leg in the Knight's of Pythias cemetery. The people believed if the leg was not laid to rest in a comfortable position, that the person, who had lost the limb, would have pain.

The loss of the leg cut William's career as a ball-player short. He had been working on a deal with the Chicago Cubs, when the unfortunate accident occurred. This was the end of his career as a pro baseball player. He took a job as clerk in a merchandise store. Then he married Edith.

So in 1909, the Abraham family unit contained Dorothy age 18, John Jr. (Jack) age 15, Irene age 12, and little 6 year old Gerturde. It was a great year for the family. First off John Sr., was elected to the first town council, which made him one of the father's of the town. Then Jack graduated with top honors from Wilkeson eight grade. He was given a real celebration. Everyone in the family, along with friends honored him, by picking huge bouquets of flowers and placing them at his feet after the graduation. In Wilkeson, the more honored the student, at graduation the more flowers they were given. He went to work in the bunker of one of the mines 'Up-town' sorting coal by hand. He got $2.10 for an eight hour shift. Out of his $12.60 weekly wage came the union expenses and so much to the doctor. He had to buy all his own work clothes and necessary tools, and he had to walk two miles to work and back home every day.

The Abrahams owned some beautiful cherry trees and at cherry-harvest time the family picked the cherries and sold them. Some were sold locally at 50 cents a ten-pound pail. Once the Pacific Fruit and Produce ordered two-hundred and

six pounds of cherries. The cherries had to be put three-deep into wooden boxes, which the family had to supply. The Abrahams worked hard picking the cherries and placing them in the wooden boxes, just three-deep, so the cherries would'n't be bruised on their way to market. The Company sent a horse and wagon up from Puyallup and picked up the cherries. The Abraham family received the grand total of $6.50 for the entire lot.

There were over seventeen different kinds of cherry trees in Wilkeson. The town was a beautiful sight in the spring of the year, when the trees were in full-bloom.

Just as the Abraham's and the Angeline's family units changed, so did the town of Wilkeson.

The mines were going full-bore. Evan Lewis had returned from Carbonado and took over, as Superintendant of the Wilkeson Coal & Coke Company. He had bought considerable property in the 'Down-town' section. He had retired in 1907, and settled back to reap the profits, from his real estate.

The Pacific Coal & Oil Wells Company had opened a mine in Section 26, east of Wilkeson and had erected bunkers and a tram to the railroad. The tram was a track, upon which, mules were utilized to pull coal-cars from the mine to the point of shipment. The coal had been processed at the bunkers and when it was marketable, it had been loaded into coal-cars and the mules had pulled the string of four loaded coal-cars to the railroad tracks in town, so it could be shipped out to market.

Those mules were very smart. They would pull four cars with no trouble, but if they heard the fifth car clink, as it was attached to the string, they sat down and no amount of prodding would rouse them, until the fifth car was removed. This trait was shared by almost every mule that ever worked in a mine in the Carbon River area. They, also had

John (Jack) Abraham
Graduation day 1909 the most honored student stands behind his flowers brought to honor him

Photo Courtesy of:
Mr & Mrs John (Jack) Abraham W5

"Cherry harvest time" in Wilkeson

At one time there were over 17 varieties of cherries grown in town.

Photo Courtesy of
Gertrude (Abraham) Wheatley W11

another nasty habit. At noon-time a whistle was blown, it was a signal to let the men know it was lunch-time. Well, the mules had caught on real quick and even though they were not fed at that time, they refused to work, until the next whistle blew signaling the end of the lunch period. Inspite of the eccentricities of the mules, the Pacific Coal & Oil Wells Company had moved 2,400 tons of black-smith coal to market.

While they had been mining, back in the town of Wilkeson things had been in an uproar for a few months. One of the Italian gambling 'joints' had been raided by Deputy Sheriff W. W. Gregory of Wilkeson. He had seized a roulette wheel and quite a lot of gambling paraphernalia, on December the 7th, in 1904. He had run the Italian plumb out of the town, and the other saloon owner's were in a huff. The Sheriff had gotten , so much, static, that he decided he had better not do that again for awhile.

The Pacific Coal & Oil Wells Company had been having more trouble than the Sheriff and, in 1907, they sold their mules and closed up shop.

While they were moving out east of town, the Brier Hill Coal & Coke Company was moving in west of town. The new Company managed to open and remove eight-hundred tons of coal their first year.

Dr. Penny had arrived, in 1907 and he was the town's doctor, for the next five years. He had the distinction of owning one of the two automobiles, which were brought to the town. The other automobile was owned by the Morris family in 'Up-town' Wilkeson, and it was a Studebaker stick-shift.

Dr. Penny had been born in Iowa, in 1878, and had received his schooling there. From 1898, until 1901, he had attended Iowa State College at Ames, Iowa. He homesteaded in Skagit County, Washington for two years and then return-

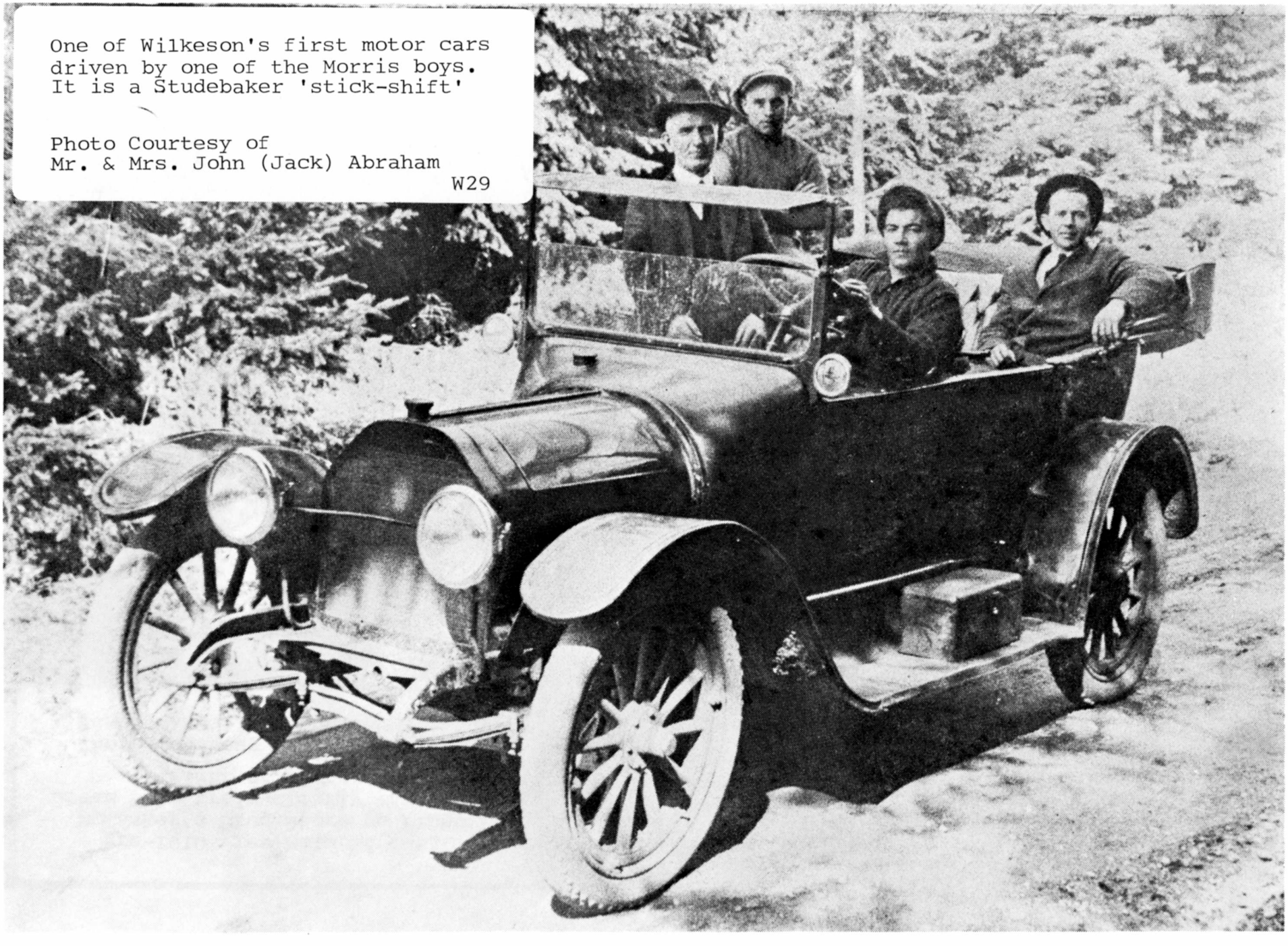
ed East and went into North Western Medical School of Chicago, in 1906. His first year of medical practice was in Illinois, and from there he moved, to Wilkeson. His wife was Laura (Gerbig) and they had one daughter, Lois, born while they were residents of Wilkeson. After he left Wilkeson in 1912, he went to Tacoma and was one of it's most famous doctors.

1907, was a turning point for the miners of Wilkeson. They organized and formed local #2634 of the United Mine Workers of America. Wilkeson's local became part of sub-district #3, which had jurisdiction over all the coal-mines in Pierce County. By organizing the local they hoped to secure reasonable wages and better working conditions. Through the 'boom' years of mining, the men, who were members of the Union, labored hard to better the conditions and the wages in the coal-mines, for those, who would follow after them. The Union was an important part of the town for the next fourteen years.

In 1908, the town began to take a different shape, as Joseph McCaskey built the first permanent fire-proof building in 'Down-town'. It was the City Drug Store.

While he was building his fire-proof building, other carpenters were busy building the First Bank of Wilkeson. It was established by I. B. Winsor, J. J. Anderson (cashier), W. H. Pringle (President) and George Tarbell. It opened it's doors for business, on October 27, 1908 and took in a total of eight-hundred and seventy dollars the same day. The bank was the only bank to ever be established in the Carbon River coal-mining towns. People from, as far up the mountain, as Fairfax used the bank. It went strong, during the 'boom' years.

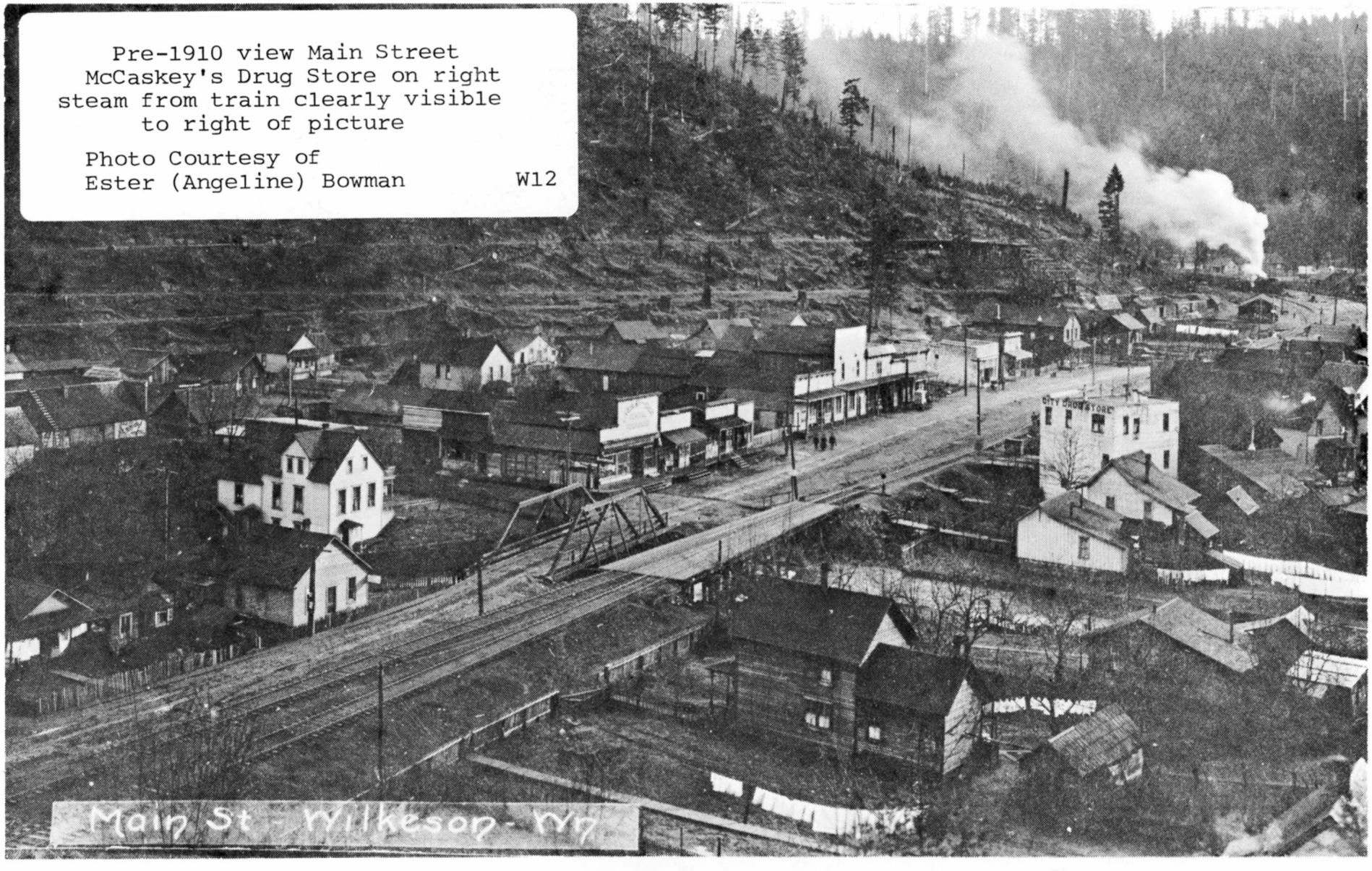
To the west of town the Brierhill Coal & Coke Company platted the Brierhill Addition to the town during April of 1908.



One of Wilkeson's first motor cars
driven by one of the Morris boys.
It is a Studebaker 'stick-shift'

Photo Courtesy of
Mr. & Mrs. John (Jack) Abraham

W29

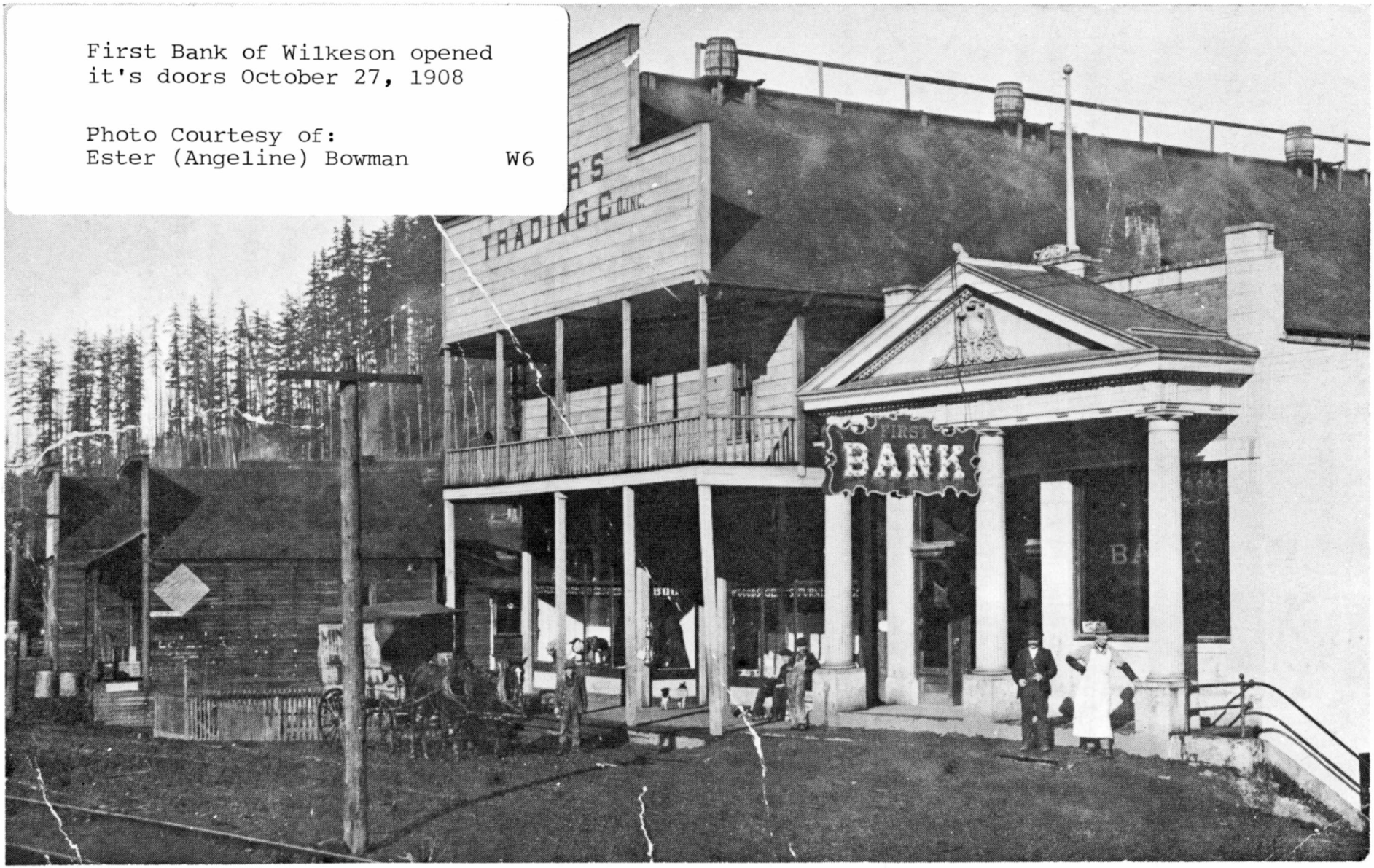


Pre-1910 view Main Street
McCaskey's Drug Store on right
steam from train clearly visible
to right of picture

Photo Courtesy of
Ester (Angeline) Bowman W12

First Bank of Wilkeson opened
it's doors October 27, 1908

Photo Courtesy of:
Ester (Angeline) Bowman W6



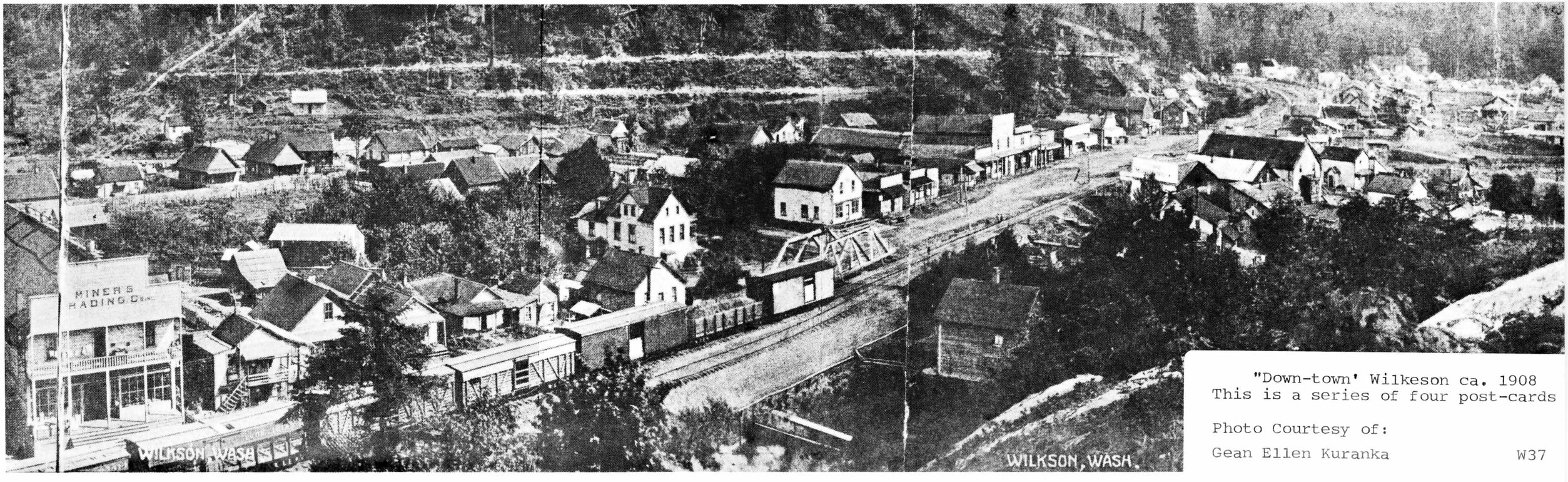
1909, turned out to be one of the biggest years in Wilkeson's history. It was the year, that the town incorporated. The townspeople involved held a vote and it went seventy-one, for incorporation, and only six against.

The town officers were elected and the Mayor chosen was T. M. Edwards. Mr. Edwards had a shoe-store in 'Downtown'. It sat next to Angeline & Wilson's. An empty lot separated the two establishments.

Frank Kepka was appointed, as the treasurer. Five councilmen were elected and they were Ellis Roberts, Abe Nelson, John Abraham Sr., Alfonso Angeline and John Gall. At that time, they allotted the wage per-month for the town-marshall, which was set at $75, and the monthly wage for the clerk was set at $15.

John Gall, one of the five councilmen appointed, had been a long-time resident of Wilkeson. He was of Austrian heritage and had been born in that country, in 1871. He had come to Wilkeson, about the year, 1900, and his profession was a coal-miner. By 1909, he had married Elizabeth (Tillymon, which had been changed to Mecko), and they had, had four children. Helen was born in 1901, Pauline in 1903, John Jr. in 1905 and Edward Allen in 1908. John Sr. was very active in the formation of the miners union local # 2634.

The founding fathers of the town, went on to pass the ordinances, which would govern Wilkeson. One of the first passed was Ordinance #4, which kind of put a damper on the younger set in Wilkeson. It read, "It shall be unlawful for any child under twelve years of age unless accompanied by a parent, guardian, or other person of suitable age having the legal custody of such child, to be upon any of the public streets or highways of the Town of Wilkeson after 7 o'clock p.m. during the months of Oct., Nov., Dec., Jan., Feb., and March, or after 8 o'clock p.m. during the months



"Down-town' Wilkeson ca. 1908
This is a series of four post-cards

Photo Courtesy of:
Gean Ellen Kuranka W37

of April, May, June, July, Aug., and Sept., and it shall be unlawful for any child under sixteen years of age unless accompanied by a parent, guardian, or other person of suitable age having legal custody of such child to be upon any of the public streets, or highways of the Town of Wilkeson after 8 o'clock during the months of Oct., Nov., Dec., Jan., Feb., and March, or after 9 o'clock p.m. during the months of April, May, June, July, Aug. and Sept."

It seemed a strange law, as some of the so called children were married by the time they were sixteen-years of age, and almost all the boys had been working for two years by the time they were sixteen. In any event it was an attempt to start to clean up the town, and it was a lot easier to start with the younger set than attempt to clean up the older set. Wilkeson in those days had open gambling and many 'ladies of the evening', as a matter of fact, Wilkeson had more than it's share of the afore-mentioned.

Hi Davis, son of William Davis a pioneer coal-miner in 'Up-town', had been supplying Wilkeson with its water and power, since around 1900. In 1909, he opened a mine in 'Up-town', to supply the fuel for the light & water plant. His company was called the Wilkeson Light & Water Company.

Joseph McCaskey completed a course in undertaking and became Wilkeson's first and only, undertaker. He set up his undertaking parlor inside of the large, cement building he had built the previous year, which housed his City Drug Store. He had a beautiful horse-drawn hearse.

The town's original cemetery, which sat upon the hillside was very difficult to reach. In order to bury a person, the funeral party had, had to walk quite a long way, from the end of a wagon-road, which had started at the town level and wound up the hillside. Five years before, in 1904, the Northern Pacific Railroad had given a piece of

land to Wilkeson's Knight's of Pythian Lodge, on which to began a new cemetery for the town. Between the town and the old cemetery, there were sets of railroad tracks and it was difficult to reach the cemetery during certain times of the day, when the trains were coming in or leaving. The Catholic Church created their own cemetery, in 1910, separate from the Knight's of Pythian Cemetery. The townspeople removed most of the bodies from the old cemetery on the hillside.

The Brehm Bros'. store had, had some pretty stiff competition, in 1906, when Dice & Miller opened their doors, and, again in 1910, when Johnny E. Aho began his merchandise store. There was enough business for everyone and all the stores grew and prospered. The average store bill per-family was $45 a month. Those were the days, when a man's word was good and all the stores ran on credit. The people would pay at the end of the month, when they received their monthly payroll check. The pay at the mine was $2.10 per-day for unskilled labor and on up to $4.50 for the more skilled men. Out of each pay-check came dues to the Union and additional money for the doctor. They, also, had to supply all their own tools, oil and clothing.

1910, the women of Wilkeson, as all their sisters, all across America received the right to vote. In Wilkeson it didn't mean much, to the men folk. At the town council meeting in June of the following year, 1911, an ordinance called #1 read as follows, "Section 5. And no women shall be allowed to enter, or remain in, or receive any intoxicating liquors therein, licensed saloon men not complying with or breaking this ammendment shall be subject to Section #6..." It was very clear that a woman's place was still in the home and receiving the right to vote did not change her status. The men continued to go to town in the evenings and the women continued to work in the home. Sunday to church, an oc-

occasional dance, well chaperoned, of course, and an auxiliary meeting was about the extent of the average house-wife's social life in the evening hours.

Gus Carlson got out of the saloon business, in 1910. He had the Carlson Block Building built, between Edwards shoe-store and Angeline & Wilson's the New Exchange. It was a beautiful new hotel with a restaurant on the bottom floor.

With all the new and fancy businesses, in the town the loose animals, which often, ran up and down the streets at leisure, had become a nuisance to the businessmen and some of the towns-folks. Something had to be done. They had the kids off the street by 7 o'clock in the evening, now all they had to do was to get the animals off the street and the town would be a pretty good place to live, after sun-down. So, on August 4, 1910 the town father's passed ordinance # 10, which stated, "An ordinance prohibiting certain animals running at large in the Town of Wilkeson. Section 1. It shall be unlawful for any cow, cattle, horse, mule, goat, sheep, swine, or any other similar domestic animal to run at large between the hours of 8 o'clock p.m. and 5 o'clock a.m. within the Town of Wilkeson during the months of Oct., Nov., Dec., Jan., Feb., and March and between the hours of 9 o'clock p.m. and 5 o'clock a.m. during the months of April, May, June, July, Aug., and Sept. From the looks of the ordinance, it didn't matter if the animals ran over the wife and kids, during the day, but they didn't want any of the evening customers at the town's businesses to be tripping over any on their way home from the pub in the wee hours of the morning. It wasn't good for business. It was risky enough threading one's way home through the muddy streets, most of the year, without having to worry, about being run down by a startled herd of cows, or being kicked by some ornery mule in the delicate process.

Frank Kepka built the Cosmos Theatre in 'Down-town', around, 1910, and it sat two spaces up from his original store, and next door to the Martha Washington Hotel. 'Up-town' had a show-hall, where the people could see a silent movie for 15 cents and someone always played the piano to accompany the feature. 'Down-town' was not about to be out done, so Frank Kepka constructed the theatre.

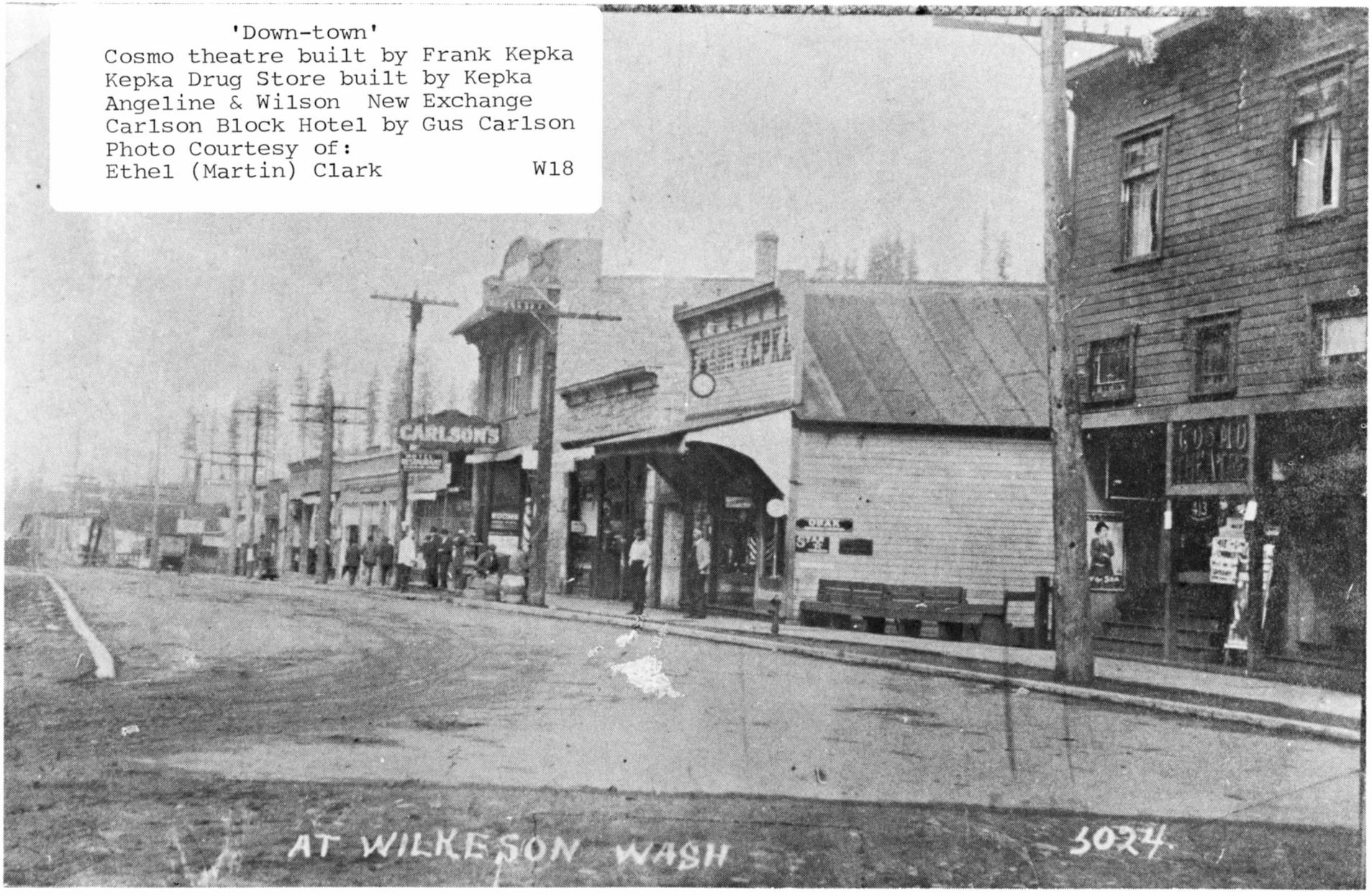
Another addition to the town was platted, in 1911, by Maggie Purse. The mines continued to grow, faster than the town and, in 1911, Tacoma Coal and Coke Company added new machinery. Wilkeson Coal and Coke built four new washers.

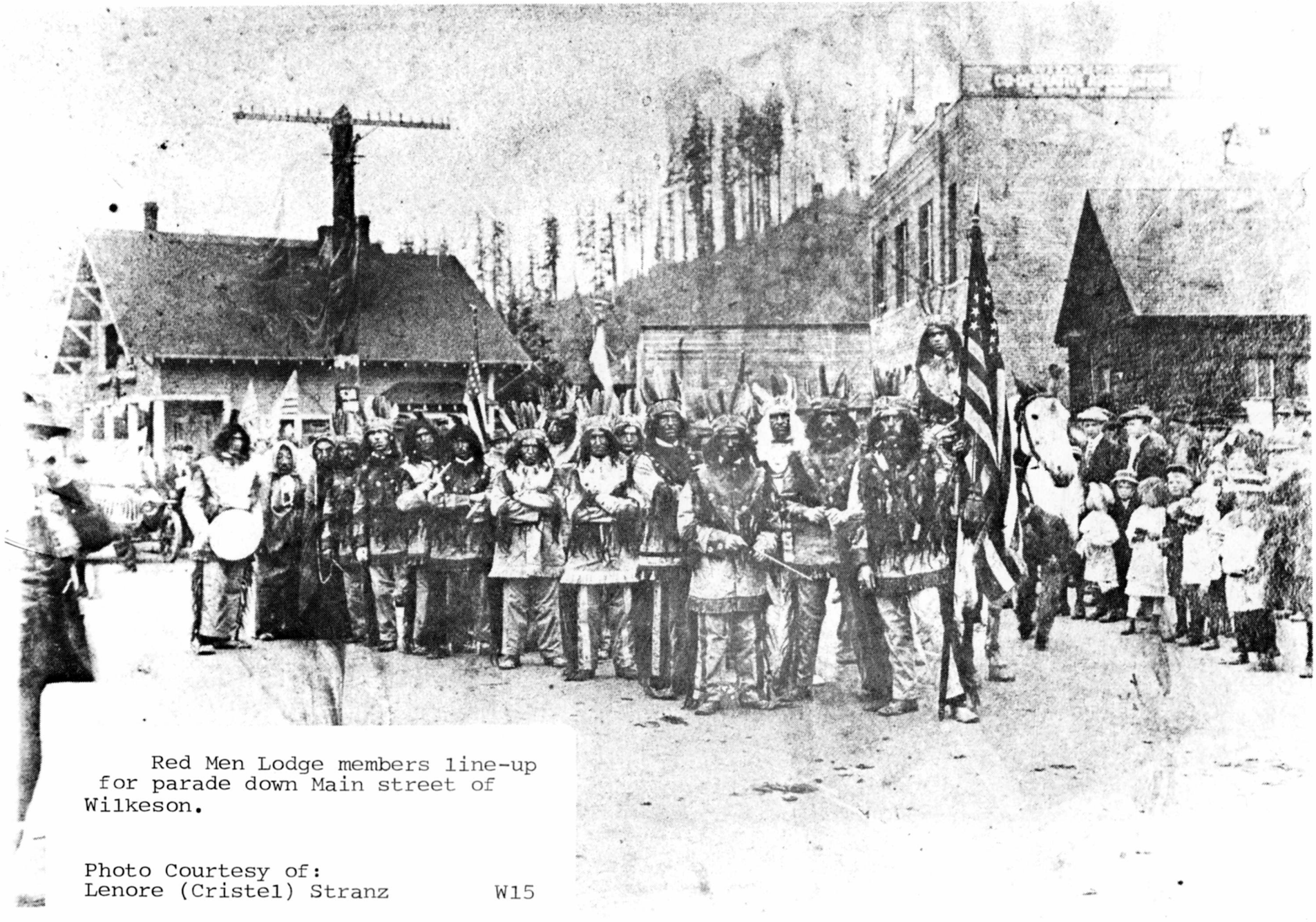
Joseph McCaskey became the town clerk and he along with the other businessmen chipped in to a pot and raised $1000 for the annual 4th of July celebration.

The celebration, on the 4th of July, was always one of the greatest, if not the greatest celebration of the year. On the 4th of July, the entire industrial area shut-down and everyone celebrated. There was, always, a grand parade down main street, and everyone, who could, participated. The Redman's Lodge dressed up for the occasion, in all their finery and paraded with much enthusiasm down the street. As always, a big baseball game was played, and afterwards the celebration continued on into the wee hours of the morning in the local saloons.

The town had grown, so big, it was necessary to build another school-house. The old one was sorely out of date, even with the new additions added to the original structure, it just wasn't big enough, and it lacked modern conveniences. It had the old-fashioned out-door toilets. The out-houses were balanced over the creek, behind the school. A set for the boys, a set for the girls and some for the teachers. After the creek would flood, during high water at different times during the year, each out-house was 'as fresh as a daisy'. The boys of the school, enjoyed a great sport. It

'Down-town'
Cosmo theatre built by Frank Kepka
Kepka Drug Store built by Kepka
Angeline & Wilson New Exchange
Carlson Block Hotel by Gus Carlson
Photo Courtesy of:
Ethel (Martin) Clark W18





Red Men Lodge members line-up for parade down Main street of Wilkeson.

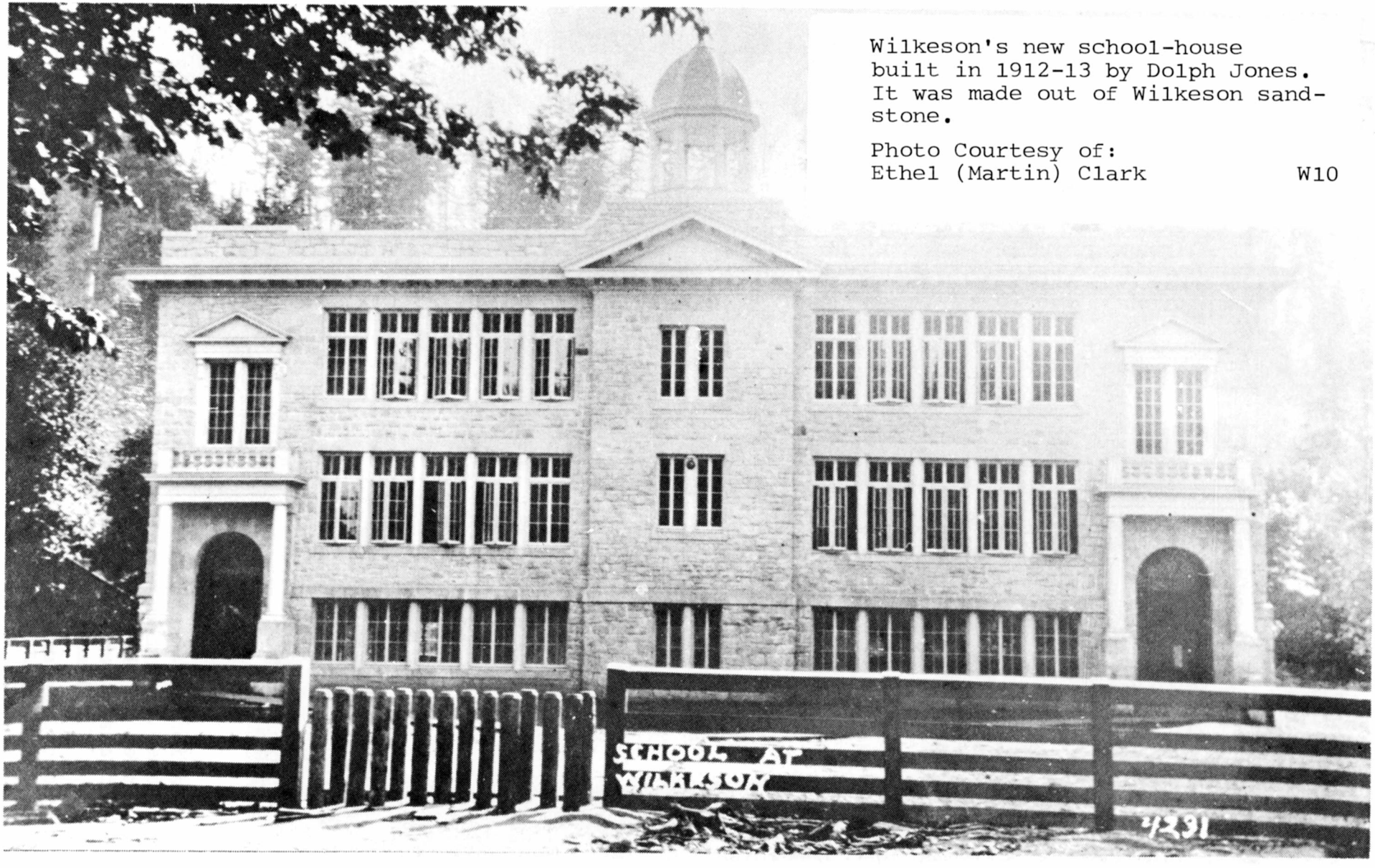
Photo Courtesy of:
Lenore (Cristel) Stranz W15

Wilkeson Baseball team
Taken 'up-town' at the ballpark

Photo Courtesy of
Adolph (Otto) Angeline W20

Wilkeson's first school-house in back-ground. Children run races in fore-ground, with Ethel Martin in third place.

Photo Courtesy of:
Ethel (Martin) Clark W14



Wilkeson's new school-house built in 1912-13 by Dolph Jones. It was made out of Wilkeson sand-stone.

Photo Courtesy of:
Ethel (Martin) Clark W10

Marion Abraham and son Jack
pause from their work to chat.
Taken on the front porch of the
Abraham home in 'Down-town',
Wilkeson

Photo Courtesy of:
Mr. & Mrs. John (Jack) Abraham W35

was trying to get a peek at the girls 'bloomers', so they could read the brand of flour printed on them. The 'bloomers' were made at home, by the mother , and if she used an empty flour sack the brand name would not wash out. If the boys were successful, they would make a great sport out of teasing the girl.

The new school was started on property next to the old school. The school-board purchased the property for the new school-house, from the Northwest Improvement Company, for $300. The last teachers to teach in the old school were Anna O'Dea, Josephine Chaffee, Mary Hively, Frances Conrad, Anna H. Dadum and Nelle Pugh. The Principal was J. G. Davis.

Bids to construct the new school were accepted and Mr. Dolph Jones of Tacoma got the bid at $26, 985. The architects chosen were, also from Tacoma, they were Frederich Heath, George Gove and C. R. W. Lundberg.

Dolph Jones hired a crew and among them was John Jr. or Jack Abraham. He was paid $1.75 per-day. The men pulled all the quarry stone up be hand and then it was chiseled and hammered. It had ten rooms. It was completed in 1913.

The school was constructed under Joseph McCaskey's term as Mayor. He was the Mayor, between 1912-1916. During his reign the main street of town was paved, with the funds taken in from the issuing of liquor license's.

While Jack Abraham was busy on the construction of the school-house, his family was busy at home. On the kitchen table sat a bowl, and all the children were expected to put any money they had made during the day into the bowl. Gertrude was in the seventh grade. She was young, but she did the work of a woman. She had to help run the families cows to pasture and go help her mother round them up in the evening. They had seven cows and they sold milk locally to the people, who needed it.

Gertrude Abraham
age 5 years

Photo Courtesy of:
Gertrude (Abraham) Wheatley W34

THE 'BOOM'

If one of the cows calved, they had to bring the calf home, upon their shoulders. They usually ran the cows up at Cranberry Lake Marsh, which was to the right of the town. In the winter, it was great, because the water froze and all the kids in town went ice-skating.

Gertrude had other jobs. One, was to do peoples private washing. She would go to the home and do the weeks accumulation of wash. She did it all by hand and had to heat all the water. She was paid $1 for a full-days work.

Her sister had the job as janitor of the old-school. Her job entailed walking up to the school early every school-day and lighting all the coal heaters, and then dusting the desks in each room.

The girls in the family took piano lessons. Their teachers were Elsie Carlson and Minnie Conner. Gertrude went on to become a very accomplished piano player. Their lessons cost 50 cents per-week, but Marion Abraham insisted they keep up their lessons.

During the 'boom', Ellis Roberts, was the local justice of the peace. His years in Wilkeson had been very productive. He had been born in Wales, in 1864, son of William and Caroline Roberts, and had arrived in America, at the young age of two-years. The family stopped in Irondale, Ohio. Ellis had gone to work in the mines, when but a boy. In 1889, he moved to Franklin, Washington and continued in the mining profession. When the mine burnt, he moved to New Castle and ,soon left, and became a resident of Wilkeson. He was a good miner and, soon, took the position, as foreman in one of the 'Up-town' mines. He had married, Mary Jane (Evans), in Ohio, and in that State, Alice their daughter was born. The family, soon, totaled eight children all were girls. They were Alice, Rachael, Sarah, Caroline, Violet, Bernice, Mary and Emily. He had been elected to the town council and kept that position, until he became

Another view taken of 'Down-town'
on left note the horse-drawn buggy
Three saloons also on left of track
Martha Washington Hotel first on rt.

Photo Courtesy of:
Ethel (Martin) Clark W4

Mayor.

The family units, of two of the pioneer fathers, of the town had grown considerably in size.

Gus. A. Carlson and his wife, Johanna (Billroth) had Elsie, Oscar and Augusta.

Frank Kepka and his wife, Annie (Bernasik) had, had Frank Jr., Christina, Annie, Bessie, George, Stanley, Harry and Albert. In the year, 1913, Frank Kepka had been chosen as the towns treasurer.

When young couples married, in Wilkeson, the event was enjoyed, by the younger set in the community This was the period of the 'charivari'. When a couple returned home, after their marriage, it was a time of great excitement, for the younger townspeople.

After, Dora Abraham and John Suman were married, in Tacoma. They came home to one of the biggest 'charivari' parties ever given. The children of the town had gathered on the street, by 7 o'clock p.m. They had tin-cans, bells and every other type of noise-maker, they could gather together. Every car that passed, sent them into a 'tizzy'. Finally, at almost 9:30 p.m., the wedding car was spotted entering the town. When the car stopped, the children swarmed all over it and would not go away, until the wedding party gave them a few pennies apiece. The little girls hurried away to buy some candy, but the little boys had some tough luck, as the older boys stole the pennies and ran. They didn't stop, until they were in Burnett, safely away from the mad group of younger children.

Dora and John had just barely made it home, when they were interrupted, by the older girls of the town. They would not leave, until everyone received 15 cents and a piece of the beautiful wedding cake.

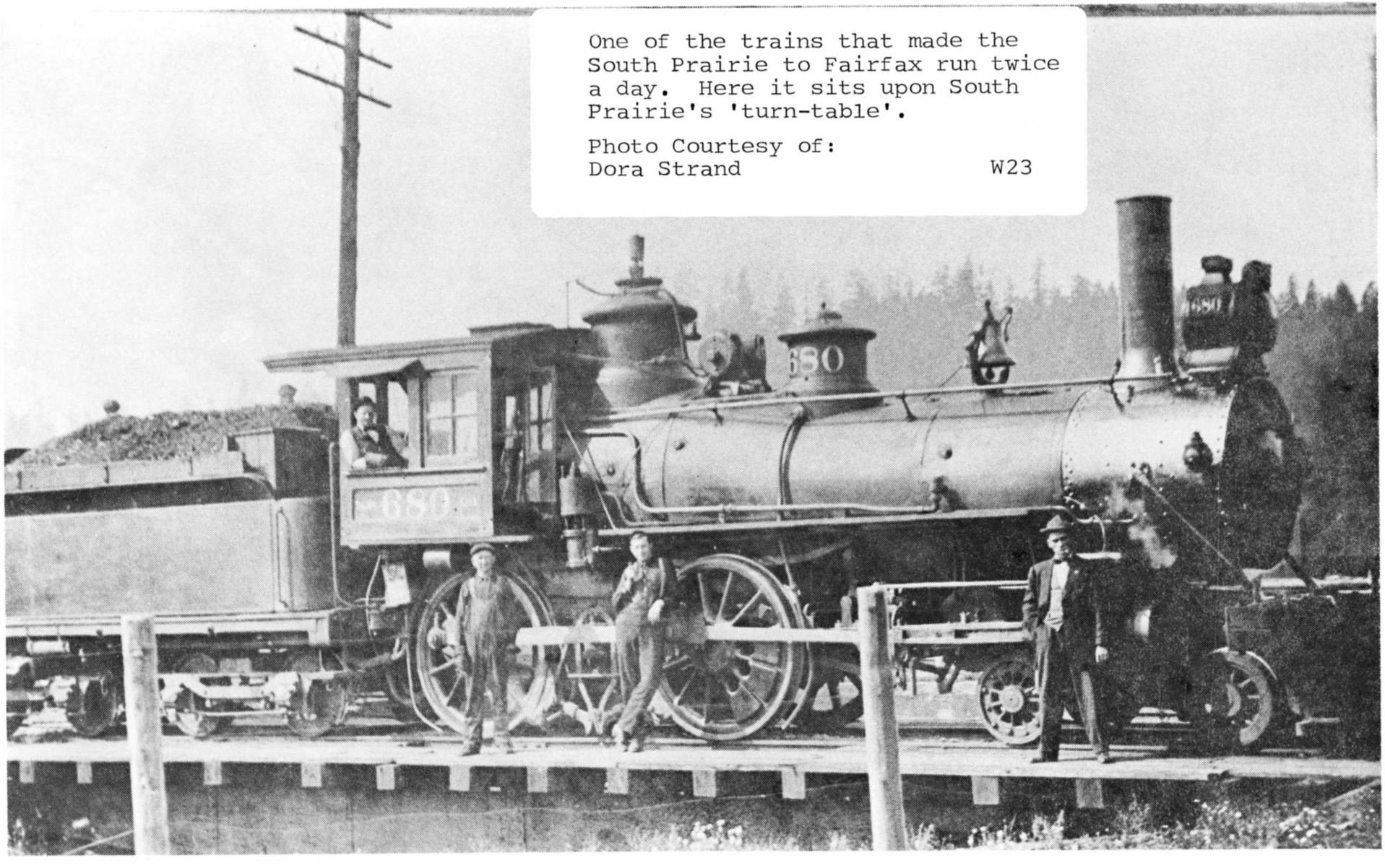
The family of one of the other founding fathers, had a series of tragic events befall them, in 1911-1912. They

started, when Alfonso stepped upon a tarp in the Burnett mine and fell 300 feet, down an uncovered hole. His back was broken and he was paralysed. He laid on the couch in the family home unable to move. There was one bright spot in his day and that was his little grand-son, Frankie Bowman. He was the son of his daughter, Ester and her husband Frank Bowman. When her father had suffered his injury, she and her family had moved back into the Angeline home, so she could help her mother. Little Frankie would wait by his grandfathers side, while he slept. When Alfonso would rouse, Frankie would run and get his mother or grandmother to come and tend to his grandfather.

One-evening, Frankie took sick and caused, so much, concern in the home, that the elders decided to take him to the town's physician. The doctor assurred the family, that it was nothing more than growing pains and to take the boy home. During the night the fever got worse and so did his pain. Once again, the family made the trip to the doctor, and once again, the doctor told the family it was nothing. This time he even seemed disgusted, with the whole affair. The train had already left the depot and there was no way to leave town, until 7 o'clock in the morning. Frankie had a terrible night. When morning came the family hurried to the depot and boarded the train leaving for Tacoma. They were on their way to Tacoma and a hospital, as they knew it was something more serious than growing pains. Frankie died enroute to Tacoma. His appendixes had ruptured. His was a fate met by many children, during this period. He died December 29th, 1911 and it broke the heart of his grandfather, Alfonso. He lived only twenty-days afterward, and he passed on January 18, 1912. He was buried at the Knights of Pythias Cemetery in Wilkeson.

A new doctor was hired by the Wilkeson miner's Association and Dr. C. E. Martin and family arrived. They came down

Little Frankie Bowman
with his cousin
Virginia Abraham (the daughter)
of William and Edith (Angeline)
Abraham
Photo Courtesy of:
Ester (Angeline) Bowman W33



One of the trains that made the South Prairie to Fairfax run twice a day. Here it sits upon South Prairie's 'turn-table'.

Photo Courtesy of:
Dora Strand W23

The Martin Girls
from L. to R. Virginia, Mary,
Ethel, and Madeline

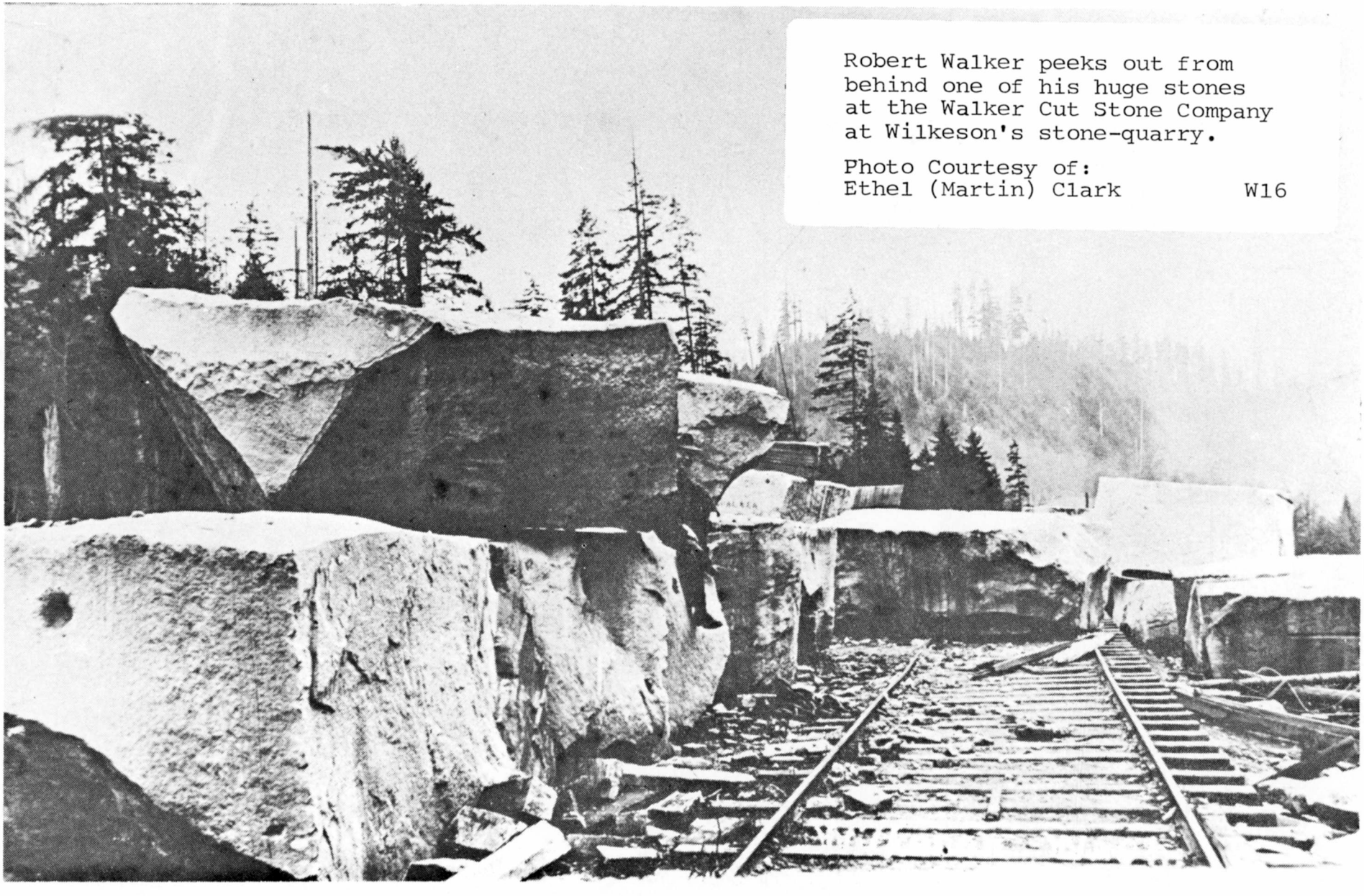
Photo Courtesy of
Ethel (Martin) Clark W28

Dr. C. E. Martin the
respected physician and surgeon
of the Carbon River area.

Photo Courtesy of:
Ethel (Martin) Clark W27

Typical Sunday afternoon group. Top Row: Smoky Chromoga, Pierpont Morgan, George Bonato. Front Row: Charlie Angeline, Peter Pete, and John Suman.

Photo Courtesy of:
Gertrude Wheatley (Abraham) W30



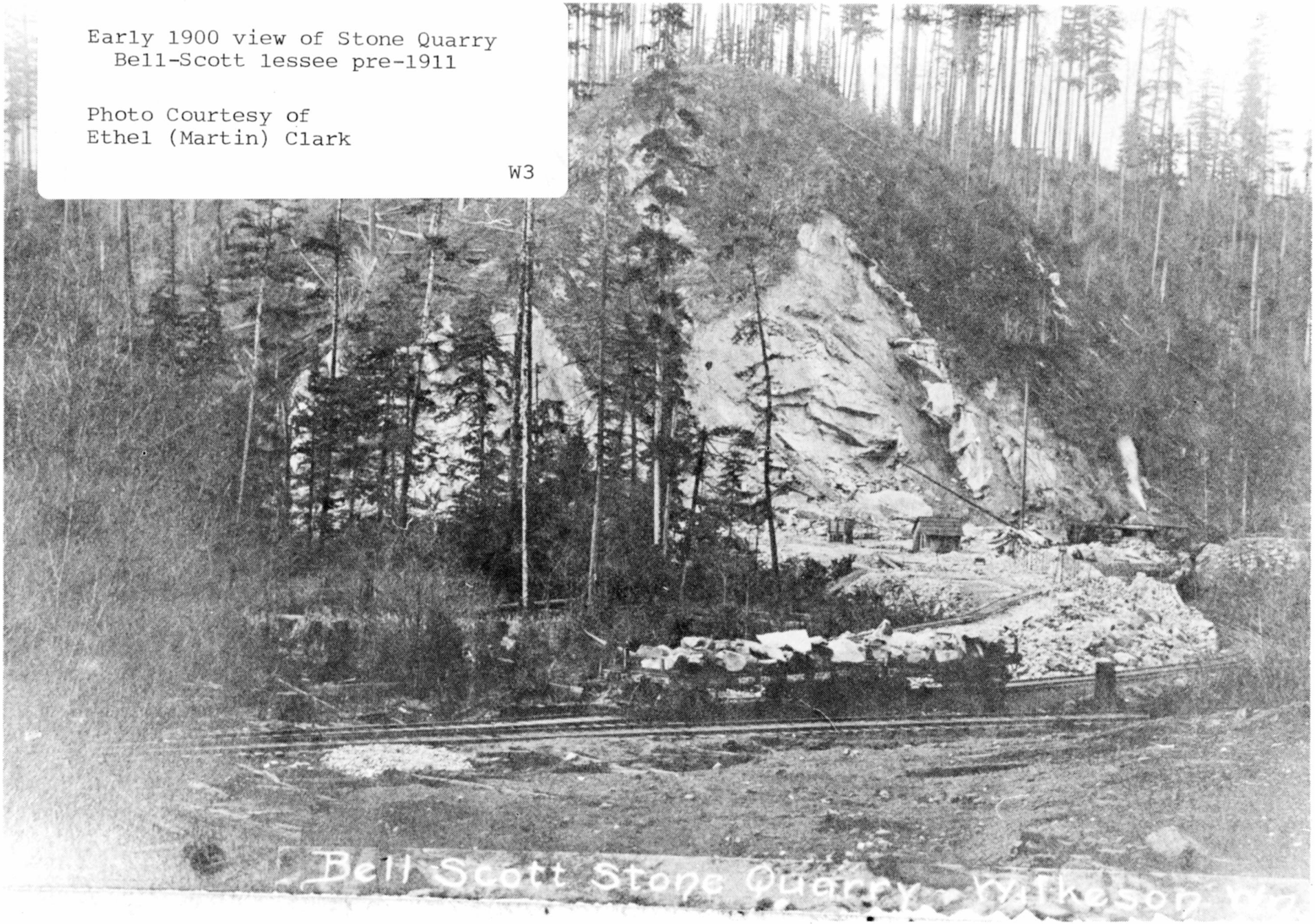
Robert Walker peeks out from behind one of his huge stones at the Walker Cut Stone Company at Wilkeson's stone-quarry.

Photo Courtesy of:
Ethel (Martin) Clark W16

Early 1900 view of Stone Quarry
Bell-Scott lessee pre-1911

Photo Courtesy of
Ethel (Martin) Clark

W3



Walker Cut Stone Company
The tents for making cobble-stone clearly visible.

Photo Courtesy of:
Ethel (Martin) Clark W9

from Fairfax and he took over, as the physician and surgeon, in 1914. He had four children, all girls. They were Virginia, Madeline, Ethel and Mary. Upon graduation from grammar school, the girls were sent in to Aquinas Academy, to further their education. Three became well-known and respected teachers. Two of the three would return to teach in the Carbon River area. The Dr., himself, despite his heavy work load tending to the miners and townspeople, managed to make great contributions to the town of Wilkeson and the entire Carbon River area. He unselfishly devoted much of his personal time in affairs, which would better the area.

The 'boom' days, were days when great friendships were formed, and the town was at a peak. Sunday was a time of companionship. The local boys would dress-up in their best clothing and take long strolls together. Groups of girls would hold sewing parties and the younger one's would play about the town some at the coke-ovens. Everyone knew everyone, and in time of need a knock upon any door in town would bring immediate assistance.

The evenings hours were somewhat livelier. The many taverns were always kept busy. The town father's noted things were becoming a bit to rowdy and passed ordinance #30 in hopes of taming it down a bit. It read, "No person shall in any public place dance hall or other public place within the corporate limits of the town of Wilkeson dance in an obscene, licentious or suggestive manner or indulge in dances known as the "Grizzly Bear", "Bunny Hug", "Turkey Trot" and all like vulgarisms of the "Hoochee-Coochee" dance and all similar forms of gymnastic convulsive movements suggestive of degenerate tendencies". It doesn't leave much to be explained, about what type of dances they objected to.

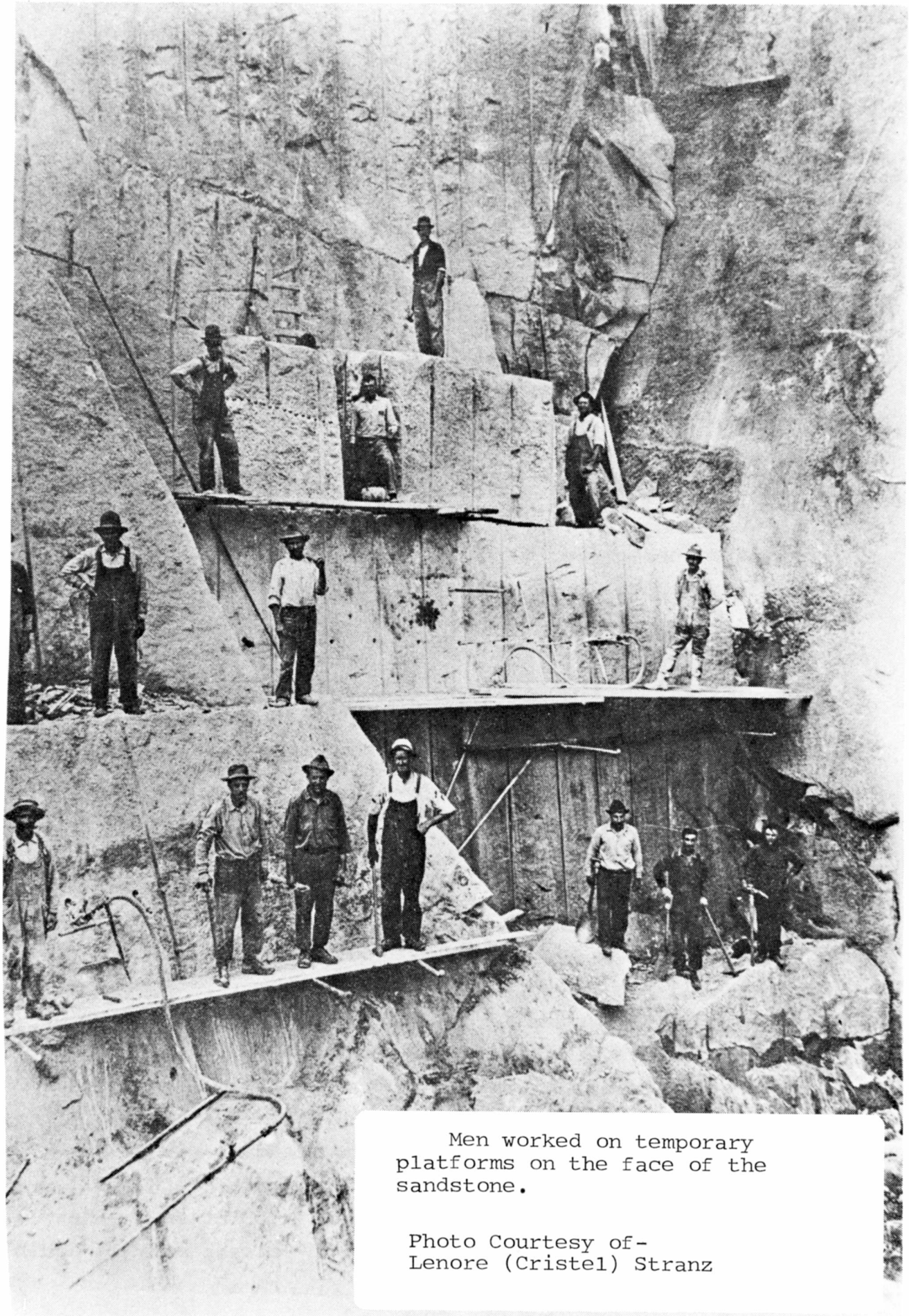
The business section suffered a fire on August 28, 1914, at 1 o'clock in the morning. It was in the saloon district, and many businesses were burned down.

In 1914, the industrial section reached a new height, when Robert Walker took over the Bell-Scott stone-quarry. For quite a few years the Bell-Scott Company had leased and ran the stone-quarry, which sat one-quarter of a mile up and to the left of the town. When, Robert Walker, took it over, he put three Gilmore brothers in charge of the stone-quarry. Robert Walker's reign spanned throughout the 'boom', until long after it was over. From 1914, until 1959, the stone-quarry was under single ownership.

Robert was born in Weston, Super Marle, Somersetshire, England, in 1859, to John and Mary Walker. At fourteen years of age, he became an apprentice at the art of stone-cutting. In 1882, he arrived in America. In 1907, he moved to Tacoma from Minnesota. His first partnership was with Thomas S. Wilcox, under Wilcox & Walker. It was located in Tacoma. He bought out his partner and, in 1908, he incorporated the Walker Cut Stone Company. In 1885, he had married Emily (Stock) and they had, had Edna, Kitty, William, Robert G. and Leona.

The Wilkeson stone-quarry was a section of hillside, 250 feet high and 175 feet across. In order to move the men and equipment up onto platforms, which were located on the face of the sandstone, they had three cranes. The cranes were supported by 'guy-wires'. The platforms were temporary and were moved, as the men worked about the face of the sandstone. The men, who worked at the quarry, were all experienced drillers and powdermen. The rock they removed had to come down in solid square pieces, and an average piece weighed thirty-tons. The solid blocks of stone, were removed from the platform area, by the cranes. They were then loaded aboard a railroad car and sent out to Tacoma, to be processed.

In 1915, Robert Walker brought in new machinery, and up-dated the quarry. It had one of the largest, if not 'the' largest derrick, in use in any stone-quarry in Washington



Men worked on temporary platforms on the face of the sandstone.

Photo Courtesy of-
Lenore (Cristel) Stranz

State. The stone, they quarried, was water-proof, and some of the most durable stone, known to exist in all of America. In little tents at the quarry, men labored taking the smaller pieces of sandstone and making them into cobblestones. Many of the streets in Tacoma were paved with this stone.

In 1917, the town was at the peak of it's 'boom'. It was the top year in every way and industrially, it roared. The population peaked at 2,200.

Wilkeson Coal & Coke sent for Hurley-Mason Company of Tacoma and, in January of 1917, Engineer Hoyt of Seattle did all the staking and measuring necessary to prepare for the new coke-ovens. A new side track was laid up to the coke-ovens, and the Company began the construction.

The miners had some very good news. On February 2, 1917, the first mine rescue truck went into operation. It had 45 horse-power and when pushed to the limit, it would do an astounding speed of 50 miles per-hour. It weighed 1,000 pounds when fully outfitted. The truck was to be kept at the University of Washington at the rescue station. J. J. Corey was in charge of the station and the truck. He planned a tour to all the mining towns, to pass out literature on mine rescue operations and show the miners how the new beauty ran. He arrived in Wilkeson on February the 13th and he stayed, until February the 20th. He gave the miners instructions on safety and gave out pamphlets printed in many different languages, so all the miners, no matter what their nationality, could read and understand the new life-saving methods.

The business district was hit by what would soon become a major catastrophy, to one particular section. The saloon district had just a few years prior suffered the fire, now came the 'brimstone'. The 'Anti Saloon League' was breathing down the necks of Congress. On February the 5th, 1917, in the House of Representatives in Washington State the new 'bone-dry law' passed, with a vote of 75 for and only 15 again-

st. It was only a matter of time before all liquor would be prohibited in the State of Washington.

In April the Wilkeson 'Pep' carried this notice about the new turn of events. "It is rumored that John Barleycorn, one of our oldest inhabitants is dying, John took sick the fore part of 1916 and was sent to the county hospital and a few weeks ago he was removed to Olympia where his condition became worse. A telegram from the President of serious import seems to have been the cause of a severe paralytic stroke. and John may never survive it. On account of his numerous friends and county officials will still allow visitors to see John providing they procure the customary pink visiting card duly numbered".

The pink slip or card referred to a doctors prescription, as doctors and nurses had to have liquor for medicinal purposes. Prohibition was on it's way. The people of Wilkeson started to prepare, by stocking up.

In the same month all attention was turned from the home front, as WWI was entered, by the United States of America.

J. G. Herman was the first man in Pierce County to sign up for the draft. He was a Wilkeson boy. The list was long of the boys from Wilkeson, who would follow him in the next few months.

The war meant the need for coal increased, as did the need of timber products. From one end of Wilkeson to the other men labored at a staggering pace. Industry depended upon the products they produced. They gave their all to help America, in her time of distress. All government agencies became number one on their list of consumers. They were referred to, as America's Industrial Army. The young men went off to fight with guns, and the older men or those, who could not fight on the battle-fields, fought at home, and raced the clock to produce more coal, coke and necessary timber products.

Those were the days, when two freight trains a day left

the Carbon River area and rumbled, along the tracks headed for Tacoma pulling a string of 80 to 100 cars apiece. The United States called it the 'railroad war'. It was up to the railroad to make sure the markets were kept full of the necessary industrial products, with which, to fight the war.

At the International Spar Company camp, the Company cut their profit margin down and put the governments need ahead of any other consumer. There were a total of forty-eight men on the payroll. Their average wage was $2 to $2.50 per-day for common labor. The engine runner made as high as $6. The camp sat a little over two-miles west of Wilkeson on the Northern Pacific Railroad. It had the usual necessary buildings. There was the office-building, a cook-shack, in which Mrs. Esco Harris cooked, and a few homes for the crew. Mr. J. E. Murrey ran the camp and his partner L. H. Miller ran the Seattle end of the business. Murrey was the logger and Miller the man, who knew all about finishing the spars. Murrey had been a logger for over thirty-years of his life. He had previous camps at Grays Harbor. He was a native of Pennsylvania.

Martin Doyle was his woods-foreman. They could log about 300,000 feet of saw-logs and spruce spars per-day. Those logs were tall and straight. Some were as long as one-hundred and thirty feet in length. They sent them in the rough to Seattle and there Miller and his crew put on the finishing touches. They were used all over the world for four-masted schooners.

The mines at Wilkeson were called upon to cut back on waste and step-up production. Local #2634, at the time of the war was headed by Frank Purse as President, George Thurston as Vice-president, Joe Carlo as recording-secretary, Mike Bruchok as financial-secretary, John Gall as treasurer, and Edward Carlson as attendance clerk. In 1917, they were given a raise of wage. At that time coal and coke, also took

a hike in price.

At the Wilkeson Coal & Coke Company the mine was producing a staggering 10,000 tons per-month. The Company had 200 men on the payroll. A full eighty- percent of the coal went directly into the one-hundred and eighty-five bee-hive type coke-ovens, and they burned day and night. The rest of the coal went to feed the locomotives. The mines were all at water level, on the six seams they worked. They had not even tapped the resources below the river level, in 1917. The coke sent out each month added up to over 5,000 tons. The Tacoma Smelter's furnaces glowed red day and night stoked full of the fuel which Wilkeson's mines provided for them. Some coke found it's way up to British Columbia and as far down the Coast as California. It was the center of the only coke producing area west of the State of Utah.

The demand became so intense, that the coke was sold before it was ever mined. The machine, which fed the ovens cost $14,000 and it never ceased in it's work of loading the ovens and then drawing out the finished product and placing it into the waiting railroad cars.

Joseph T. Lee was the man responsible for all the intense production. He was the manager of the operation. He was the General Manager and Superintendant of Wilkeson Coal & Coke Company. His job was compounded by his dual Superintendancy. He was, also, the manager over the Gale Creek Coal Mines Company. He had two helpmates at the top level. They were J. J. Corey the general foreman and E. A. Westfall the office manager. The Gale Creek Coal Company mined the Queen seam, and they could produce 4,000 tons per-month. They had seventy-five men on their pay-roll. It was a different type of coal than the coal in the Wilkeson Coal and Coke Company's mine, as it burned quicker and it was used as a furnace fuel for local businesses, such as, Tacoma Gas Company, and the Grays Harbor Gas Company. Robert Cox was the mine Superintendant.

On December 17, 1917 at the height of the frenzy, six men in one tunnel hit a water pocket and they were overcome with cold swamp water and oozing mud. Timber and gravel covered the men. It happened on a tuesday afternoon at 4 o'clock, just 30 minutes before they would have had their shift in. William Scroup, John Tomco, Joseph Rusnuh, Mike Zemk and Pete Marchetti died in that disaster. Two fellow workers were luckier. Jacob Fleis and George Thurston managed to wade in neck deep water down a tunnel and escape out an air shaft. When they were found the men were in a terrible shape, and both were spitting blood. It had been a grueling ordeal for the miners to save their own lives. Their buddies had not been as fortunate and their families suffered for many years after the tragedy. A man's life was not worth much in those days and the widows and children were destitute. Those five dead miners left many to mourn them. William Scroup age 30, left a wife and two children. John Tomco age 38, left a wife and seven children. Joseph Rusnah age 40, left a wife and six children. Mike Zemk age 45, left a wife and four children. Pete Marchetti age 35, left a wife and two children. It was a time for great mourning in the town of Wilkeson. Nothing could be done for the dead, but the families were given help and affection by the townspeople.

In 1917 to 1918 the town prospered. It reached an all time high for business establishments. There were two bakeries. One was the Wilkeson Union Bakery, with Frank Guisi and D. M. Pricco. They had just bought out Corridini and Fernengo. Guisi had come from Ravensdale and his partner from Cle Elum. Guisi was in charge of the delivery route, which included, Wilkeson, Carbonado, Fairfax, Burnett and South Prairie. Pricco was the baker. They were Union men, as both were members of the baker's union.

Their competition was Dickenson Bread. D. C. Dickenson owned this union bread store and sold, among there stock bread

called 'Dickenson's Dandy Bread'. They began the business, in 1915 and by 1917, it was a growing concern. They produced over 800 loaves a day. They made all types of pastries, as did their competitors.

The town clerk, John J. Kuss, went into the cigar business. One of his most famous cigars was the 'Wilkeson Belle'.

Ward Adams, a native of Italy, arrived, in 1917, and bought the O. K. Barbershop and Baths, from Mr. Leov. He bought the business and remodeled it by putting in three chairs and a beautiful French mirror. He was a very accomplished barber and had previously ran shops in Spokane, Seattle and Tacoma.

C. A. Bergin had his own store and was the postmaster. He, also, had a thriving business in the store. It included a soda-fountain, tobacco products, paper products, books and magazines. He also, carried a large stock of electrical items. He had been postmaster in Brehm's store, when the post-office was in that building, but in 1917, he had his own establishment.

The oldest store in town Brehm Bros.' was completely owned by Charles T. Brehm, by 1913, but his store at Fairfax kept him hopping, so he had hired Leroy Cooper to run the Wilkeson branch. Cooper was active in social activities. By 1917, he was President of Wilkeson's Improvement Club and District Manager of the State Council of Defense. The local people could buy everything from a bale of hay to an electric range in Brehm's store. Their main brand name was 'Happy Home'. Paul Barrett was an employee, in 1917, but some day he would own the store.

The Finnish born, John E. Aho had gone on to build up his business. In his store, the folks could buy a pair of shoes, while shopping for groceries. He wasn't as big as Brehm's or Dice & Miller, but he had a good quality of stock.

Gus A. Carlson's famous Carlson Block was prospering.

He had everything a tired traveler would need. His rooms upstairs were clean and modern. Down-stairs he had a lunch counter and a place where he sold cigars, candies and tobacco products. Next to his soft-drink counter was a barbershop.

From the day the First Bank of Wilkeson had opened it's doors, in 1908, it had seen a steady growth. The deposits for 1909, had been $28,587.33 and in 1917, they had risen to $203,230.79, almost ten-fold in eight years. When the war broke out some of the people of Wilkeson having a heritage in Austria and Germany were concerned they would be treated differently by the bank. They were not, and their savings and checking accounts were not restricted in anyway. In 1917, William Cothary was the book-keeper. He was the son of a pioneer family, as his grandfather was Andrew Jackson Hill.

Joe Moise bought the Wilkeson Cash Market, in 1915. and would continue to own the establishment, until 1923. Gus Fabiani became the butcher in the meat department, in 1917. Angie Peloli went to work in the store as a clerk, the same year. Her years of service would span sixty-two years, until her retirement, in 1979.

The town, as a whole had two theatres, three public halls, and three churches. It even had it's own bottling works. Mr. Jake Walters made all kinds of soda pop right in his backyard. He delivered the soda pop with a horse and wagon. He had help on his route, as his faithful dog would walk under the wagon, while it's master made his rounds. He made great pop and had many flavors.

At the quarry, Robert Walker began cutting the stone for the building of the Temple of Justice and Insurance in Olympia.

Besides the Miner's Union, other laborers had organized a union group, which belonged to the Federal Labor Union #14441, and the stone-quarry workers, and the store clerks were mem-

bers of the Union. Percy Card held the Presidency and Paul Barrett was the secretary.

The 'boom' carried through the war years. In February of 1918, a second draft was called out to go and join their fellow men in war torn Europe. In the coal-mines of Pierce County there were over 1,750 miners employed at the mines. The year's pay-roll reached a grand total of $2,283,000.

Throughout the war years many of the unions grew and became powerful. These were good years to try and better the wage and labor conditions in the mines and lumber industry, as the operators needed every man they could find to work in the mines and lumber-camps. The first to strike were the lumbermen. They went on strike early in 1917, at the start of the war. The other unions did not go out with them and it left them holding the 'bag'. They were in effect starved out by the end of 1918. Because they had struck in time of war they became a scorned people and were considered to be unamerican in their methods. The men, who struck wanted better living conditions, wages, and a shorter work day. The operators did not want to cut the work day, as they could sell every stick of timber they could get to market. At one point, the government out of a dire need of spruce, sent soldiers out to try and log the spruce. Well, most of the men had never seen a saw in their lives. They did not do very well at all. One such group was sent way up the Carbon River to log a stand of spruce near the mountain.

Because of the tremendous demand for lumber the striking men were hired back and they were given an eight hour work day, plus the added benefit of clean sleeping quarters. They had set a precedent. In 1919, other unions would follow in their foot-steps. America was torn with strife. The miners at Wilkeson joined the ranks and the mines shut down on October 31, 1919. The men wanted a 14% raise

in wage and other working conditions changed. In December, the mines were still shut down. Two of the main operators in the Carbon River area threated to open the mines on an open-shop basis.

Besides the strike, on October the 28, 1919, state wide enforcement of the 'bone-dry law' went into effect. It was up to the Department of Internal Revenue to see that the law was carried out. Immediately they descended upon Wilkeson and arrested two local men and hauled them off to jail with a stiff fine and the threat of imprisonment.

Such were the conditions the men coming home from the war faced, when they arrived home to Wilkeson. It was a changed place, and it would never be the same from that day on. The 'boom' was over.

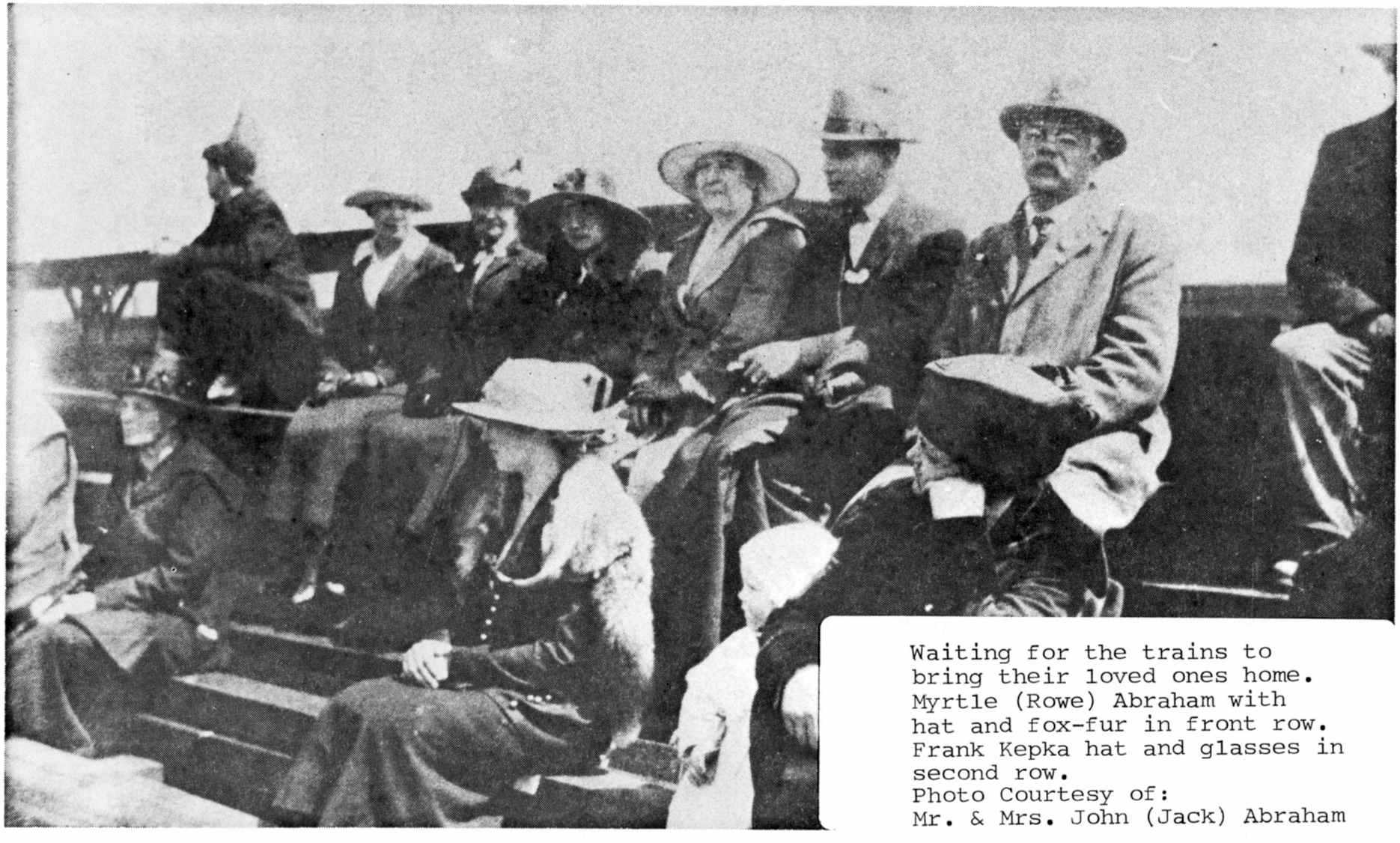
The 'bust'

The armistice was signed and the townspeople anxiously awaited the return of their loved ones from the war. They sat at the depot waiting for the trains to bring the boys home. On Armistice Day, in Wilkeson, the entire town celebrated the event. The high-light of the day was the big parade down Main Street. The little children, who would graduate, in 1926, were the main part of the parade. They marched down the street honoring the soldiers, who had fought the war to keep America free.

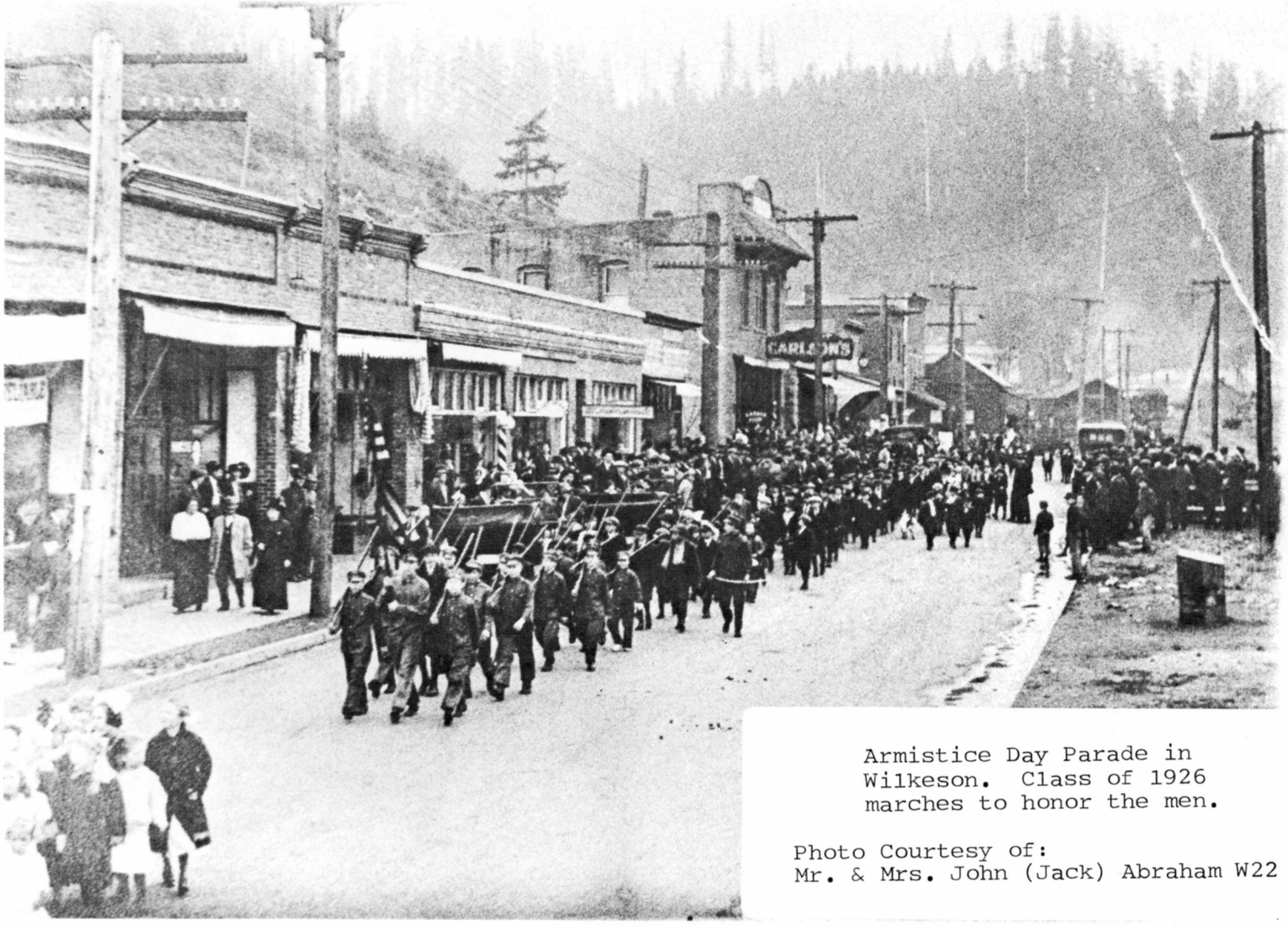
Some of the boys, who made it home were George Bonato, Joe Adams, George Kepka, Susie (Emil) Haulet, John (Jack) Abraham Jr., and he carried the purple heart for his wound he suffered, during a battle, William Morris, Charles Bonato, Stanley Kepka, Frederick Messner, Jacob Messner, H. (Rude) E. Nelson, John Ross, John Cromaga and Adolph Angeline.

They were home at last. But home to what? The 'swine-flu' epidemic of 1918-1919, was taking it's last lives in the Carbon River area. The estimate of the dead in America was set at 100,000 lives and the estimate for all the American boys lost in the war was only 50,000.

The mines were shut down and the saloons were having a time trying to adjust to the new 'bone-dry law'. Some of the boys found work at other jobs. John (Jack) Abraham Jr. went with his older brother, Gus, and a crew of local men



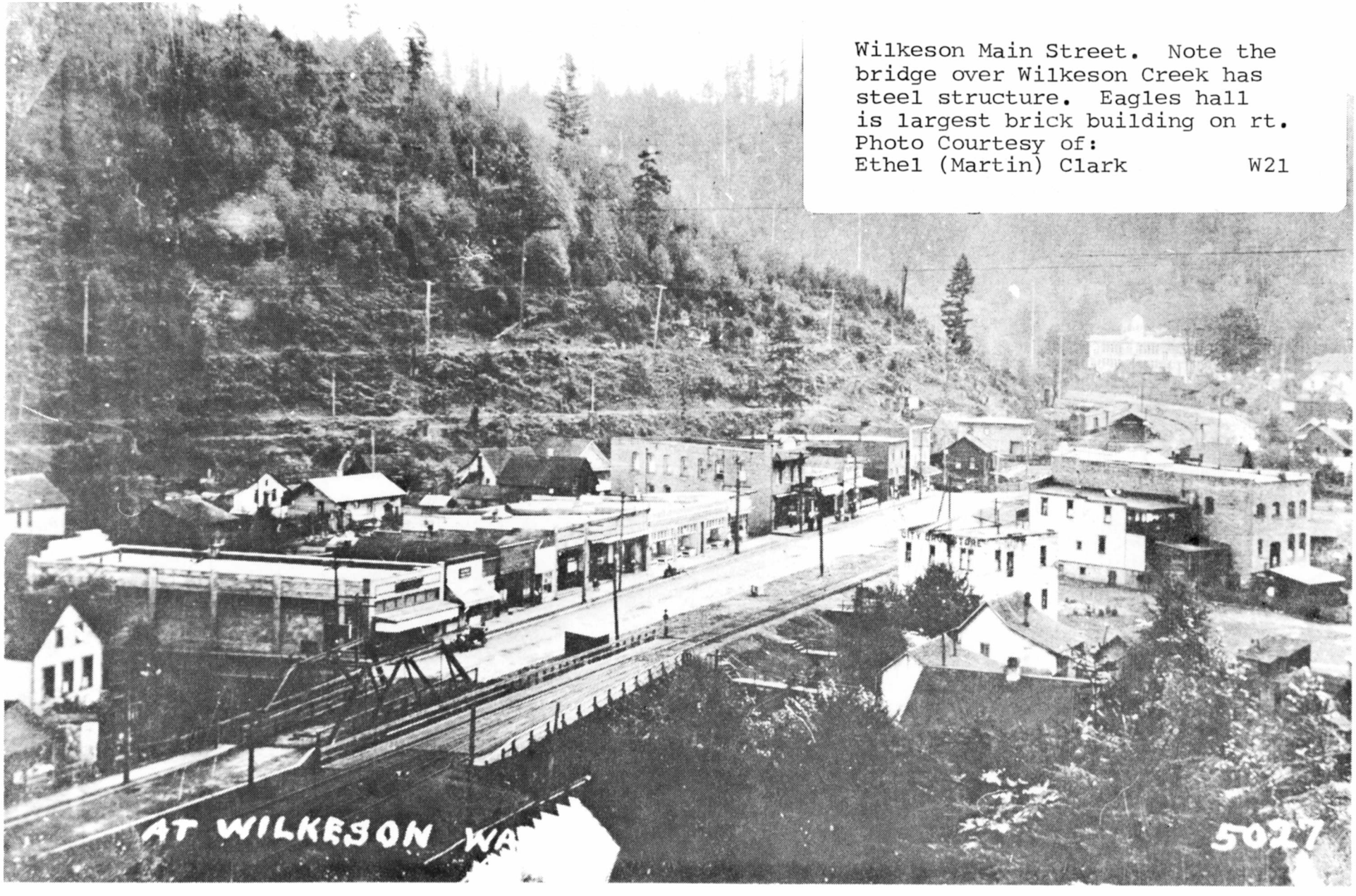
Waiting for the trains to
bring their loved ones home.
Myrtle (Rowe) Abraham with
hat and fox-fur in front row.
Frank Kepka hat and glasses in
second row.
Photo Courtesy of:
Mr. & Mrs. John (Jack) Abraham



Armistice Day Parade in
Wilkeson. Class of 1926
marches to honor the men.

Photo Courtesy of:
Mr. & Mrs. John (Jack) Abraham W22

Class of "1926"



Wilkeson Main Street. Note the bridge over Wilkeson Creek has steel structure. Eagles hall is largest brick building on rt.
Photo Courtesy of:
Ethel (Martin) Clark W21

Good view of 'Down-town' Wilkeson
everything from the school-house
down was 'Down-town' Wilkeson.

Photo Courtesy of:
Gean Ellen Kuranko W17

up to Montezuma to rip apart the old mine. H. (Rude) E. Nelson got a job with Brehm Bros.' as a clerk. Adolph Angeline and his brother Charlie, bought out Morris Brothers Livery and Moving Company.

True to the nature of the people of Wilkeson, they took Prohibition in stride. They were not quitters. They had to use their own initatives, and keep abreast of the new state of affairs. The local townspeople, or part of them, took all the 'booze' in town and gave it a proper burial, in the Knight's of Pythias Cemetery. Grave-robbing, in one certain spot, became a respected profession, for some of the thirstier folks in town. Others resorted to making their own 'suds'. The fruit crops suddenly became highly prized items. No plum, cherry nor wild-berry was allowed to fall to the ground and decay. Shovels and wheel-barrows were used to scoop-up the precious ripe fruit from beneath the trees. It was swiftly removed to the kitchens of the townspeople. There tenderly the necessary ingredients were added and it was bottled and put in the attic to ferment.

One family had the horror of awakening, one morning, and finding the kitchen area covered with sticky cherry wine. During the night, the bottles in the attic had burst their lids and the cherry wine ran down the kitchen walls, taking the wall-paper, as it went. It was just, one of the hazards of the game.

In the pubs 'Down-town', small trap-doors were installed in the floor, behind the counters of some of the braver establishments. Upon notification of a suspected 'Fed' entering the town, the trap-door was swiftly opened, by pressing a foot upon the proper lever and the bottles of 'moon-shine' would be dropped, one by one, into the pit, where they would be broken, as they hit a metal spike placed in the proper position.

The 'Feds' didn't have an easy time trying to clean up

the town. There were only two ways to reach Wilkeson. One was to ride the train in and anyone new stuck out like a 'sore-thumb', so that was not a very good method. The other way was by auto. A road led from South Prairie through Lower Burnett, as it is now called, and it entered Wilkeson way down at the bottom end of 'Down-town'. The proper steps were taken to insure, that no strange car passed, without some one taking note and sending a swift message to the business district.

Some of the citizens of the town, objected to the goings on. In 1919, a group of angry pro 'bone-dry law' backers from Wilkeson complained to the Government of the open gambling and bootlegging, which took place right in the town. Wilkeson, by then, was considered to be the roughest town next to Butte, Montana.

The only legal way to get liquor was by a doctor's prescription. The liquor was ordered from California and it came by mail. It cost $6 a bottle at the local Drug Stores, An average working man had to spend a full days wages for one little bottle of medicine, if he was lucky enough to con the doctor into issuing, said prescription. The doctors and nurses had to use the liquor for medicinal purposes, so they had a bottle or two on hand for emergencies. It got, so bad, that the doctors and nurses had to hide their liquor, or it would suddenly disappear.

The men had gone back to mining and managed to reach an agreement with the mine owners. Suddenly the mine companies notified the men, that they were going to roll back the price of coal and the wages of the men to the rate which was in effect before the strike of October 31, 1919. The contract the men were working under was not due to expire until 1922. When the news came the miner's Union became enraged. On March 15th, in 1921, the cut in wages and prices went into effect. The cuts ran: skilled coal digger's cut from $10.00 per-

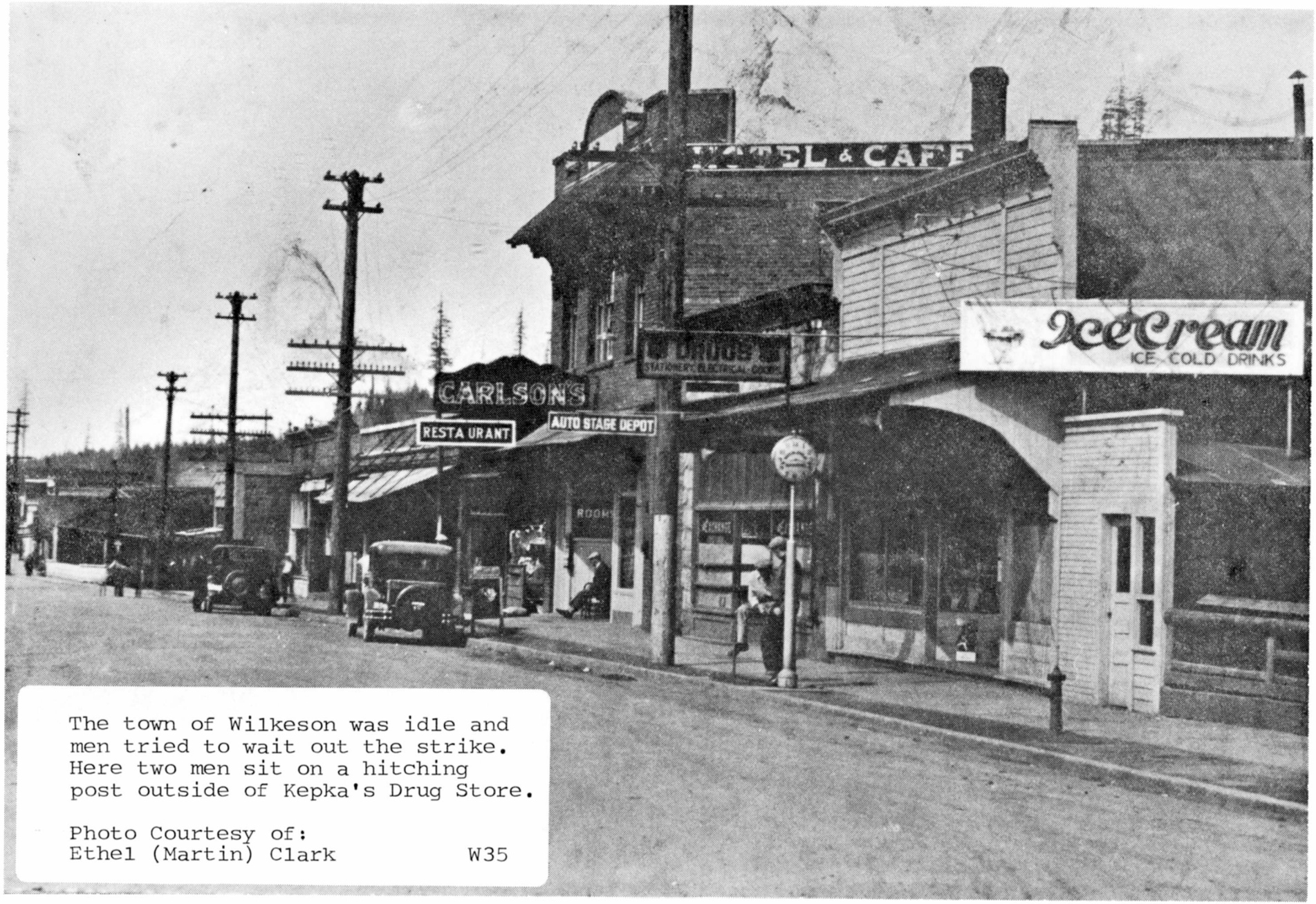
day down to $8.50, semi-skilled coal-diggers from $8.25 to $5.29, common underground labor from $7.55 to $5.20 and common above ground labor from $7.00 to $4.65.

The miners struck. On March 31st, the miners walked out on strike. The Companies gave the men a deadline. If they did not go back to work they were to leave the Company owned homes. The Union officials stood firm and the men were not even allowed to vote, to see if the majority of the miners would accept the new rates. This was a period of tremendous strife. The Union men were forced to leave the Company owned homes. Some went to South Prairie and Union Hill was established. The miners put up tents on the hill and tried to wait out the strike. They were sure an agreement would be reached and soon they could return to Wilkeson and the mines. Others left the area, as they could not afford to wait out the strike.

The Companies retaliated against the striking miners, and they opened the mines under the open-shop method. They brought other men into the 'Up-town' section and reopened the mines. Ad's were put in all the local newspapers soliciting men to come to work at the mines, under the new rates.

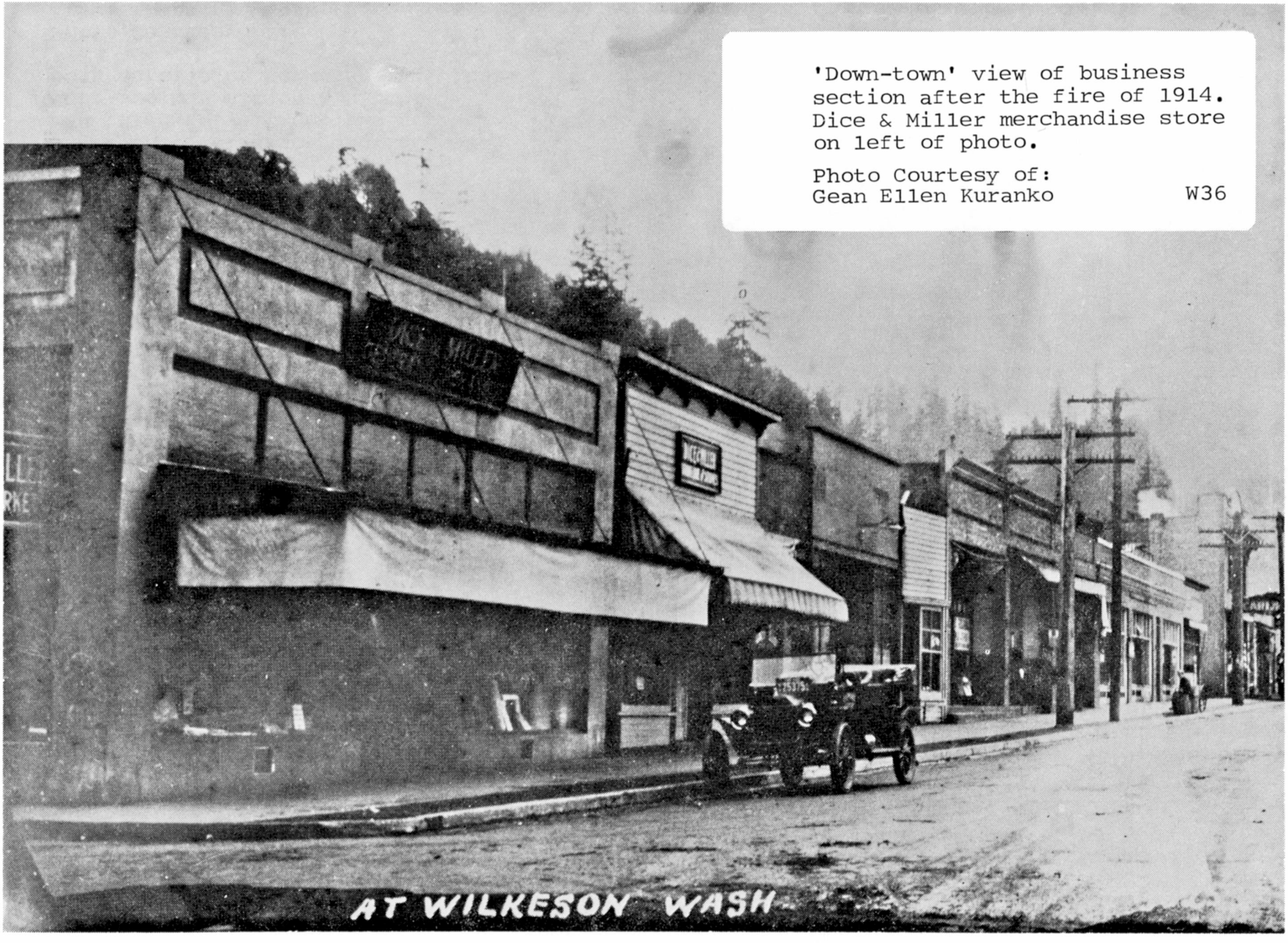
The people, who lived 'Down-town' were luckier in some respects. They owned or rented their homes and the Company could only take their jobs away and not their very homes in which they lived. "Up-town' and 'Down-town' became hated enemies. Each day at a certain time of the day all the people from 'Down-town' would walk to the mine areas and curse the new miners, who were at work. The Company stood pat and so did the miner's Union. There was not a chance of reaching any agreement. The strike lasted, almost two and one-half years. The men were starved out. They lost their Union.

Adolph and Charlie Angeline's moving business went through a period of boom. They moved the families out, of town. They had started in 'Up-town' at the beginning of the strike,



The town of Wilkeson was idle and men tried to wait out the strike. Here two men sit on a hitching post outside of Kepka's Drug Store.

Photo Courtesy of:
Ethel (Martin) Clark W35



'Down-town' view of business section after the fire of 1914. Dice & Miller merchandise store on left of photo.

Photo Courtesy of:
Gean Ellen Kuranko W36

moving with team and wagon, one family at a time. Most of whom, had been life-time friends. Soon the business had grown to the state, where it was necessary to purchase additional equipment to keep up with the demand. They bought three additional rigs, but they were much more modern than the wagons. They were three Acme trucks. Some of the moving still had to be done with the teams and wagons, as the roads were to muddy for much of the year and the Acmes would mire down. The men moved mine-timbers and did all types of hauling for the local people, besides the moving business.

The teachers at the school, at the start of the strike were Gyda Fletty, Evangeline Ward, Selma Walters, Maud Gleason and Ethel Martin. Otto Fidal was the Principal.

Ethel Martin had returned to Wilkeson, just in time to see all the heart-ache, the people were going through. Her father, Dr. Martin, went through a period of great personal trauma. He was the Company doctor and he had to remain impartial, during the strike years. He tended to the needs of both sides involved. Publicly he worked hard at new reforms, which would be of a benefit to the entire community. He worked on the road committee to try and have a County road brought into the area from Buckley. He entered the race for the legislature, in 1922.

The stone-quarry continued to prosper, and in 1922, they built the Legislative Building in Olympia out of Wilkeson sandstone. It was added to the long list of other structures, which had been built out of the beautiful quarry stone.

In 1923, H. (Rude) E. Nelson became a councilman. He made many social contributions to the town, during his many years of public service to the community.

The same year, Mr. and Mrs. Iemoli Peloli purchased the Wilkeson Cash Market. She had risen from a clerk to one of the owners of the market. The Peloli's would continue to own and manage the market, until 1972, at which time they sold it.

Leslie J. Marsh, born in Laramie, Wyoming, came to Wilkeson, in 1922 and went to work, as an accountant in the office of Wilkeson Coal & Coke Company. Mr. Leslie Marsh made many contributions to the town of Wilkeson and the town of Carbonado, throughout his, almost half of a century of life, in the Carbon River area.

The town kept trying to stay together despite all the troubles. It was given a boost, when Burford Best Chevrolet Motors Company Inc. established in the 'Down-town' section. The owners of the Company were W. B. Burford and Chas. A. Best. The Company built a gas station and a repair shop just as the business district was entered.

On November the 23rd, the Wilkeson Community House was dedicated 'to worship of God and service of man'. The building was a great achievement for the town. Reverend Thomas J. Gambill had labored many long months to get the building constructed for the town. Inside of the beautiful building was a Chapel, a social hall, a reading room, a library, a gymnasium with showers, club rooms and a fully equipped kitchen. It sat in 'Down-town' Wilkeson. It was made out of Wilkeson sandstone and the fence surrounding the building was constructed of the used saw-blades, which cut the stone.

A few saloons remained and had been converted into billiard halls. Angeline and Wilson had ended their partnership and Richard Angeline had taken in a new partner, Mr. Rees. The business was changed from, that of a saloon, into a billiard hall. It was renamed Angeline & Rees. Two of their competitors had some bad luck in December, of 1923, when bandits broke in and robbed them. On the night of December the 14th, Mr. Marchetti's pool hall was robbed and the safe was taken. It was found one-mile from the town minus the $100, which it had contained. The same night Guisiano & Pete's place lost $100, as robbers broke into their safe. The new road to Wilkeson meant cars could sneak into the town from new

areas and rob the stores, then the robbers would make a fast get away. This was something new to the area, as before the road it was pretty difficult to escape. If a robber left by train it was a sure-fired way to get caught. The little road which wound down to South Prairie was not a great escape route, as robbers would quickly be apprehended.

By 1925, the effects of the strike and the post-war slump were clearly visible in Wilkeson. Many of the businesses had gone out of business. All the mines were shut-down except for Wilkeson Coal & Coke Company. They still managed to keep 160 of the coke-ovens running. They bought the Fairfax mine in 1925, and it added to their prosperity. J. T. Lee had some twenty-nine years into the Company, by 1925. The combined miners only totaled 400 men, a far drop from the pre-war number.

December the 13th, in 1925, at 6:30 on a Monday morning, John Horoski a twenty-year old miner from Buckley, and C. E. Farrell placed a stick of dynamite under a sulphar-ball. It was obstructing the flow of the coal and it had to be blown out. At 8:30, they set off the charge. It was at the 750 foot level in the mine workings. A deafening report followed and Farrell knew an explosion had taken place. Farrell ran for the air-shaft, before he made it to safety he was badly burnt.

There were 32 men in the mine and the explosion killed five of the miners. Some of those killed were over 500 feet from the blast. They were killed by rock. When the dead were recovered John Horoski age 20, R. Woolsey age 30 of Carbonado, Emanuel Christell age 22 of Wilkeson, Tony Edker age 35 of Wilkeson and M. George age 28 of Buckley, who had just moved to Wilkeson, lay dead.

The mine had less than eleven more years of productive mining left. By 1933, in all of Peirce County only 325 miners were employed in the mines. Over 100 of them were on the employment list of Wilkeson Coal and Coke Company. They

were down to 300 tons per-day of coal mined. In Pierce County the entire years payroll was only $167,000, for all the miners involved. The population of the mining district had dropped to 972, opposed to the 5,250 population, of 1918, during the 'boom'.

The 'crash' of the stock-market and the introduction of electric-powered or diesel-powered industrial plants, dealt the death dealing blows to the coal market.

In 1930, logged off land was for sale, all over the Carbon River area for $5 per-acre. Not that, many of the people left could afford it. Most of them were having enough trouble just keeping food on the table.

By 1935, the town was down to only four taverns. Beer sold for 5 cents a glass. Prohibition was over, but there was no one left to celebrate the fact.

A few gypo's were mining the old workings of some of the big mines. They managed to keep their heads, above water, by selling the coal to local businesses, which still had not converted to other fuel sources. Luckily the stone-quarry continued to use coal for fuel.

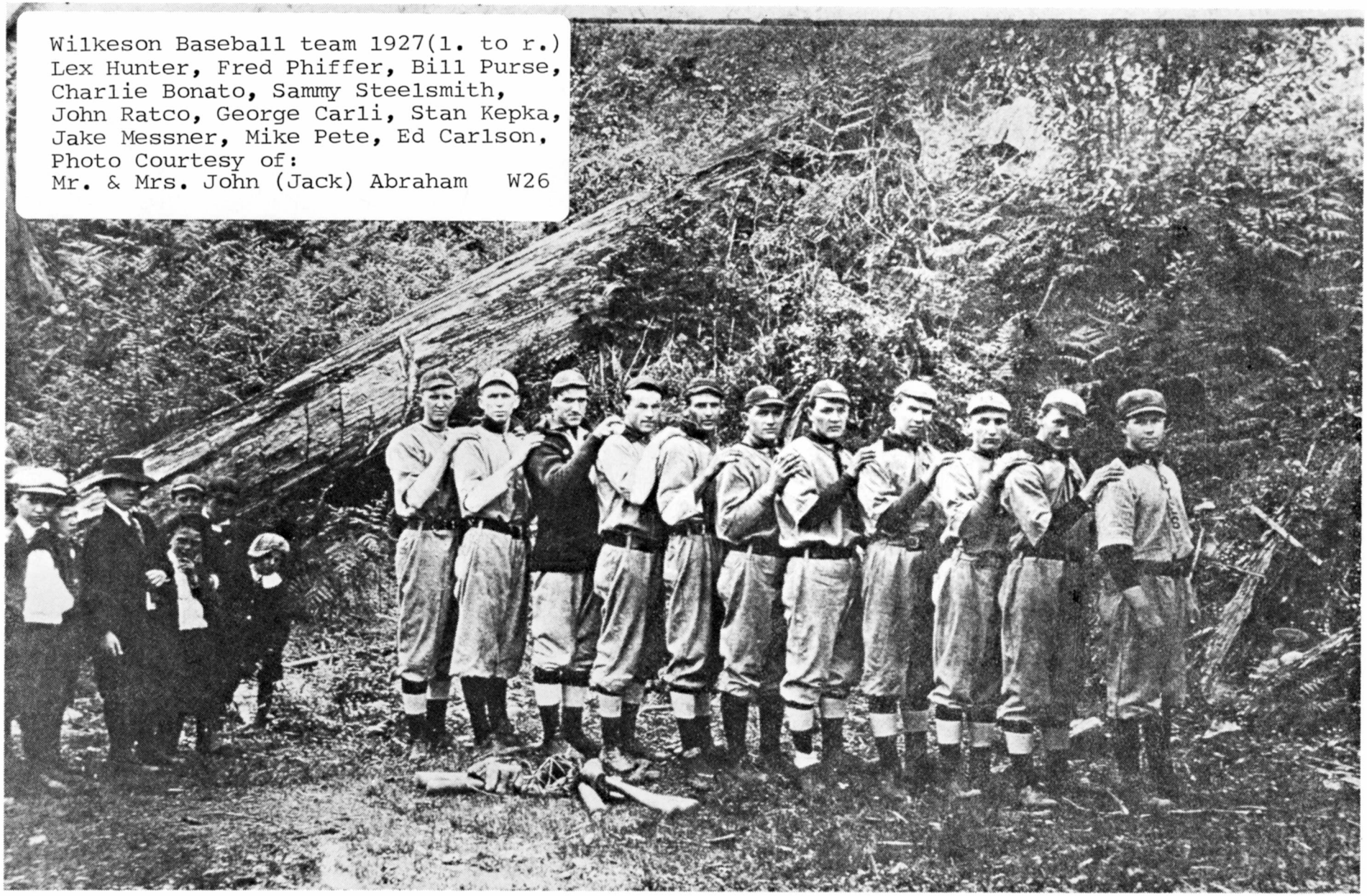
By June the 8th in 1936, even the big mine of the Wilkeson Coal & Coke Company had locked-up shop. Parts of it were leased out to the little gypo outfits.

The town's population stood at 386.

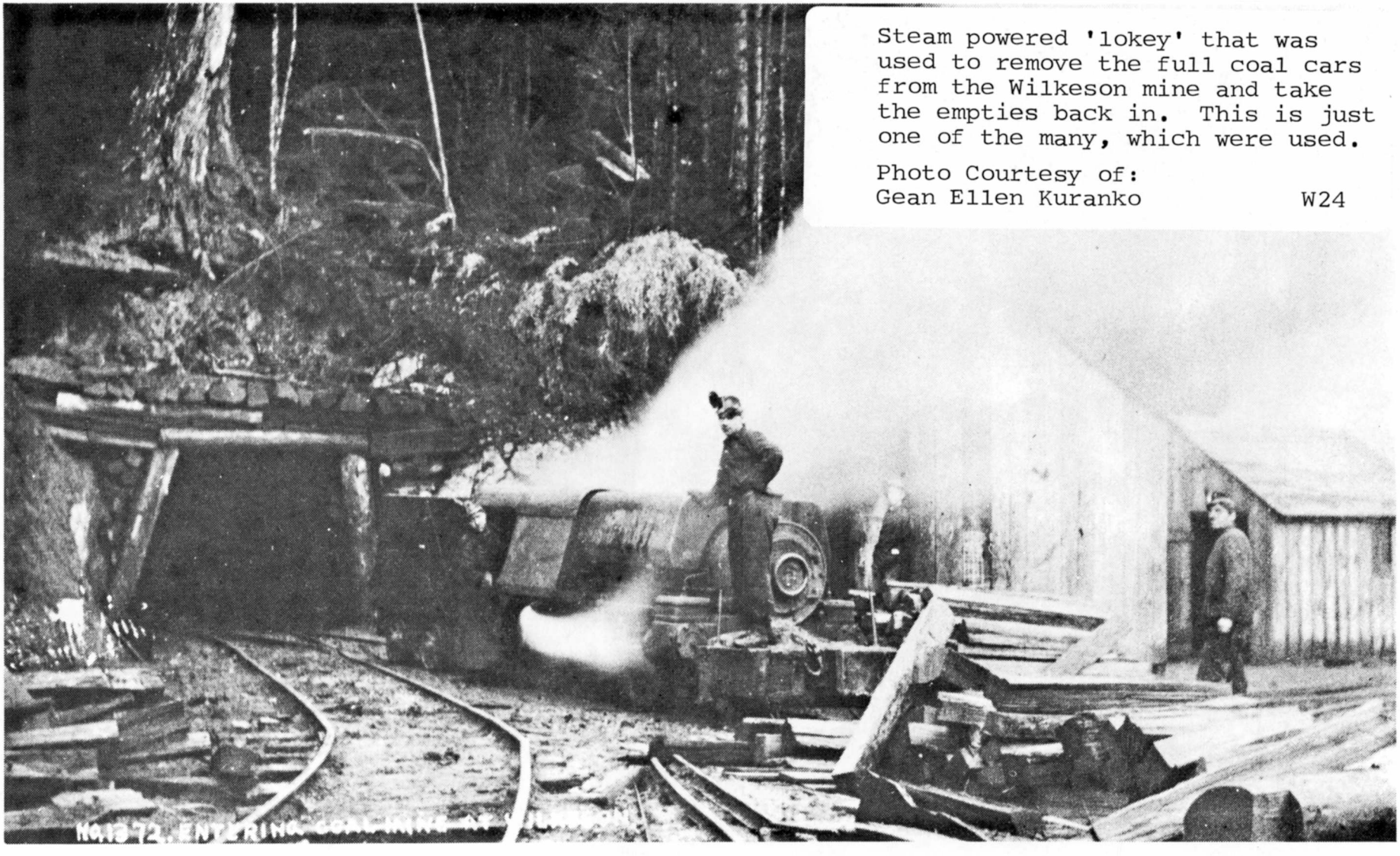
During World War II, some mining was done at Wilkeson. In May of 1943, a coke-plant opened up in Tacoma, and coal from the Skookum slope at Wilkeson was mined to feed the new coke-plant. It sent out 75,000 tons of Wilkeson coal to the new coke-plant, where it was turned into 51,000 tons of coke used to help in the war effort. The coke was used at home for heating the fires, while the more desirable fuels were sent to the war. The plant shut-down in December of 1944.

By 1950, the population was down to 383.

In 1959, Robert Walker sold the stone-quarry.

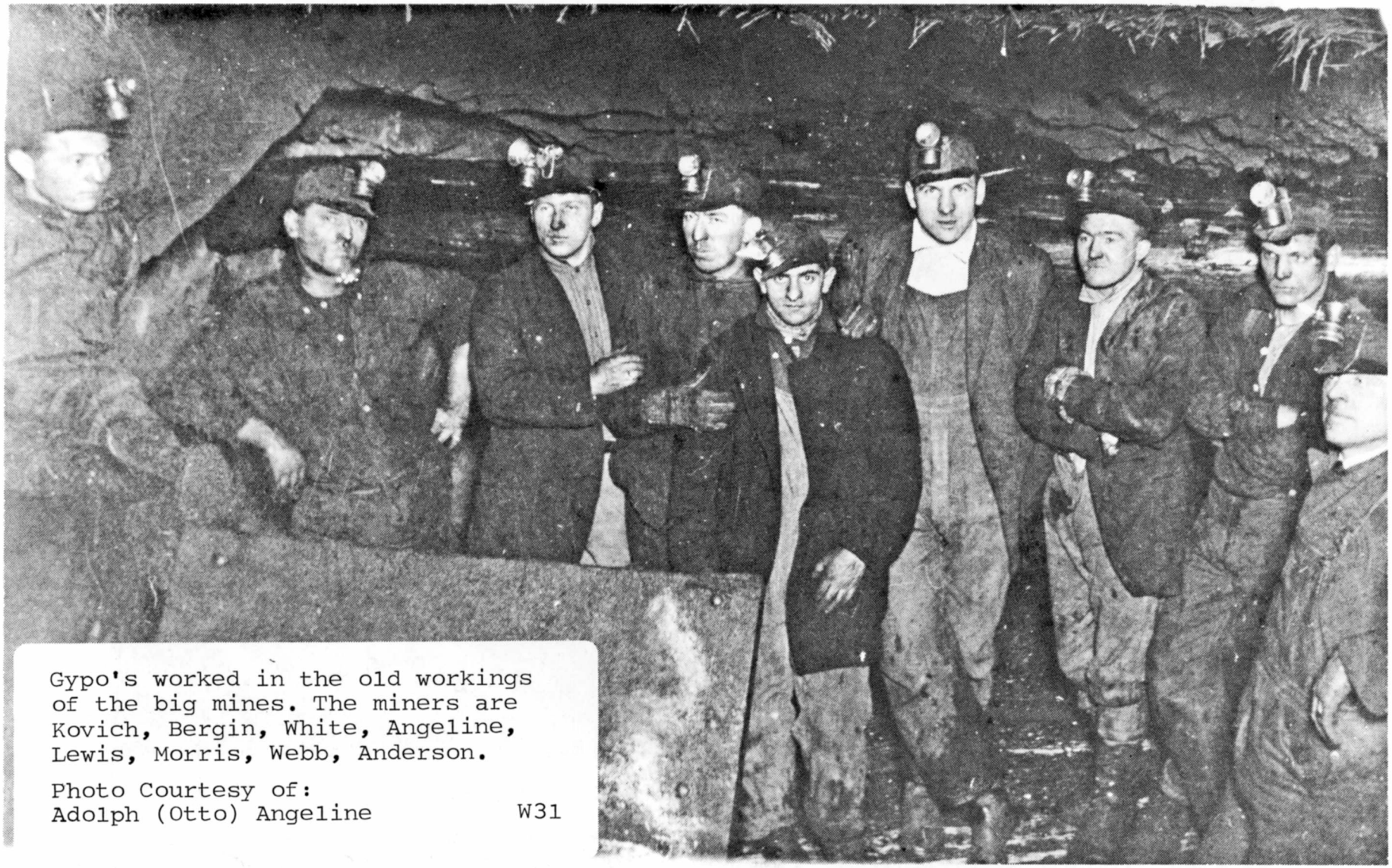


Wilkeson Baseball team 1927(1. to r.)
Lex Hunter, Fred Phiffer, Bill Purse,
Charlie Bonato, Sammy Steelsmith,
John Ratco, George Carli, Stan Kepka,
Jake Messner, Mike Pete, Ed Carlson.
Photo Courtesy of:
Mr. & Mrs. John (Jack) Abraham W26



Steam powered 'lokey' that was used to remove the full coal cars from the Wilkeson mine and take the empties back in. This is just one of the many, which were used.

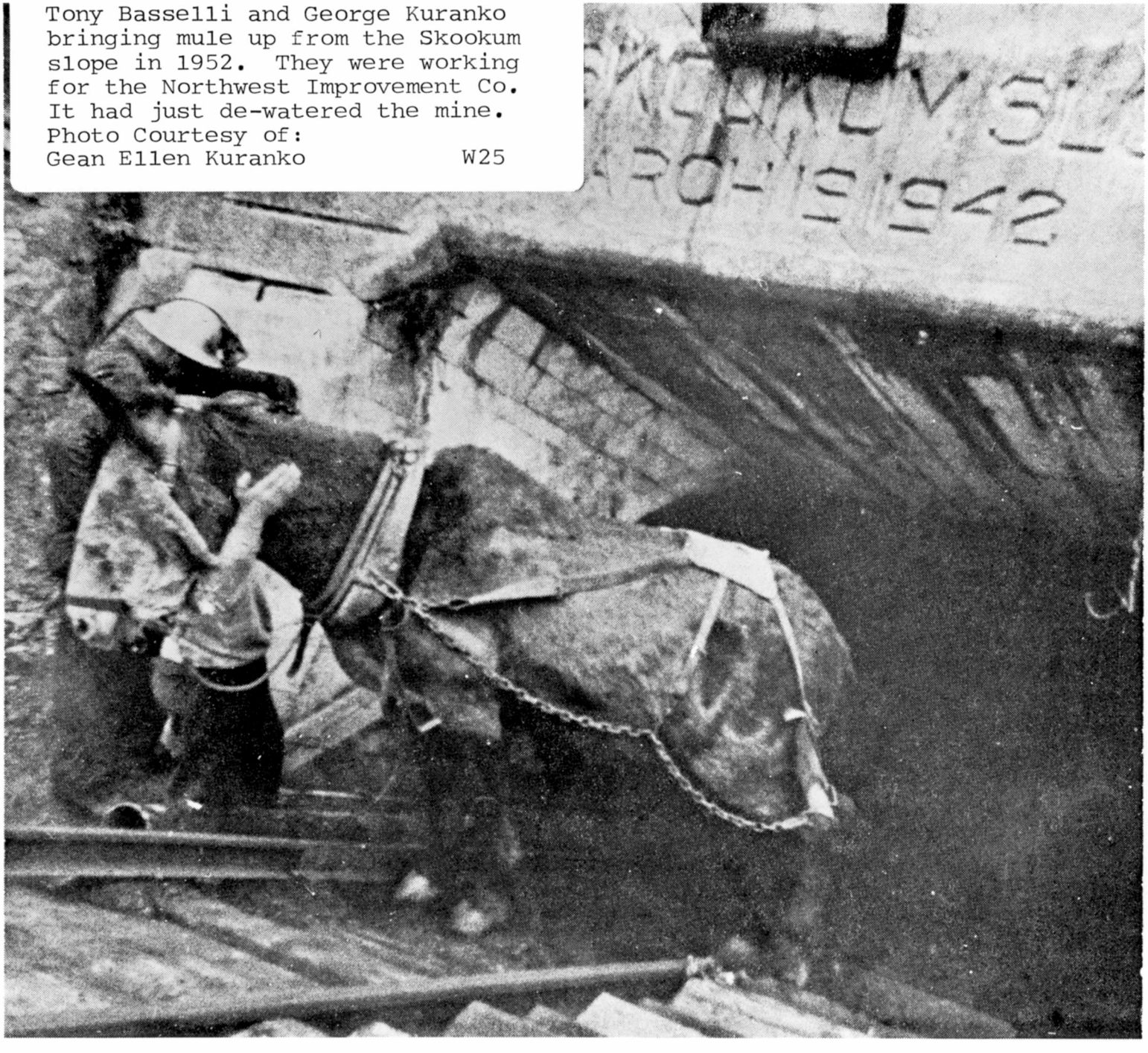
Photo Courtesy of:
Gean Ellen Kuranko W24



Gypo's worked in the old workings of the big mines. The miners are Kovich, Bergin, White, Angeline, Lewis, Morris, Webb, Anderson.

Photo Courtesy of:
Adolph (Otto) Angeline W31

Tony Basselli and George Kuranko bringing mule up from the Skookum slope in 1952. They were working for the Northwest Improvement Co. It had just de-watered the mine.
Photo Courtesy of:
Gean Ellen Kuranko W25



The 'Remains'

What structures are left in Wilkeson today (1980), which were part of the coal-mining era?

'Up-town' is gone. It was removed by the coal Company years, ago. Only a few coke-ovens have managed to elude man's destructive nature.

The sandstone schoolhouse built, in 1913, still stands and the stone is as beautiful, as the day it was quarried. The school was closed, in 1971, by the White River District, who acquired the Wilkeson District, after a levy failure. Wilkeson's School District #15 was just six years shy of being a active school District for one-hundred years. The schoolhouse was abandoned for years, but now in (1980), new renovations are in progress and, in 1981, it is suppose to be reopened under White River's management. The Construction Engineers and Contractors put in a bid at 1.6 million and are revamping the inside of the structure.

Some of the miner's cottages, still sit upon their original sites throughout the town.

In the business section the oldest known building to exist is the old 'Martha Washington Hotel'. It was built in approximately, 1888. It is now a privately owned residence.

If you start at the top end of the town's current business section, at the old 'Martha Washington Hotel', and head back through town toward the sandstone arch, you can still find a few structures left from the coal-mining era.

Down the sidewalk toward the business district, the first structure is Kepka's old Drug Store. It has been remodeled into a cafe, but at present it is unoccupied. However, it remains on it's original site.

The empty space next to it was once the site of Angeline & Rees's billiard hall, and just this year (1980) the remains were torn down.

The next large building is the old 'Carlson Block Hotel', and it is currently a privately owned residence.

Now, you come upon a row of five connected structures. The first is a privately owned building. The second is a tavern called the 'Pick & Shovel'. It is open and running at normal business hours. The owners have purchased the adjoining structure, which sits between them and the store. It is currently being used as a dance hall.

The fourth building in the line is the home of the Wilkeson Grocery and it is a thriving business and one of the two remaining stores in the entire upper Carbon River area. It is owned and managed by Mr. Ralph Wilson and his wife Beverly Wilson. This building was the home of the old 'Wilkeson Cash Market' for around sixty-years. Mr. & Mrs. Wilson bought the store from Mr. Kenneth Hix, in 1977. They are very capable business people and enjoy a good trade with the local people and the tourists. They carry a good stock of groceries, magazines and assorted merchandise.

Next to the store is the 'Eagle Tavern' and it is in one of the original coal-mining era structures. It is open for business, during regular business hours and both the taverns do a good trade. They represent two of the three remaining taverns on the upper Carbon River. The early 1980's are the one-hundred year mark for the saloon district, as the first saloon in Wilkeson was built before 1884. That in itself should be a good reason for a celebration.

Just next to the 'Eagle Tavern' sits the new post-off-

ice, with Beverly Howard, as the official postmaster. Her assistant is Linda Carlson. It is a new building and not one of the coal-mining era structures.

Next to it is the vacant home of Dice & Miller. Once, it was one of the biggest merchandise houses in the town.

At the far side of the little bridge crossing the Wilkeson Creek sits a small building. It is the new home of a new printing shop, for the Carbon River area. The printer sets all the print by hand and his press is over one-hundred years old It was made just one year after Wilkeson's birth, in 1878. He is a very accomplished printer and does a beautiful job.

The 'Holy Trinity Church' built near the turn of the century, stands amid the houses to the right of the town. It is on it's original site and very well preserved.

Just before the sandstone arch to the right is the only service station and garage combination in the entire upper Carbon River area. It is owned and managed by Mr. Chuck Gallion and his wife Elsie Gallion. They built the modern service station and repair shop, in 1972, on the old site of the Burford and Best Chevrolet Motors Company. They ran the original gas station for quite a few years and then had the new station constructed out of Wilkeson sandstone. This station is the last stop for gas between Wilkeson and the Carbon River entrance to Mount Rainier National Park. He and his wife work at the station and they also, keep a very energetic and capable crew at the station. They, also have a home fuel delivery route, which takes in the entire area. They cater not only to the local trade, but also to the tourist business.

If you turn around at the arch and head back up to the business district, the first business you will find is on the right. It is the 'Doll House', and it is just what it's name implies. It is a doll business specializing in anti-

que dolls. This building was built before, 1908, and it received a beautiful new paint job recently. It is one of the sharpest buildings in the town. Their dolls are exquisite, and the selection is large.

Next in line, is the Eagle's Hall. The Eagle's are a very active part of the community and many public enjoyed events are held at the hall. The membership is composed of people from the entire area, as it is the last remaining aerie in the upper Carbon River area.

The picturesque Wilkeson Community Center remains an active part of the community. It has changed some on the inside, as now it houses the Town Council Chambers, which are on the right, as you enter the building. To the left is the combined Town Hall and Police Station. Helen Blow is the town-clerk and treasurer. Straight ahead is the Wilkeson Branch of the Pierce County Library System. The Wilkeson Branch was established at the very conception of the Pierce County Library System, in 1946. It was one of the very first branches to ever be established. Bonnie Rautman is the librarian. It is a position, she has held for four years. She is tireless in her efforts to serve the members of the library. She is one of the most enthusiastic members of the community. The Wilkeson Branch has a great variety of materials available.

On the lower level is the town's Fire-Hall. The Fire Chief is Frank Stingle. The town, also, has a new Aid Vehicle. The town's police force is run by Police Chief Carl Blow, under his charge are Deputies Frank Grens and Charles McGehee. The Deputy Assistant is Jim Olas.

The town officials for (1980), are Councilmen Allen Andersen, Reg Colwell, John Hilding, Jack Pasero and Fred Williams.

The Mayor is Rose Marie Howard. She is the grand-daughter of John Pete a Wilkeson pioneer. Under her adminis-

tration, as Mayor, the community has seen some new changes. The new water-system was completed, and many of the streets were paved. She, and the Town Council are currently working to get a Federal grant, which would enable the town to build a new Fire-Hall.

The town has purchased a new Aid vehicle. She and six ladies formed a club called the 'Friends of Medical Aid' and they untiringly worked to raise money to support the Aid Program and the Aid vehicle. With the money they raised they bought all the medical supplies for the Aid vehicle and donated $1,200 for the radio.

Harry Howard, her husband, has been in charge of the Aid vehicle for over ten-years. He has had many hours of instruction and training in order to be a certified driver. Added to his previous training, he just completed 80 hours of study and 16 hours of emergency room work and became re-certified.

The Our Lady of Lourdes, Catholic Church, was moved from it's original site on the hillside, in 1952. It was moved down near the bank of Wilkeson Creek. In 1980, the old bridge which crossed the creek in front of the Church was removed and a new bridge was built. The contractor was Allen Andersen. He is currently turning one of the original coal-mining era houses into a true to life 'castle'.

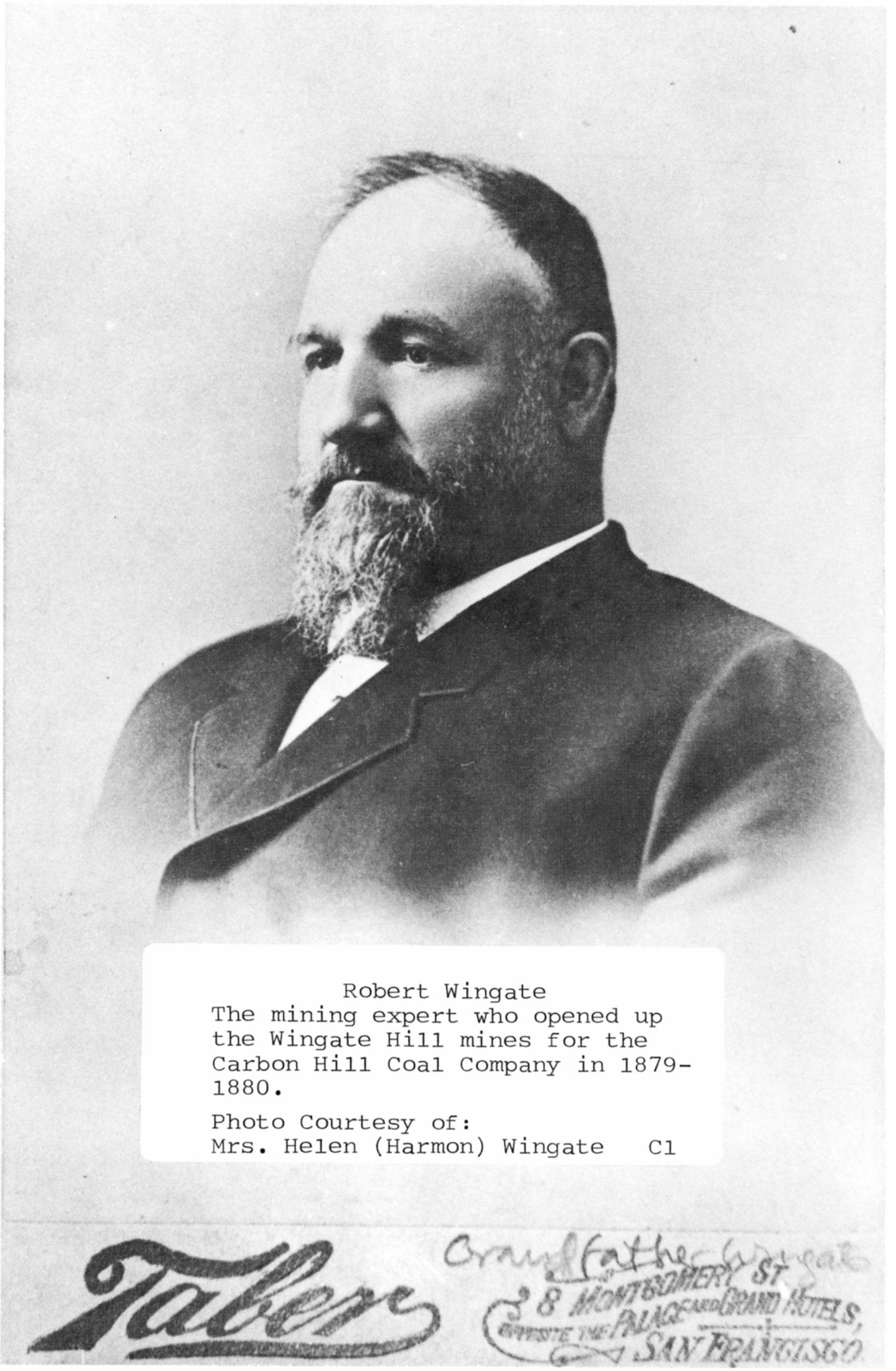
Such, is Wilkeson, today.

The one remaining industrial concern is the stone-quarry. It is running on a small scale.

The population of the town is around 350. The estimated amount of coal in it's immediate surrounding area is 222,000,000 tons.

Wilkeson's only service-station. Mr. Chuck & Elsie Gallion own and operate this full-service-station. It is the last stop from Wilkeson to the Carbon River entrance to Mount Rainier National Park. Courtesy of: Mr. & Mrs. Gallion

CARBONADO



Robert Wingate
The mining expert who opened up the Wingate Hill mines for the Carbon Hill Coal Company in 1879-1880.

Photo Courtesy of:
Mrs. Helen (Harmon) Wingate C1

CHAPTER THREE

Carbonado

The prospecting of the Carbon River above Wilkeson was noted as early, as 1875, but the notes have neither a definate area prospected, nor any stated locator of a mining claim. The first man known to have prospected the Carbon River up near the canyon area, was Joseph Johns.

Joseph Johns was born in New port Monmouthshire, Wales, in 1847. He immigrated to America, in 1864, at age seventeen. He was a seaman for the next four years and then he returned to land and hired on with Port Madison & Seabeck saw-mill, until 1870. He headed east and worked at iron-bridge building, in the States of New York, Massachusetts and New Hampshire. Finally in 1876, he returned to Pierce County. He took off up the Carbon River and did some prospecting. What he found is not recorded, but he did prospect the area for two years and he noted it.

The next, to enter the Carbon River area, was a mining expert named Robert Wingate. He arrived in 1879, sent by the Carbon Hill Coal Company. He was born in Glasglow, Scotland on March 17, 1840. He had attended common school and at a tender age he entered the coal-mines, under the direction of his father. His father was the lessor of some coal-mines in Scotland and he started Robert at the bottom and made him work his way up. He was an intelligent young man. Soon he had gained the position as foreman at the age of eighteen years. By age twenty, he was the Superintendant

of the Craig End Colliery. He kept his position, until 1864. Then he immigrated to America and wound up on California soil.

In the Mount Diablo Mine, in California, which was the most difficult mine in the area, he was hired on as a 'trouble-shooter'. The mine was not producing and under his charge, he made it into a profitable mine. For his mining skill he was paid $350.00 per-month, an almost unheard of wage in a time, when other men worked from dawn to dark for less than one-dollar per-day.

He 'trouble-shooted' the Coos Bay Mine, in Oregon and once again, he put an ailing mine on it's feet. He did other jobs and finally in November of 1879, he prospected the Carbon River for the Carbon Hill Coal Company. He opened a good coal prospect in Section 32 for his employers. He and a partner named Miller tried to open a prospect of their own in Section 33, but water drove them out.

Some of the men from Wilkeson, among them was Frances Bisson, punched in a wagon-road from Wilkeson up some three miles to the top of a gravel terrace across the Carbon River from the Carbon Hill Coal Company mine. Wingate hired Frances Bisson to head a crew and construct an 'incline' down the side of the Carbon River Canyon, to the river level. A bridge was built across the Carbon River near the mine area. Horse-teams and wagons were used to haul all the mine machinery from Tacoma to the new mine.

The Northern Pacific Railroad extended their line up from Wilkeson some three-miles to the gravel terrace, across the river from the mine, in 1880. The men working in the area named the site of the proposed town, after Carbondale, Pennsylvania, a town some of them had recently been residents of.

The hill, in which the coal mine was being opened was named in honor of Robert Wingate. It was called, Wingate Hill and the area on which a few buildings were built on

The 'Incline'
Robert Wingate directed a crew led by Frances Bisson as they hand hewed the timbers for the ties and built the 'incline' down the Carbon River Canyon.
Photo Courtesy of:
Mr. & Mrs. Myran Chandler C2

the mine side of the river in Section 5, was called Wingate.

Frances Bisson and his crew, who were over-saw by Wingate, built the 'incline'. It was a back breaking job working on the canyon side. It was 400 feet to the river level, and the degree of slope ran about 45%. They hand hewed the ties, out of good timber, and laid them down the canyon side. Then the rails were laid. A power-house was built at the top of the canyon and it was fed coal from the mine to produce the power needed to run the coal-cars up and down the 'incline'. The empties went down and into the mine and the full came out of the mine and were pulled up the 'incline' by cables, powered by the power-house. All the bunkers and necessary buildings to process the coal were started at the top of the canyon, across the river from the mine. The coal was to be shipped out on the Northern Pacific Railroad.

Joseph Johns and Frances Bisson were in the employee of the mine for the next few years, as was Robert Wingate.

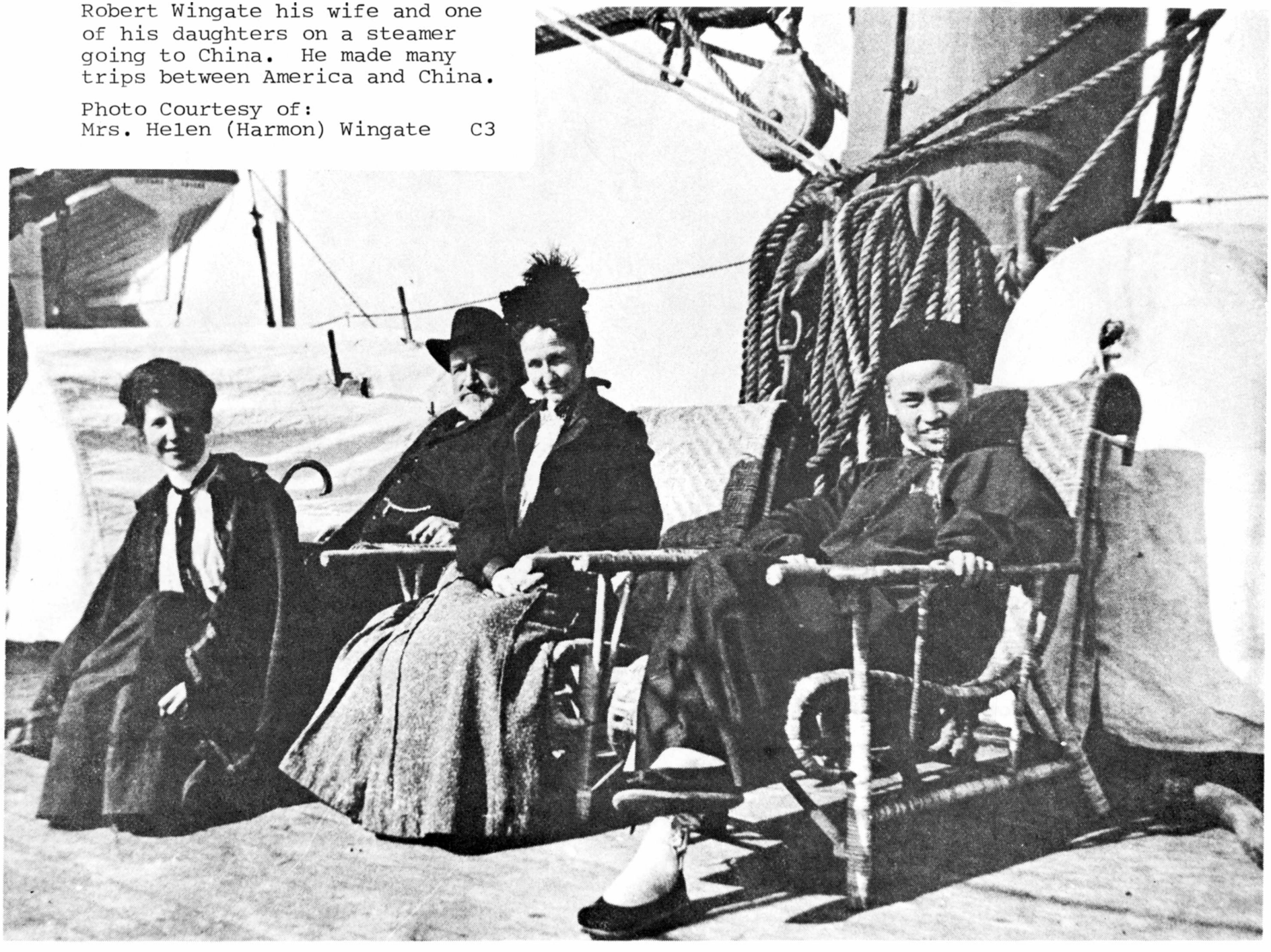
Another pioneer miner, who helped was William Davis. He was a Welsh miner. He was married to Anna (Williams) Davis. He had come from the gold fields of California. He was the father of Hiram J. Davis.

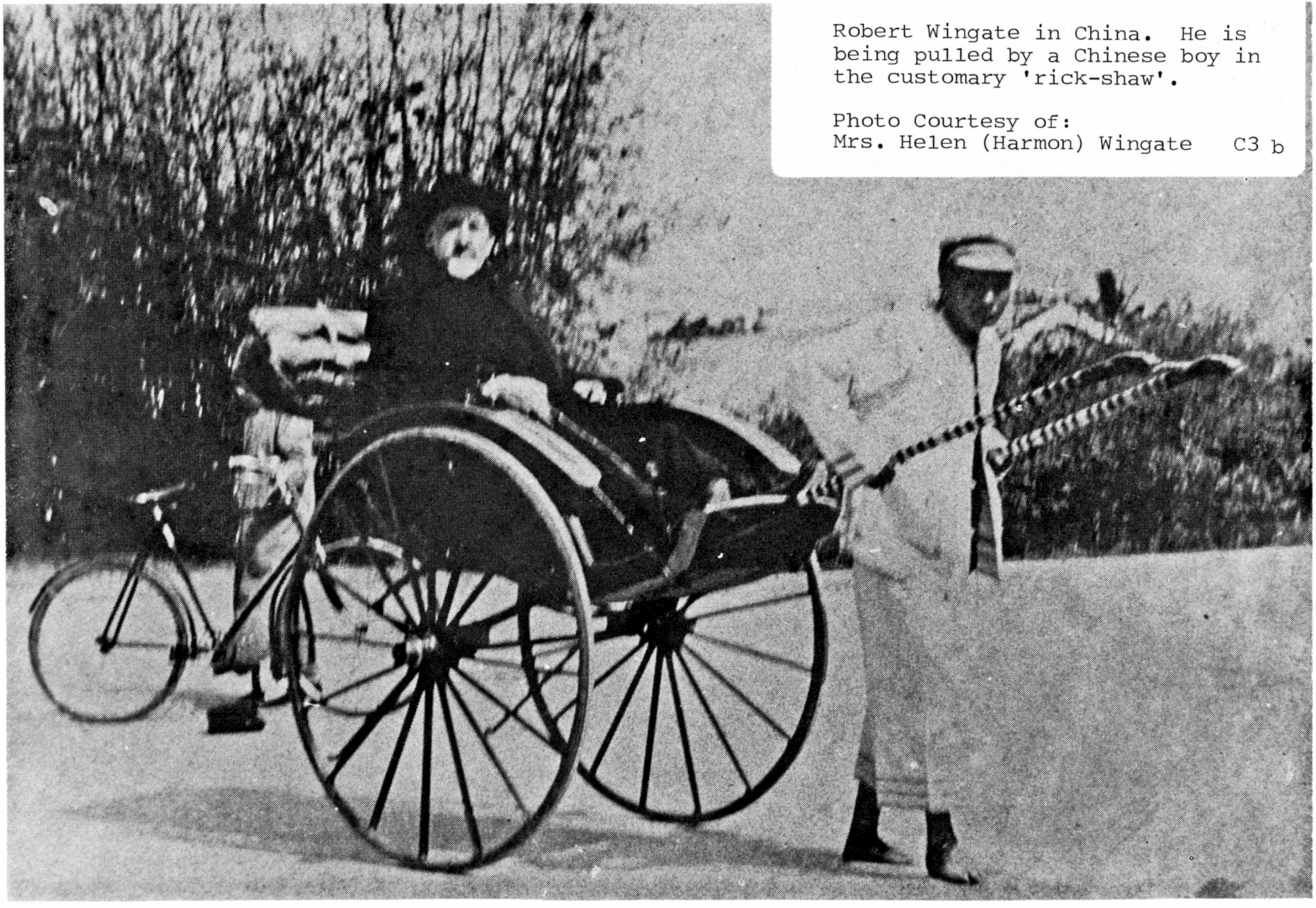
The census for 1880, gives a partial list of those in the area. Those listed were Absolem Aberdren, Ha Ah, Phillip Algar, Harry Biggs, George Bosdet, Lizzie Chamberlain, Pearl Chamberlain, Robert Chamberlain, Sing La, John Cowin, William Davis, Andrew Drury, Chaffer Frett, Laf Griffith, Daniel G, Harrison, John Hadges, Andrew Miller, Burgon Miller, Mary A. Miller, James Murphy, Naham Plaisted, Sing, Doltress Swift, Hugh Swift, Mary Swift and Jesse Willson.

On May the 7th in 1880, the post-office was established, as Carbondale, Washington. The first postmaster was Eben G. Ingalls. The area was given it's voting precinct, by the Pierce County Commissioners on November 9, 1880.

Robert Wingate his wife and one of his daughters on a steamer going to China. He made many trips between America and China.

Photo Courtesy of:
Mrs. Helen (Harmon) Wingate C3





Robert Wingate in China. He is being pulled by a Chinese boy in the customary 'rick-shaw'.

Photo Courtesy of:
Mrs. Helen (Harmon) Wingate C3 b

David John Lewis born in Wales, in 1845, opened the first Canteen, in the town around 1880. He built it down by the depot area, but across the wagon-road along the hillside.

The Company built some miner's cottages and a Company Store up at the top of the hill past the Canteen and depot area.

In 1881, the County Commissioners created the Carbonado School District in May. It was #19. The townspeople had asked the Commissioners for the district, and wished it to be separate from Wilkeson's District #15. On May the 2nd the public school officially opened. On May 16, Mrs. A. E. Bailey opened a private school at Carbondale. In the public school Mr. J. H. Wilt was the principal and he was assisted by Louisa Cramer .

The mine had opened in the fall of 1880, and in 1882, the mine was sold to Charles Crocker and his associates. The Company was still called Carbon Hill Coal Company, but the mines across the river were called the Crocker Mines. The main seams, which had been opened were called Wingate and Miller. The coal was sent into Tacoma on the Northern Pacific Railroad and shipped out to California aboard steamers. It was used by the Southern Pacific and would continue to be used in their interest, until 1901.

Charles Crocker was affiliated with the Southern Pacific Railroad and the Central Pacific Railroad. He had his own construction Company, also. He and his partners were four of the most powerful and influential men in the United States of America, by 1880. They had started out at the bottom, during the transcontinental railroad era and with great fore-sight had become known, as the 'big four' railroad kings. The other men were Leland Stanford, Collis P. Huntington and Mark Hopkins. They had all started out as merchants in California in the early 1860's and after building the Central Pacific Railroad had become powerful leaders

of the business world.

Crocker and Wingate were great promoters of the Chinese labor force and Carbonado from it's conception had Chinese miners and laborers. They were very meticulous workers and could almost perform feats of magic. No task, was to large and they would keep on working, until the chore was done. The Chinese built a series of steps down the canyon side. They became known as the 'Chinese steps'. They laid them from the top of the canyon down to the river level, using a sort of zig-zag or 'switch-back' pattern.

There were no records, as to the amount of Chinese in the Carbon River area, but their number probably never exceeded one-hundred, at the very maximum. That figure included the Wilkeson mine area, also.

In 1882, Alexander W. Lee took over the job as the postmaster for the town.

Robert Wingate the founder of the town returned to Tacoma and there he spent the remainder of his years. Robert was a very capable 'boss', while in the Carbon River area and he had an uncanny ability to lead men. He was an over-seer, and he did not perform manuel labor, but he was always concerned with the miners and laborers welfare, as he knew the many dangers there were connected with the art of coal-mining. He fired more than one miner from the mine, for becoming lax and not properly testing for gas, before entering the coal-mine. The coal of Wingate Hill was a very gassy coal and it would cause many, many deaths before it's days of being mined were over.

When Robert Wingate left the area, as the Superintendant some of the men, who had been on his force left the area, also. William D. Davis moved down to Wilkeson and he and his wife homesteaded in that area. Joseph Johns, who had by then married Lydia, moved in the same year. They, also, moved to Wilkeson and took up homesteading.

New men came into the town, and just when the name was changed from Carbondale to Carbonado, is a matter of speculation.

Thomas B. Wright became the Carbon Hill Coal Company's prospecting foreman. He held the position from 1882, until 1886.

John S. Baker a former clerk for the Northern Pacific Railroad, opened a second store in the town.

The voting for the year of 1882, was conducted under the direction of three Carbonado men George Bosdet, Charles Halstead and J. F. Woolery.

James C. Fairchild was hired as the Carbon Hill Coal Company's new paymaster and engineer. A job he capably held until 1890. He was born on June 1, 1851 in Santa Clara, California. He had been apprenticed at the age of 16 to learn the art of civil-engineering. At 21 years of age, he started in his new profession and in 1882, the Carbon Hill Coal Company obtained him in their employee. He was married to Minnie Cooper a step-daughter of John Flett the Tacoma pioneer and founder of the famous Flett Dairy. John Flett was, also, the natural father of David James and William Harvey Flett, who had found the coal at Wilkeson in 1874. James and Minnie Fairchild had one daughter. She was Helen. He would leave Carbonado in 1890, and become the Treasurer of Pierce County.

All the coal mined in Carbonado between 1882 and 1901, was consumed by the Southern Pacific or Central Pacific Railroads. Between 1882 to May 31, 1883, 150,000 tons of Carbonado coal was shipped to the California market. By 1883, Carbonado had the second largest mine in all of Washington Territory.

In the month of June, alone, 11,247 tons of Carbonado coal went to market. The men were shut down for the next month while new machinery was installed, to increase the

out-put.

From 1883, to the end of 1884, with the new machinery in place, the mine sent out 177,364 tons of coal, an increase of 27,000 tons, over the same time in the previous year.

The piece of Pierce County the 'big four' owned was 4,160 acres of land and mineral rights, which had originally been part of the Northern Pacific Railroad's land-grant from the Government. It included in Township 18 North Range 6 East, all of Sections 4 and 5, the East one-half of Section 8, the West one-half of Section 9, the West one-half of Section 16 and all of Section 17. Plus in Township 19 North Range 6 East all of Sections 32 and 33. It was quite a sizable chunk of what was suppose to be mineral land for use only by the Federal Government, and not for private use.

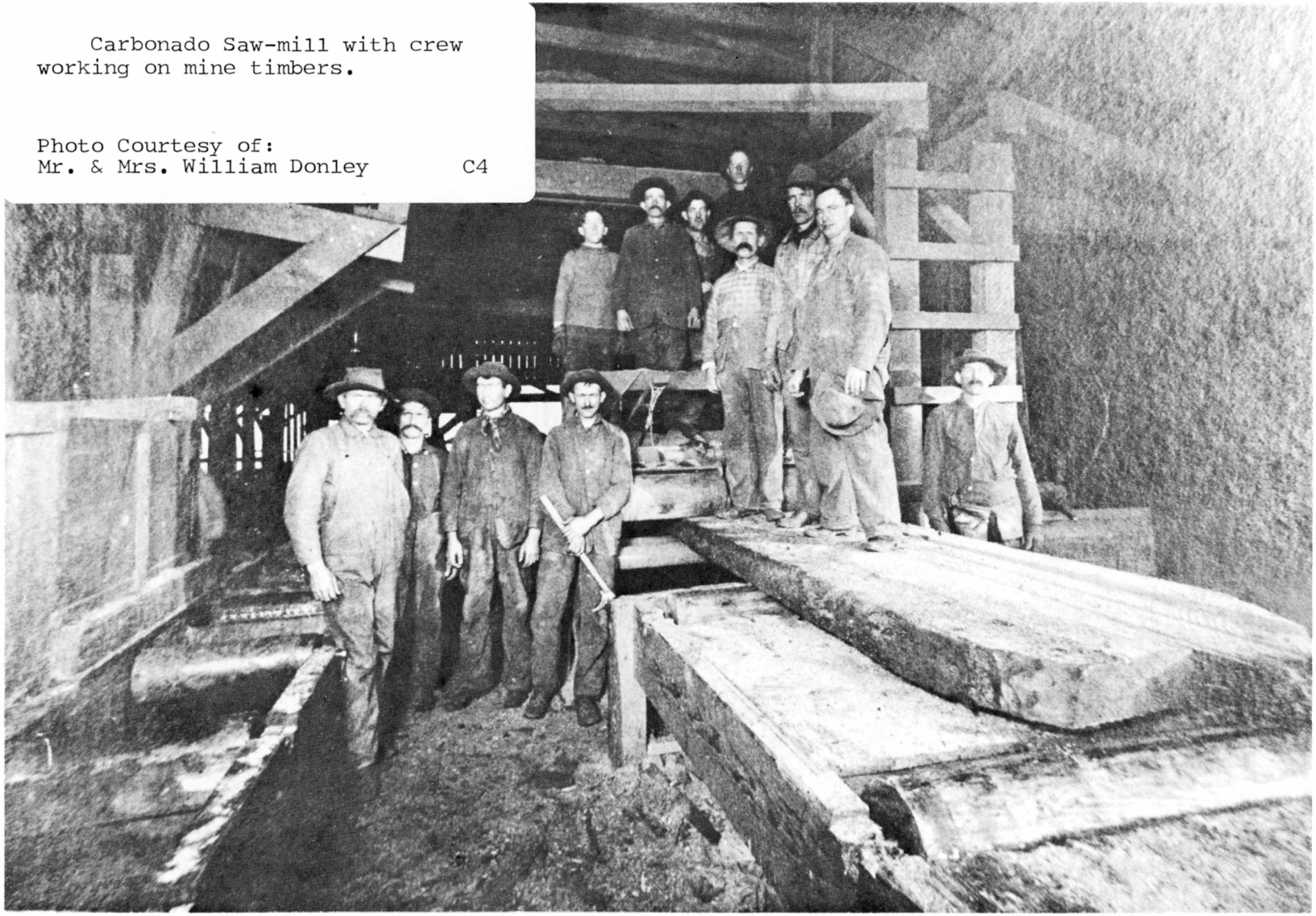
The town of Carbonado was built almost in the center of the property. The Carbon River ran through the center of the property, but most of the river was the rugged canyon section of the Carbon River.

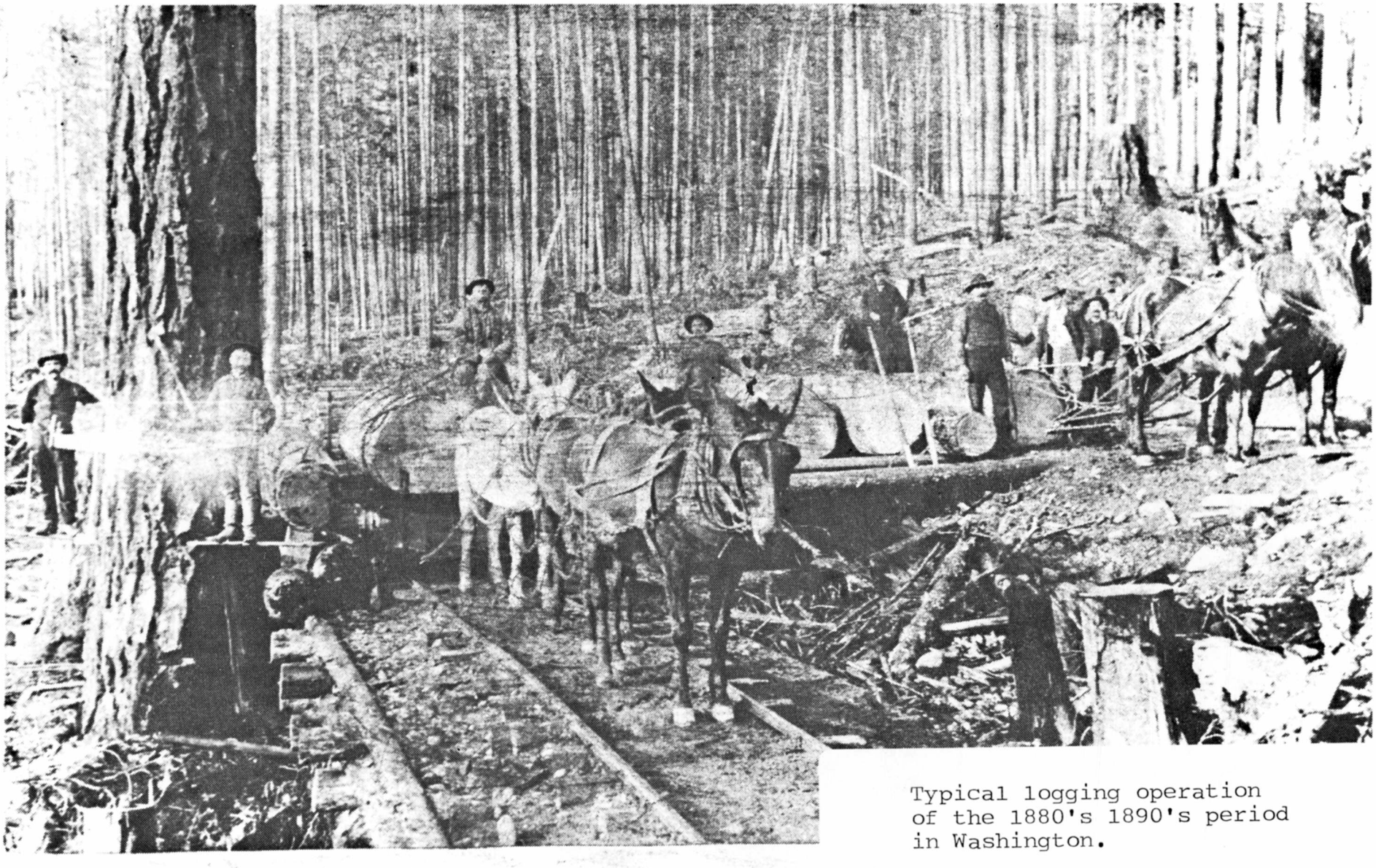
In 1883, Byron Barlow became the postmaster and he held the position, until 1886.

There were only three depots in the area between Puyallup and the coal-mine area. One was in South Prairie. The second was in Wilkeson. The third was at Carbonado. The train came once a day. The town of Carbonado was the end of the line and it sat with it's back to a forest, so dense it was almost unimpenetrable. The trees were giants and much clearing had to be done, before the town even took shape. The Company built a saw-mill down next to the depot saloon area. They hired teamsters and loggers to come in and clear the land of the huge old-growth trees. The wood was not wasted, as many mine timbers, ties for track and boards for building construction were in sharp demand.

Carbonado Saw-mill with crew working on mine timbers.

Photo Courtesy of:
Mr. & Mrs. William Donley C4





PUYALLUP, - WASH.

Typical logging operation
of the 1880's 1890's period
in Washington.

Photo Courtesy of:
Mr. & Mrs. William Donley C5

It was a Company town lock, stock and barrel. Nothing was privately owned, unless the Company approved and then only the business and not the land. It all belonged to the coal Company. This fact and the fact, that South Prairie was to be the divisional point for the new Cascade Division, which was soon to be started by the Northern Pacific Railroad, stimulated Frances Bisson. He quit his job as book-keeper for the Carbon Hill Coal Company and pulled up stakes. He bought land in South Prairie, where he established a general store. He owned the original townsite of South Prairie. In 1886, he married Eleanore J. Wilson the daughter of William K. Wilson of Wilkeson.

In 1884, the Company brought in Evan Lewis from Wilkeson. The Wilkeson mine, which was run by the Oregon Improvement Company had shut down and Evan Lewis accepted the job as the General Foreman of the Carbon Hill Coal Company. He, too, was a Welshman.

John Lewis was hired as a miner, but by 1886, he had risen to Assistant Foreman for the Company and both of the Lewis men would hold their positions, until 1900. John was married to Annie (Morris) Lewis, and they had six children David John, Evan B., Ester, William, Benjamin and Thomas.

When the Knight's of Pythias Lodge was chartered in Carbonado John Lewis was among the Charter members. Mr. T. J. Edwards was the man, who made all the arrangements to have the Lodge chartered. The Knight's of Pythias was a fraternal order. It had very early beginnings in America. The Order was originally founded in Washington D. C. in 1864. It started out to be a fraternal order of government clerks, but soon any one having a good sound health and believing in a supreme being were allowed membership. They had very elaborate ceremonies and the ritual was based upon the story of Damon and Pythias. The Order, also, allowed subsidiary orders, such as, the Uniform Rank of Knight's of Pythias and

the Pythian Sisters, so the ladies could join in. Many of the men in Carbonado were members of the group. They helped their fellow men and were a great group for celebrations. They were a very active part of the community, from it's earliest beginnings.

In 1885, the Carbon Hill Coal Company hired John Sheets as the physician and surgeon, for the Company. His stay was only two years, but he later became a very well-known doctor in a neighboring community of Buckley. He was California born and schooled. He had graduated, in 1881, from the University of California Medical Department. He went into the employee of the Pacific Steamship Company, and soon, was sent to Carbonado, where he was desperately needed.

Just, when the powerful Davies family arrived, is not exactly known, but it was in the early 1880's. David T. Davies was the Superintendant of the Southern Pacific Railroad. He took over the town of Carbonado, as the head-man for the Carbon Hill Coal Company. He had the supreme authority over all the town. His family moved into a very special house built just for the Superintendant in charge. It was a big two-story home, with a basement. It did not resemble the coal-miner's cottages in anyway. It was a home for a 'king'. The Company owned the home and the furnishings, but nothing was, too good, for their head-man. The life the Davies family lived was as different, as day is to night, compared to the lives of the coal-mining families, who lived in the same town. It had to be that way, as the owners of the Company lived in California and they could not keep tabs upon the town in Washington Territory, which they owned. They had to have a man, whom they could trust, and they picked David T. Davies and they treated him well. He knew the strife miners could cause if not treated well, as the Davies had, had a taste of it in Pennsylvania, during the years of terror, in the Pennsylvania coal-mines caused by

the radical Irish backed 'molly-maguires'. They had then moved to Nevada and finally to Carbonado in the early 1800's.

The Davies family had quite a newwork of relatives, within the town. Dia P. Davies was the foreman in the mines. Lewis or 'Lew' Davies was the outside foreman, who was in charge of all the building construction. Ed Davies was the Company store-keeper. John Davies was the Secretary and the Treasurer of the Company interest's, and Sam Kellher, known as, Sam Kelly a brother-in-law of David T. Davies ran the Company boarding-house and dining-room.

There were more family members, than those just listed in the town. It was the Davies family, who were responsible for the formation of the town into what it later became. Their years of control would continue, until 1913.

In 1886, the mines of Carbonado were shut-down because of the Chinese troubles in Pierce County, and the Chinese were driven out of the County, at that time. The mines had to hire more white workers in order to resume operations.

James Fairchild the paymaster and engineer of the Company sent a letter to his wife, Minnie's, half-sister of a vacancy in the teachers position at the Carbonado School. The school had been built in 1883 by the Company at a cost of 1,200 dollars, and the townspeople had chipped in another 100 dollars and bought a nice bell for the belfry, plus some other equipment. Ann Flett sent a letter of application to the Company and she was hired in 1887. She arrived in Carbonado and stayed with the James Fairchild family, during her one term as teacher. She didn't have much trouble with the boys of the town, but the big girls gave her quite a go.

Ann was born, in 1864, at Stuck River near the present day town of Sumner, and her schooling was completed in Olympia. In a letter sent home to her father and mother Mr. and Mrs. John Flett of Tacoma, in 1887, she asked "Mrs.

Faulke wants one dozen chickens and make all hens with one cock. Minnie wants two dozen eggs to set under her hen. Send them to D. E. Faulke Carbonado." She, also, mentioned a Mrs. Armstrong, Mrs. Belt and Mrs. Brown.

In 1887, the mine reopened and steam locomotives were introduced into the mine. They worked, not only in the mine but also, outside. Before 1887, the mules had been the main source of power in the mine and outside. The mules were hard working animals. They had constructed a trail down the canyon side, which was used to take the mules down to the mine area and then, when their shift was in, bring them back up, for a reat period in the pasture. They were very precious animals and if a miner accidently killed a mule he lost his job. When the mules were in the mine on shift, they were fed and kept down in the lower tunnels for a week or more before being brought out. Gunny sacks had to be put over their eyes to protect them, when they were removed from the black depths on the mine. Some went blind, after many years of work in the mines, as they could not stand the light of day. Their eyes were not accustomed to the light.

In 1888, the Northern Pacific built a railroad spur about five miles long, up from the present day site of Crocker. The new line ran down at river level and so the removal of coal was to become much easier. The 'incline' would not be necessary as a coal removal means, after the line went into effect, but would be used to take the miners to work and to bring them back up to the town level, after shift for many years. Along with the new line came a telegraph-line. The proper papers for the right of way through Carbon Hill Coal Company lands were signed by Charles F. Crocker the President of Carbon Hill Coal Company and F. S. Douty the Secretary.

In 1889, the Alfonso Angeline family arrived. They had come originally from Tyrol, Austria, in 1885, and had spent some time in Pennsylvania. Eustachio Anzelini, as the sur-

Ann Flett school-teacher in Carbonado, in 1887, when it was still Washington Territory.

Photo Courtesy of:
Ellen Freckleton

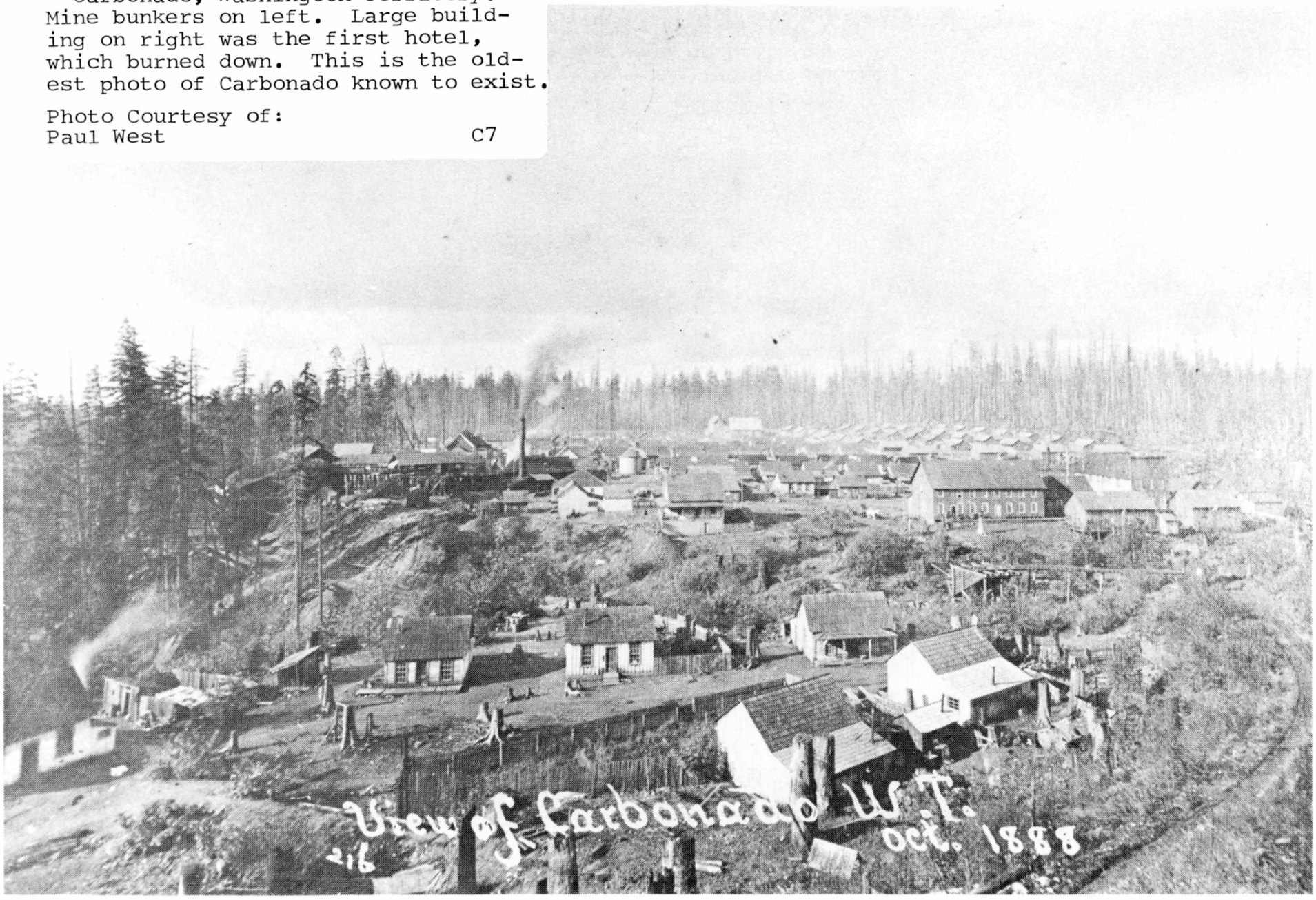
C5 b

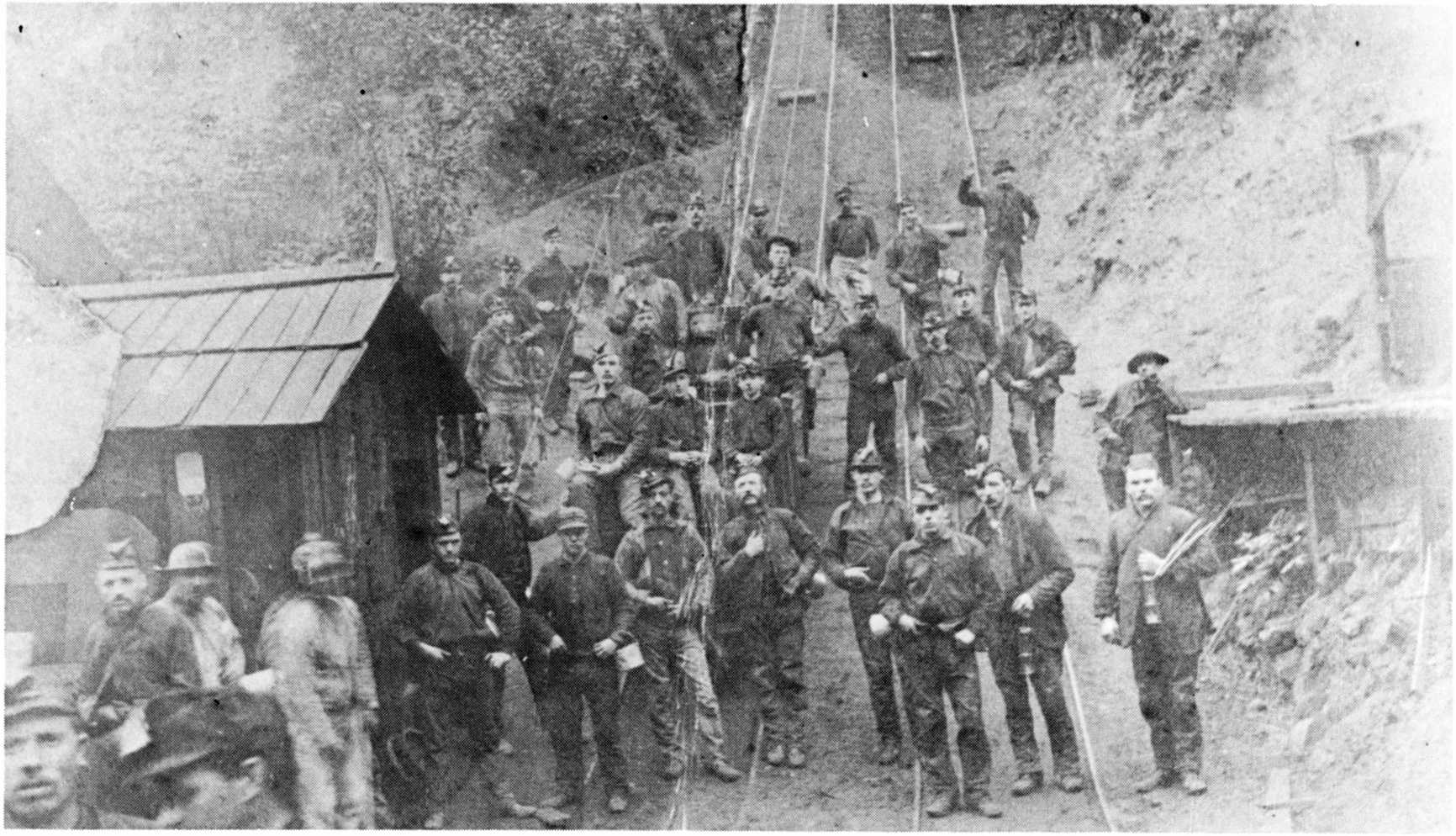
The school children in front of the school-house built by Carbon Hill Coal Company, 1883. Ann Flett is the teacher. She is on the right top of the rail, in a white dress.

Photo Courtesy of:
Ellen Freckleton C6

Carbonado, Washington Territory. Mine bunkers on left. Large building on right was the first hotel, which burned down. This is the oldest photo of Carbonado known to exist.

Photo Courtesy of:
Paul West C7





Miners at the bottom of the 'incline'. Some are leaning on the car, which was used to bring them down to the mine area. First row sixth from right is Alfonso Angeline.
Photo Courtesy of:
Ester (Angeline) Bowman C8

name had been spelled in Austria, had found employment at the Carbonado mine and he sent for his brother, Alfonso, in 1889. After a pause, of a few months in Wilkeson, the Alfonso Angeline family joined Eustachio in Carbonado, and Alfonso went to work in the mine.

The conditions in Carbonado, in 1889, were typical of coal towns of that period. The homes were all one style. Either one or two bedrooms on either side of a front-room and a kitchen-pantry area in the back. There was no indoor plumbing nor electrical lighting. All the families had to use a common water tap placed about every three or four streets about the town. The water had to be hauled home from the tap, by what ever methods the family had available. The Angeline family had a barrel at home and a hand pulled wagon system. In the wagon bed were three cans, and the younger boys would go to the tap and bring home the full cans of water. Then they would fill the large barrel, and it took many trips to the tap to fill the barrel. Because it was a community tap there was always a long line.

The Angeline families children attended one of the two schools in the town. One school was where the first through the fourth grades were taught, and the other school was where the fifth through the eighth grades learned their lessons. Both schools had the customary little houses out back.

While the boys got the water the little girls were sent down to the post-office to get the evening mail. At train time, which was 7:00 p.m. everyone waited at the little post-office for the mail. By 1889, a post-office had been built just up from the saloon and depot area. It was a long walk from town and many nights it was dark before the train came it. It was a frightening walk for a little girl, as there was a lot of tall timber around the post-office, and the road seemed a spooky place. Ester Angeline was so frightened she would walk with her eyes shut,

behind her older sister. Only three customers could enter the post-office at one time, as it was a very small area, so all the others had to wait in a long line outside at mail time.

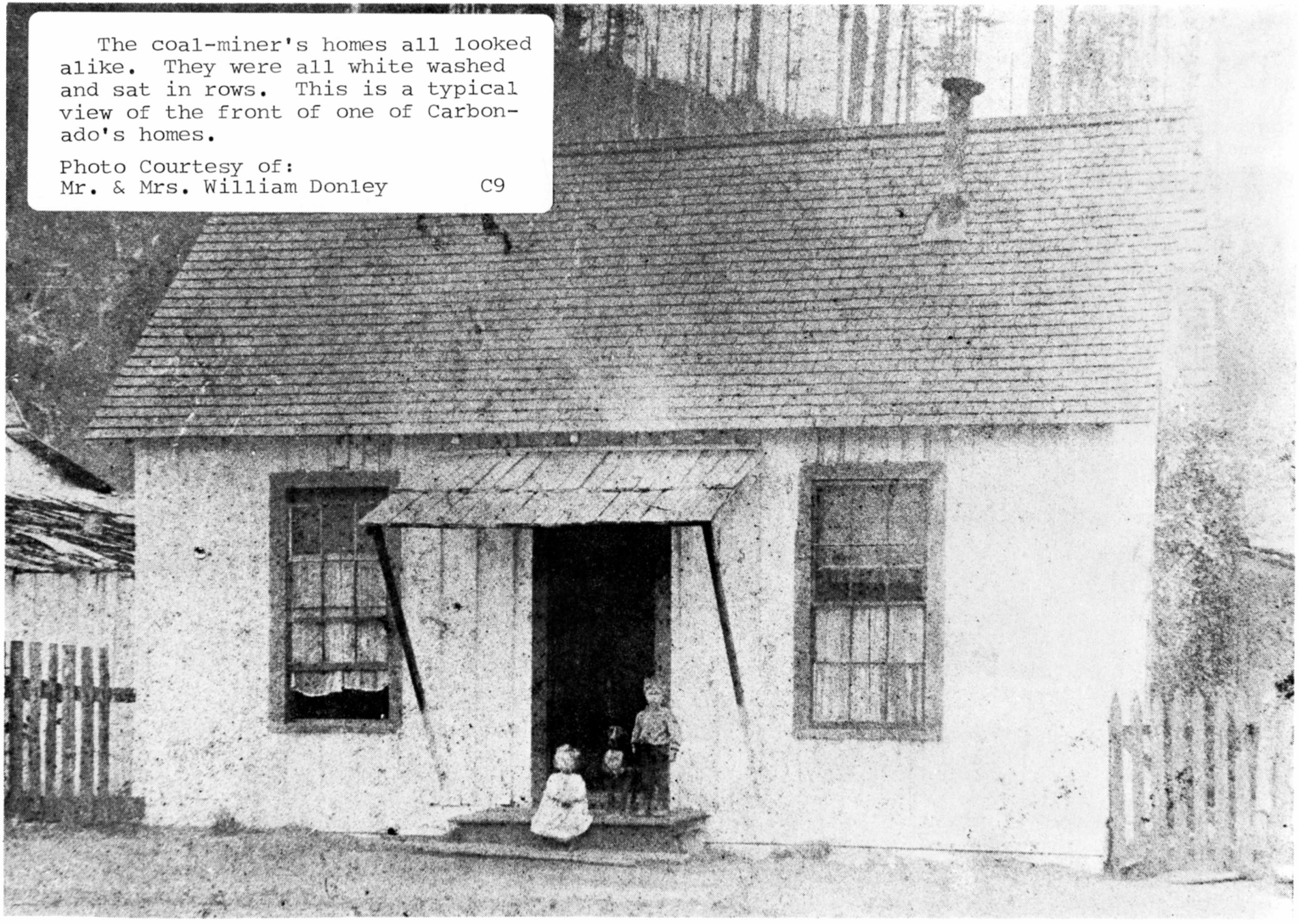
On Saturday ice-cream was sold door to door in Carbonado and it was packed about the town covered with ice to keep it from melting. The amount wanted at each house was scooped out and placed in a container.

On Sunday the Company store was closed, so if anyone needed something it was a three mile walk to Wilkeson, one way to get the needed item. Even the train did not run on Sunday. The Carbonado people were not suppose to buy from any other store, other than their own Company Store, so if a person got caught bringing goods into the town from another store, they ran the risk of loosing their job with the Company.

Even the farmers from neighboring towns had to sneak up to Carbonado in the dead of night to peddle their wares. It was not an easy chore driving a team and wagon load of eggs and vegetables up from Sumner, where some of the farmers lived, in the dark to Carbonado, but the farmers did it anyway. They needed the money and it was worth the risk. The Carbonado store had no green vegetables or unsalted butter and the townspeople took the risk and bought from the farmers out in the woods.

The homes were all white washed and each resembled the other. There were no green lawns, except at David T. Davies home, and it was kept neat and trim, by hired workers from the town. The streets were dirt part of the year and mud the rest.

The town had increased in size to a population of 705, in 1890. John S. Barnes an Enumclaw pioneer, volunteered to drive his team of oxen up to Carbonado and clear a ball-park right near the middle of the town. He had done a lot



The coal-miner's homes all looked alike. They were all white washed and sat in rows. This is a typical view of the front of one of Carbon-ado's homes.

Photo Courtesy of:
Mr. & Mrs. William Donley C9

View of the backyard area of one of the coal-mining homes of Carbonado. The women prepare supper. The lad on the extreme left is on his way to work the other five have just put in their shift. (note coal-dust on their face)
Photo Courtesy of:
Mr. & Mrs. William Donley C10

of work in the town for the Company and had a contract to keep the saw-mill in logs. He did the logging himself and used a team of three oxen for the log skidding to the mill. He was busy with his project when a 'stem-winder' unexpectedly hit him and he was killed on July 1, 1890. The body was taken to Mrs. Brady Gray's house in Carbonado and news was sent to Mrs. Barnes. A coffin was ordered from Tacoma. It arrived the next day by train at the Enumclaw depot. The funeral took place on Jim Montgomery's homestead in Enumclaw and the relatives dug the grave. He was brought to the site in the wagon bed and given a burial on the homestead. He left a widow and three young children.

In 1890, just a little over one month after John S. Barnes lost his life in the town of Carbonado, two miners lost their lives, under the town in the depths of the mine.

On August the 4th, 1890, a gas explosion took the lives of Henry J. Jones age 30, the son of John H. Jones, and Thomas Morgons age 37. Several other miners were horribly burnt. Two of them were Williams and John Hartman. The two dead men were buried in the Carbonado Cemetery down past the depot area.

Burials in the cemetery were difficult as the cemetery sat quite a ways from the town. It was necessary to have a total of twelve people to carry the coffin. Six men would carry until they tired and then the next six would step-up and relieve them.

Despite the explosion the miners managed to mine 293,080 tons of coal, in 1890. They mined over ten times the amount Wilkeson did, during the same period.

A depression hit America in 1893, and soon, new men came to the town seeking employment in or around the mine. The depression, which hit Buckley in 1893, was the reason Charles Clayton Whitmore left that town and went up to Carbonado with his family. Charles Whitmore was a carpenter by trade. He was born on October 24, 1865 in Rockridge, Maryland. On May

the 3rd, 1888, he had married Alice Winslow, in Colorado Springs, Colorado. The couple arrived in the Buckley area, in 1891. The depression hit hard and there was no work in the town of Buckley. His skill as a carpenter was needed in Carbonado, as they had many construction jobs going. He was hired by David T. Davies, in 1893, and he was made 'straw-boss', under Lew Davies the out-side foreman. Charles Whitmore's family unit consisted of James, Ira and Harry.

The year 1894, saw the Carbonado mines, again increase their production. It went up to 267,545 tons. The mines were dangerous, and often 'bumps' were hit and men would be instantly killed, by the concussion from the blast. A 'bump' was a gas pocket which would suddenly explode when it was exposed, and an explosion in the localized area the miner had been mining in when he hit the 'bump' occurred. Many deaths were not recorded, as it was a common thing in the mines. The other miners would continue to work and a small crew would remove the dead miner's body. It was taken to the hospital and there the miner's face would be washed, so identification could be made. Then the unfortunate family was notified, to come and get their loved one.

The miners were putting in 10 to 12 hours of straight mining time. The hours of pay did not start, until the miner was at the face of coal, so the time it took him to get to work in the mine and the time it took to get out of the mine were not part of his pay period.

The miners had no compensation, if they were accidently hurt, while mining. It was up to them to sue the Carbon Hill Coal Company theirselves for damages. It was no easy task to sue the big Company and often the cases would drag on for over one year. There was no assurance the miner would win, even if he managed to get the case to court. If he lost he was in worse trouble, as he had lawyers fees to add to his problems.

Early view of Tacoma. Taken in 1891. It was called the 'city of destiny'. It was the main terminus for the Northern Pacific Railroad. All of Carbonado's coal was shipped out of this city.
Photo Courtesy of:
Mrs. Helen (Harmon) Wingate C11

The Knight's of Pythias in the Carbonado park and picnic area. Photo taken about July 4th, 1897. They were a very patriotic Order.

Photo Courtesy of:
Ester (Angeline) Bowman C12

Richardson versus Carbon Hill Coal Company in 1894, cost the Company $10,000 in damages awarded by the Supreme Court. He was one of the luckier ones, as he managed to win his case, but he had to take it to Supreme Court to do it, and very few miners could afford the court costs and attorney fees. In February of 1894, Andrew Cobe, who had been injured in January of 1893, finally made it to court. His case had lingered for over 13 months against the Carbon Hill Coal Company. He had been severly injured, when a rock fell from above and crashed down hitting him on the head and shoulders. He sued for $15,000. The Company had been to court many times by 1894.

In 1895, the Company improved the mine by furnishing it with electrical lighting, in the No.1 tunnel. It became the first electrically lighted mine in the State of Washington. The houses still had kerosene lamps, just the mine was electrically lighted.

On July 8, 1895, Eustachio Anzelini age 30 gave his life in the coal mine. He was buried in the Carbonado Cemetery, with all the others, who had gone before him. Many of the deaths were not published in any paper. The men were simply quietly buried. If there were family members left without any support they were destitute. Unless the children were old enough to work in the mine, and the woman could find washing to take in to support themselves, they would have to leave town. There were not very many jobs for women in the 1890's. There was no public assistance nor social security benefits in those day's. Many a family was torn apart after the head of the household was killed. The women who were not able to support their little children had to give them up to homes, who could affort to take care of them.

On December the 9th in 1899, at 7:00 a.m. the miners went on shift as usual. Alfonso Angeline was ill and he

decided to remain at home, to recuperate.

Rees Jones the 'fire-boss' had checked the mine for gas and had written 'no gas' on the blackboard. The crew entered the mine. Seventy-five men went to work on that shift, in No. 7. Three shifts a day worked in No. 7. The 7:00 a.m. crew went in the three mile long tunnel at water level. No. 7 tunnel was producing, about 1,200 tons of coal per-day. From No. 7 several air-shafts ran up to the top of Wingate Hill.

At 11:00 a.m. an explosion, so great, it was heard in every cross-cut and shaft in the mine, from water level at 1,000 feet to the top of Wingate Hill took place. The shaft was so far beneath the ground, that the sound of the explosion was muffled and went unnoticed by the townspeople.

At the main entrance, to the mine at river level, James Conway a mule-driver stumbled out of the mine. He was badly burned, and his brother Thomas, ran to assist him. Word was immediately sent up to the town. A messenger ran up the 400 foot canyon side carring the horrifying news, to the mine officials. The Company cut off all communication on the telegraph with Tacoma. They wanted to see how bad the situation was before they sent out any word of the disaster.

The news hit everyone in the town at the same time, as the shrill disaster whistle blew, to signal the other miners to get down the canyon and help with the rescue attempt. A mass of miners, women and children rushed down the canyon and tried to enter the mine before, it was even safe. They were stopped by David T. Davies and William Thomas, the outside foreman. They stood outside the mine entrance listening to cries of agony coming out of the gas filled gangway. A few miners came choking and crawling out of the dark hole to safety. They were all badly burned and suffering horribly from the effects of the deadly 'after-damp'.

Rees Meredith and a crew of men tried unsuccessfully to

reach the injured and dead miners. The choking gas was to thick in the tunnel, to allow any rescue attempts. They had made it less than one-half of a mile before being driven back to the mine entrance.

A party of Hungarian miners came running over the hill. They had been working in the upper cross-cuts and had narrowly escaped, by climbing out of a timbered air-shaft, which came out on top of the hill.

Twenty-five Finnish miners escaped unhurt, as did Jonah Davis the foreman of the shift.

At 7:30 p.m. the Company Store closed down, as the townspeople had been clustered around it all day, begging for news. There was no news and the anguished wait continued. The weather was rainy and the streets and the mine area were in a muddy condition. It only made matters worse. Finally at 9:00 a.m. the gas had been cleared enough to allow the rescue crews to enter the mine. As it was obvious to all there would be many men killed, some of the miners established a make-shift morgue, in a building near the mine office and Company Store, at the top of the canyon. All the dead and injured would have to be brought up the 'incline' on flat-cars, or taken by stretchers up the long road, which led from the mine area up to the town level.

The first to be brought out were the injured. All the bodies of the dead remained, until the living were given aid and taken out of the mine to the hospital. The Welsh were reckless and heroic in their rescue attempts. The burnt miners were taken to the Carbonado Company's hospital. They were tenderly wrapped in clothes, which had been soaked in linseed oil and lemon juice. The doctors, who tended them were Dr. Stewart of Carbonado, Dr. Donovan of Fairfax, Dr. Charles Taylor of Wilkeson, and later, Dr. Laughlin and Dr. Rummell of Tacoma would assist. The men were in extreme agony, as their eyebrows and hair had been burned off and what was left

of the skin on their faces was burned black. Their hands were burnt and bleeding.

The rescue parties worked on the 'incline' and at the top of the old-timbered chute the Hungarian miners had escaped from. Among the injured were Kachcuga a miner of Polish nationality, Abraham Carlunt, Dan Meredith, Samuel Langwen, Dave Lewis and Daniel Hockyard.

Twenty-five miners from Wilkeson came to help, as did Buckley residents Walter Holly, Mr. & Mrs. J. F. Jones, Bobert Montgomery, Frank Chamberlain, William Coffin, and C. Fletcher.

The corpses were wrapped in burlap inside of the mine and sent out. Stretcher barers carried the bodies through the rain and the mud to the morgue. The dead men were in such a terrible condition, that scraps of clothing were cut off and the pieces were put into separate boxes, for identification by waiting family members. Then the bodies could be turned over to the grief stricken families, only after their burned clothing was cut off and the bodies were redressed in clean clothing.

The first five bodies to come up the 'incline' were Watt Jones, Joe Thomas, Evan Lewis, Richard Dare and Daniel Davis, the son of the shift-foreman, Jonah Davis, who had managed to escape the 'holocaust'. The men were unrecognizable and in grotesque positions. The people at the morgue had to wash their faces and try to make some identification.

Howell Meredith, unaware that his son was among the living, risked his own life in an attempt to go down an airshaft and search for him. Howell Meredith was over come by gas and died in the mine. He had two other sons on the Company payroll. Rees Meredith and Morgan Meredith, who was employed in the Company Store. He, also, left a wife and two daughters, to mourn him.

The body count rose, until it reached thirty-four and

thirty of them were Knights of Pythias.

At 4:50 p.m. a train left Tacoma bound for the coal-town of Carbonado. Those on board were Sheriff Mills, Deputy Sheriff Ben Davis, Coroner Hoska, Governor Rogers, A. C. Little coal-mine inspector, Deputy County Attorney McMurray, B. P. Davies a nephew of David T. Davies, Mrs. Ashton the daughter of D. T. Davies and the wife of General J. M. Ashton, Dr. O. W. Laughlin and Dr. T. C. Rummell.

State Labor Commissioner P. C. Adams walked in from Crocker the five mile spur into the mine area.

The local people, such as, T. G. Watson the Presbyterian Minister, J. J. Lunndell the Finnish Minnister and George Shelley the druggist and postmaster, labored helping the injured men and giving solace to the grief stricken families.

When it was all over, there were sixteen widows and forty-five children, not to mention six aged parents and other dependants, who had relied upon the dead miners for sustenance.

A special train was sent from Tacoma to Carbonado with the coffins, as there was no regular train on Sunday.

Along with the thirty-four men, four mules had suffered the same horrible death, and their charred bodies had to be removed from the mine.

Over seven different nationalities were represented in the 'holocaust'. Those who died were as follows.

The Americans were William Wilson, Joseph Lee and Richard Dare.

The Belgians were Emile Hainaut age 32, and his brother Gustave Hainaut age 37.

The Finnish men killed were Lenonard Johnson age 37, Henry Soini, Matt Rehela, Victor Ruohonen, who was known as John Hill, Matts Gustsfson, and Jacob Lande age 38.

One French man John P. Deconink age 31 died. His widow Rosino had suffered her second blow, as the family had lost

their two year old son on October 4, 1899.

Two men of the German heritage, father and son, were killed. Benedict Zedler age 53, and his son Bennie Zedler age 20, died together.

Those, who died, who were of Polish heritage were Michal Kicsihnko age 26, John Mellon, Andrew Gecey, Paul Kertis, age 41, Adam Pavell age 37, John Folta age 19, Stephen Kraunoga, and John Kichinko age 21 years. Some of the men listed were actually Austrian, but they were all placed under the heading Polish, by the newspapers.

The hardest hit were the Welsh people. They lost eleven of their men. They were John H. Jones age 64 years and eight months, David T. Thomas age 25, Howell Meredith Sr., Watkin Lewis Jones age 33, Evan M. Lewis age 20, Daniel Davis age 17, Rees Jones age 29, Thomas J. Edwards age 38, Evan Richards age 46, Joseph Thomas, and William W. Davies age 29.

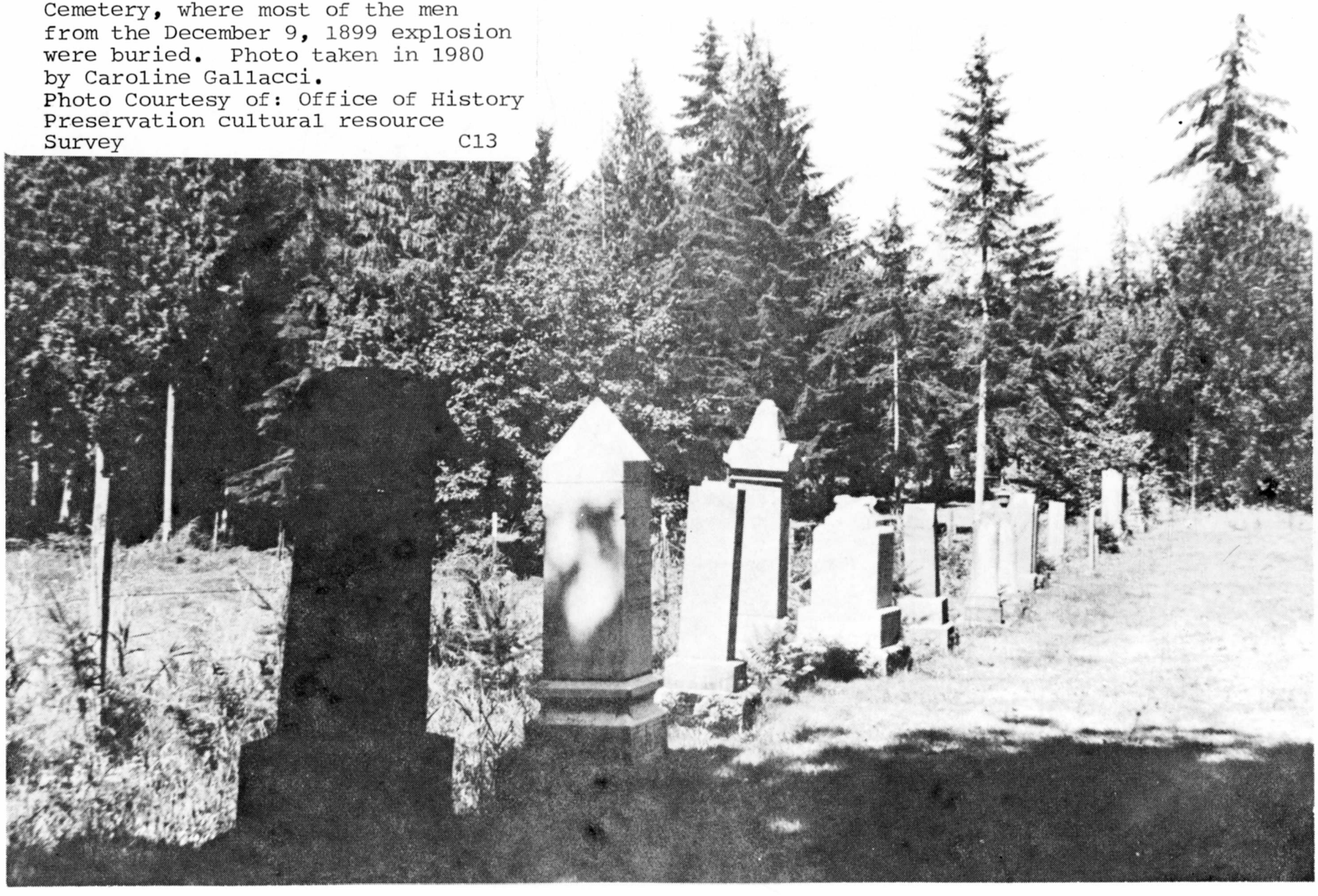
The cause of the explosion was blamed on Benedict Zedler Sr., as a pipe was found near his body and his lamp was open. He had tried to have a smoke not aware gas was in the tunnel. The flame from his lamp, as he lit his pipe set off the 'inferno'. His son died not far from his side.

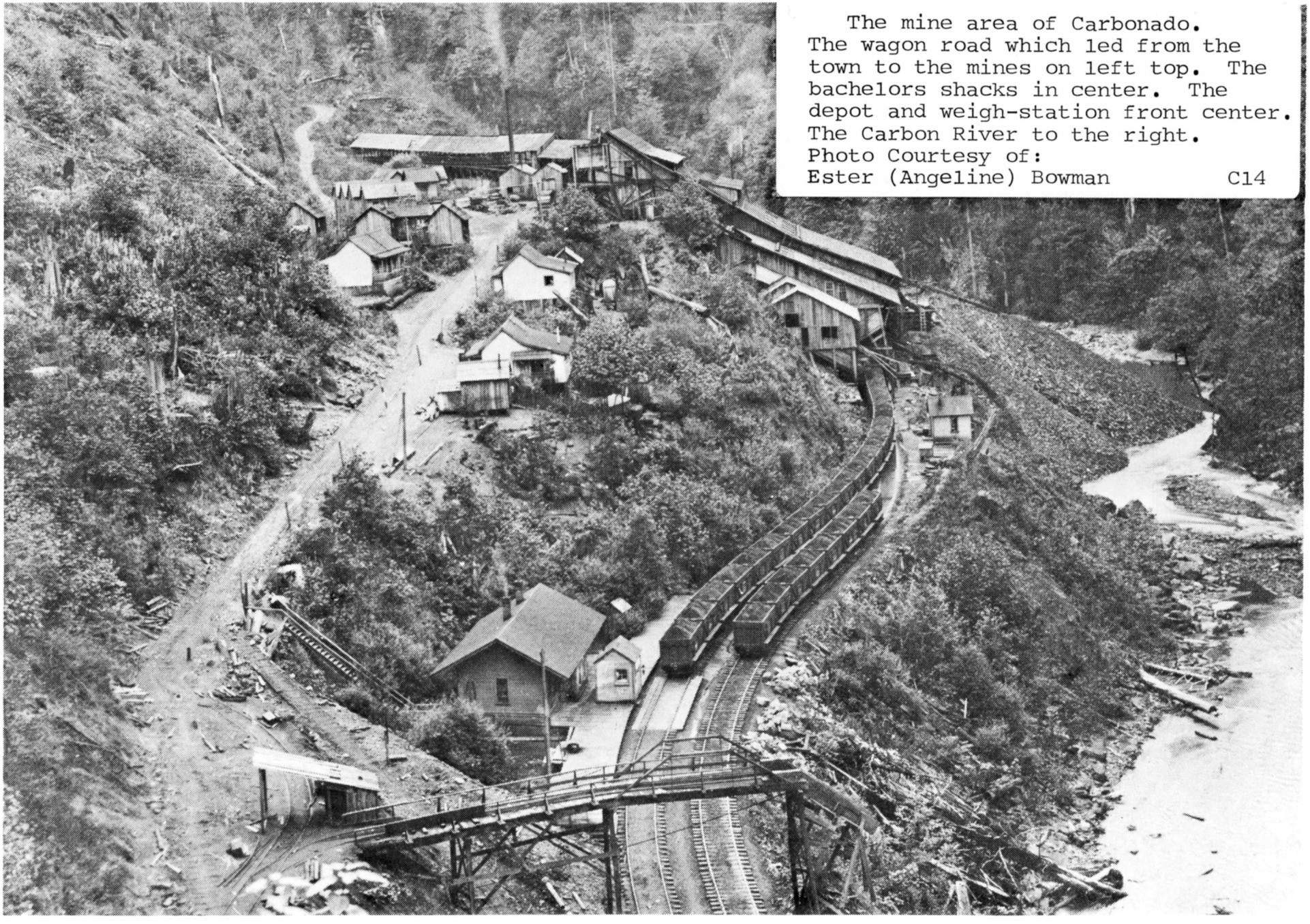
The only other known open flame in the mine was one which was attached to a 'lokey' at the main entrance, and as it only worked the entrance area pushing empty cars into the mine and pulling out full coal-cars, it was not near the main part of the explosion.

Most of the men were buried in the Carbonado Cemetery in the last row. December 9, 1899 was Carbonado's blackest day. The explosion was the largest to ever take place in the Carbon River area.

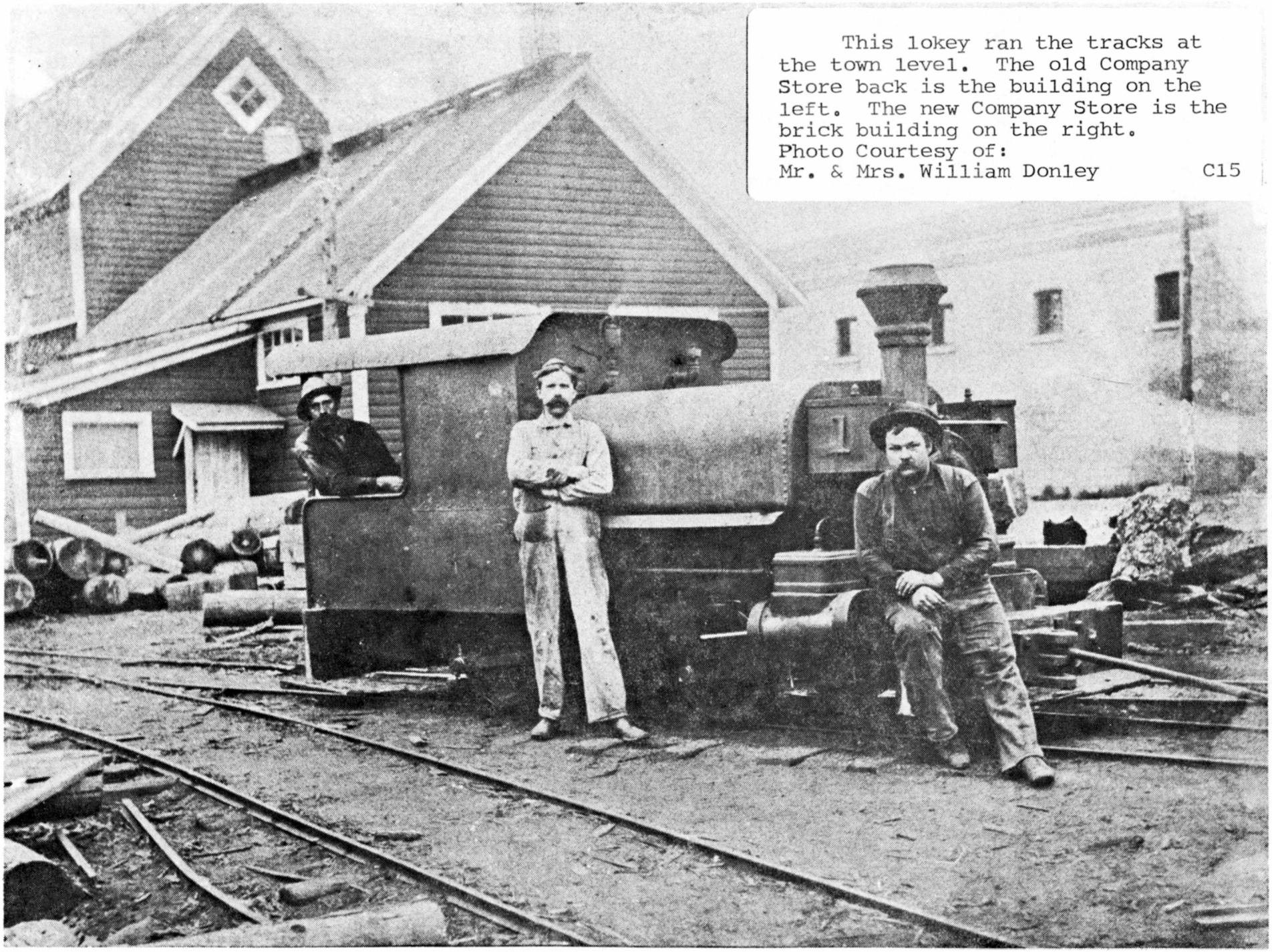
In 1900, the population was 1,140. A lot of construction took place in the mine area and the town. New bunkers were built down at the river level, west of the mines

The last row in the Carbonado Cemetery, where most of the men from the December 9, 1899 explosion were buried. Photo taken in 1980 by Caroline Gallacci.
Photo Courtesy of: Office of History Preservation cultural resource Survey C13

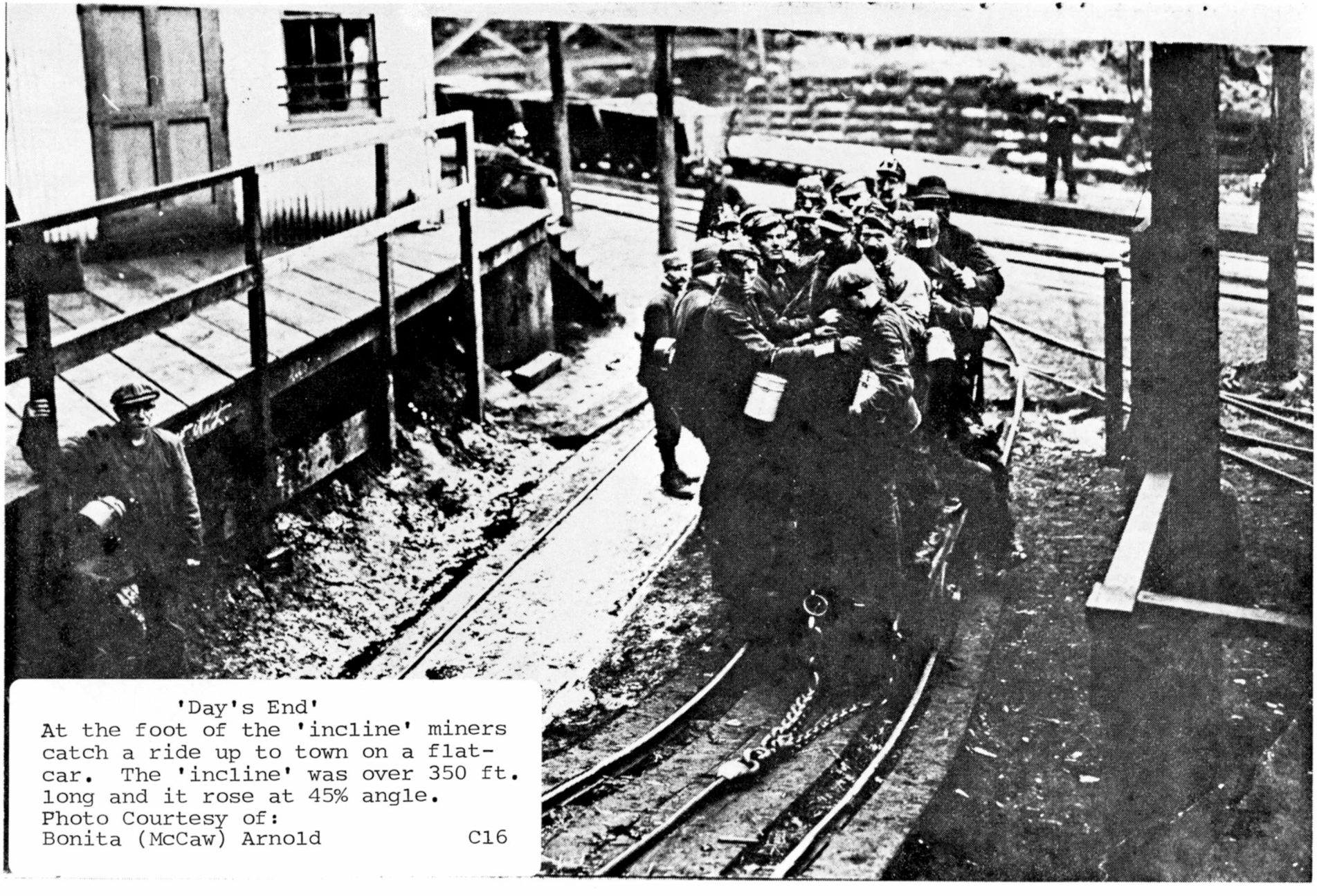




The mine area of Carbonado. The wagon road which led from the town to the mines on left top. The bachelors shacks in center. The depot and weigh-station front center. The Carbon River to the right.
Photo Courtesy of:
Ester (Angeline) Bowman C14



This lokey ran the tracks at the town level. The old Company Store back is the building on the left. The new Company Store is the brick building on the right.
Photo Courtesy of:
Mr. & Mrs. William Donley C15



'Day's End'
At the foot of the 'incline' miners catch a ride up to town on a flat-car. The 'incline' was over 350 ft. long and it rose at 45% angle.
Photo Courtesy of:
Bonita (McCaw) Arnold C16

View of the Carbonado coal mine. Note the many rail-lines in the center of the photo. In center 'lokey' blows steam.

Photo Courtesy of:
Myran and Florence Chandler C17

A group of Carbonado men take time off to pose in Obergfell's tent for a photo.

Photo Courtesy of:
Mr. & Mrs. William Donley C18

at a place called Douty. It, also, had a saw-mill. The 'incline' was then used to transport the men from the town level to the mine area. Many structures were built near the mines in the canyon area. A new depot and weigh-station, mule sheds, a black-smith shop, and miners shacks for the bachelors, who stayed down at the mine area.

In the town a new Company Store was built next to the original one. It was built out of brick. The original hotel had burned down and a new one was built, about this time, to replace it. Some private boarding-houses were allowed, during this time. Mrs. Ruohonen, or Anna Hill, had a big house with a row of beds upstairs. She took in Finnish men who had just arrived. Her husband, Andrew, worked in the mine. They had changed their name to Hill, as it was easier for the Americans to pronounce. Many people did the same thing, during the heavy immigration years.

The Ruohonen family had left Finland, as there were no jobs in that country. Soon, friends followed and they took in the men, until they could find a home. Anna worked hard doing the cooking and the washing for the boarders.

The Finnish people had 'bathies'. They were little buildings, where the miners washed up after work. Lulu Hill, Anna's daughter, hauled water from the nearest tap to the boarding-house with a wagon. In the 'bathie', her father, Andrew, kept a stove burning, which heated huge rocks. When a miner wished to bathe, he would pour water over the rocks and steam was produced. The Finnish nationality preferred to bathe in that manner. It was a Sauna, as we know, it today. In 1902, the Hill family left for Fall City, Washington and went back to farming.

In 1901, the Southern Pacific substituted oil for coal as their main fuel on all their coast lines. The owners weren't sure if they could continue to sell the coal from their Carbonado mine, so it was separated from the Rail-

road interests and turned over to the Pacific Improvement Company, but it was still owned by the Crocker's and Stanford's. The coal was then sent to markets in Washington, Oregon and California from 1901, on through the mining years.

In 1902, the powerful leader of the town died. He had contracted pneumonia. In the early 1900's pneumonia was a deadly killer, as there was no known cure. David T. Davies died, as a result of his illness. A special train from Tacoma drapped in black was sent to the Carbonado depot to get the body. The Company band led the procession from the Superintendants house through the streets of the town to the depot area. Everyone in the town turned out to pay their last respects to the powerful leader of the town. His body was taken to Tacoma and buried there. His family vacated the beautiful home and his brother's family moved in.

Lewis Davies was placed in command. He had a wife Nellie and four young children. They were Sam, Anna, Helen and Dorothy. The Company bought the family a Studebaker car. It was sent up by steamer, from the Company Del-Monte Hotel in California. When it arrived the sea air had tarnished the brass, and Helen spent days polishing the car, so it would look as good as new. Sam, Lew's son, was the chauffer. He loved to drive the auto. There were no other autos in the town. On one motoring expedition down to South Prairie, a horse-team pulling a wagon, became terrified at the sight of the auto and almost climbed right upon the running board.

Lew Davies bought his children a Chickering Baby Grand piano and the young girls took lessons. The life these children lived was a far cry from that of their neighbors. They had a victrola, and Lew bought many records, for the families entertainment. The girls were sent off to Annie Wright Seminary for schooling, and were only in Carbonado for visits.

The family entertained the mine owners, when they came

to inspect the mine. Charlie Lathrop, a part owner of the mines paid a visit. He was Mrs. Leland Standford's brother. When she had died she left Charlie two million dollars and he already had two million, so when he arrived in Carbonado he was a very wealthy man. His daughter Hermina and Dorothy Davies had their pictures taken in coveralls and miners caps, in a little photographers tent at Carbonado. The picture hang for many years in the home of the Standfords in California.

Mr. Shepard the Manager of the Carbon Hill Coal Company from San Francisco, California, paid visits to the family.

Lew Davies owned an ex-race horse. He loved to hitch the horse to a buggy and race down the canyon to the mine area. He would go down on Saturday to check up on different things. His wife, Nellie, refused to ride along as he was very reckless. His young daughter Dorothy made many trips with her father, down the road to the mines in the buggy. Some times he would forget her, at the bottom of the canyon. He would leave her with one of the men who lived there to watch, while he did his necessary tasks. When she discovered she had been left, she would call up to the mine office and he would tell the men to send her up the 'incline' on one of the flat-cars, used for transporting the miners. She would make the long and scarry ride, all by herself. She had a lot of spunk and the ride didn't frighten her, as it would have other girls her age.

When Lew Davies became the Superintendant, he elevated Charles Whitmore to his old post as out-side foreman. Charles had been getting $3.00 a day for his usual 10 to 12 hour shifts. His new position gave him $120 per-month. The added responsibility meant a seven day work week. He had to check on work that had to be done the next week, and plan ahead, as most of the work had to be done when the mines

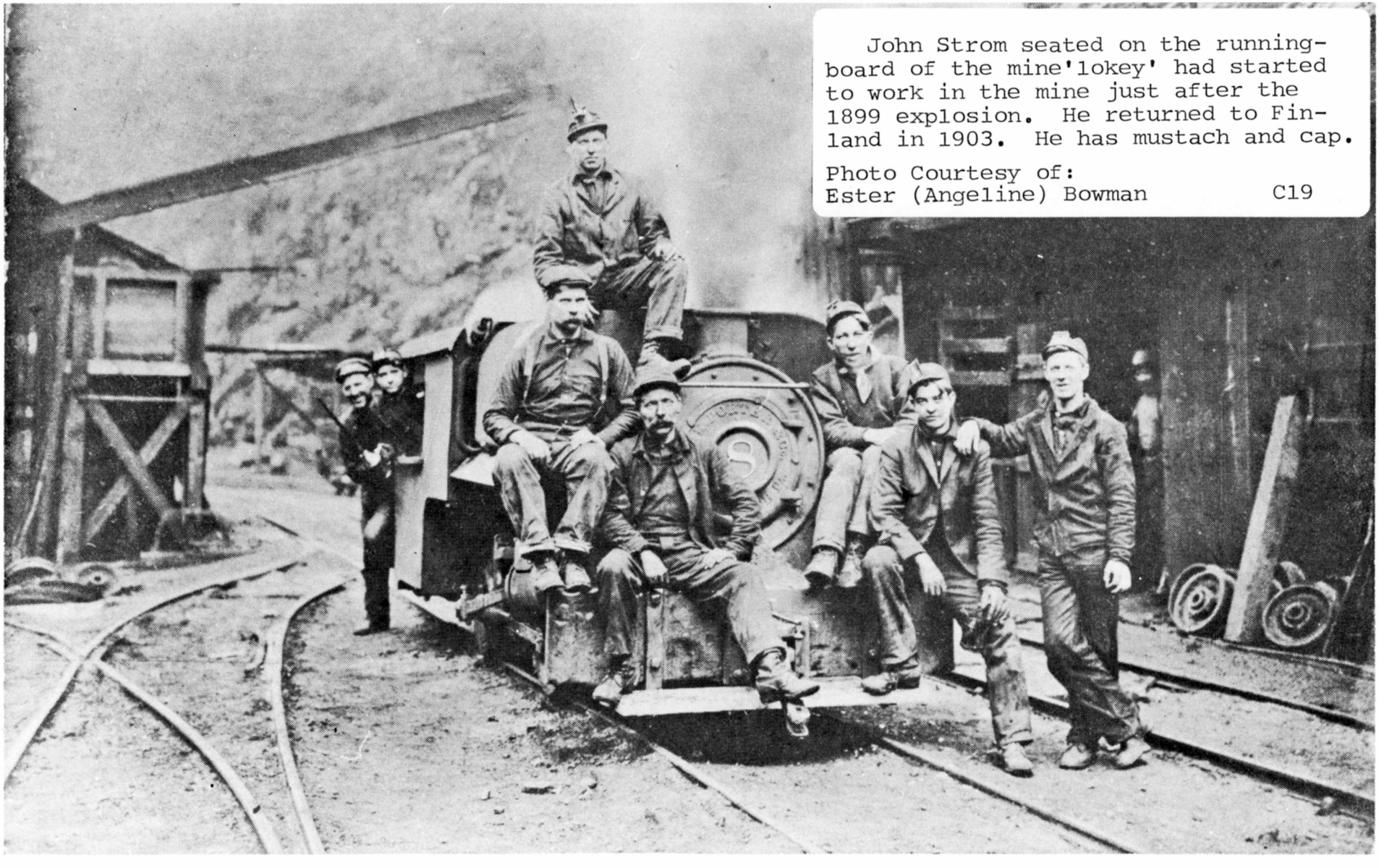
were shut-down or the machinery was idle. He quit in 1903, and returned to Buckley.

The year 1903, saw the departure of a group of Finnish people. These Finnish people had come to Carbonado because it offered them job opportunities. They had never mined before, but as they were unskilled immigrants, they tried their hand at coal-mining, until they could save enough money to buy land and return to farming. Gust Nisula bought 500 acres of land near Winlock, Washington. He returned to Carbonado and in May of 1903, he and Henry Koski, Nick Salmela, August Puranen, Jacob Orni, Elis Turula, Arvid Pakkala, Carl Laakso, the Martala's and the Martinen's left for Winlock and divided up the 500 acre farm.

The Finnish nationality were a very close group of people and they took care of their own. They had a Finnish Hall and a Finnish Church in their section of the town. They were, also allowed to have a small store in their section. They were a very hard-working people, but they far preferred to be above the ground tilling the soil and tending dairy herds, to working in the depths of the earth.

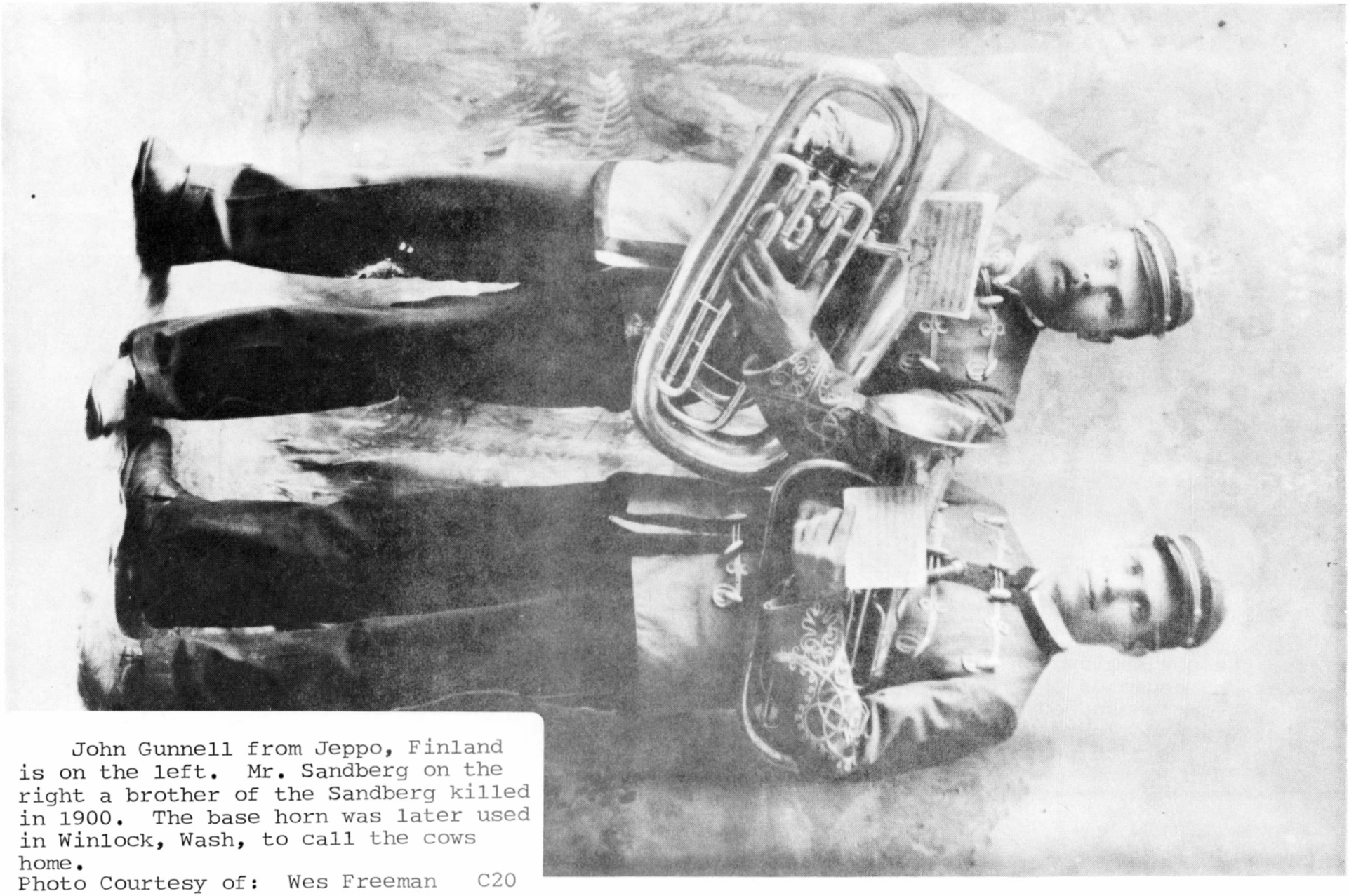
Carbonado had not been kind to many of them, and a few months after the large group left, John Gunnell and his new wife, Mary (Strom) Sandberg Gunnell, left and joined the group in Winlock, Washington. Mary had been the wife of Johan Gustof Sandberg. He was killed in an accident, in the mine on October 9, 1900. They had, had one child, Ellen Alice, born in Carbonado, in 1898. Mary's brother worked in the Carbonado mine from 1898 until 1903. All the Strom's but Andrew and his son Warner, left Carbonado, in 1903, and returned to Finland.

Mary had worked hard, while she was in Carbonado, just as many of her other Finnish women friends. She washed clothes by hand on a coal-heated stove, to bring added income into the home. Her sister, Kate, whom she had originally



John Strom seated on the running-board of the mine'lokey' had started to work in the mine just after the 1899 explosion. He returned to Finland in 1903. He has mustach and cap.

Photo Courtesy of:
Ester (Angeline) Bowman C19



John Gunnell from Jeppo, Finland is on the left. Mr. Sandberg on the right a brother of the Sandberg killed in 1900. The base horn was later used in Winlock, Wash, to call the cows home.
Photo Courtesy of: Wes Freeman C20

come from Finland to live with, in 1896, had suffered the loss of her husband, also. He was Matts Gustsfson, one of the miners killed, in the 1899 explosion. The repeated deaths of the Finnish miners, may have been the reason, so many decided to give up the mines and return to the farms.

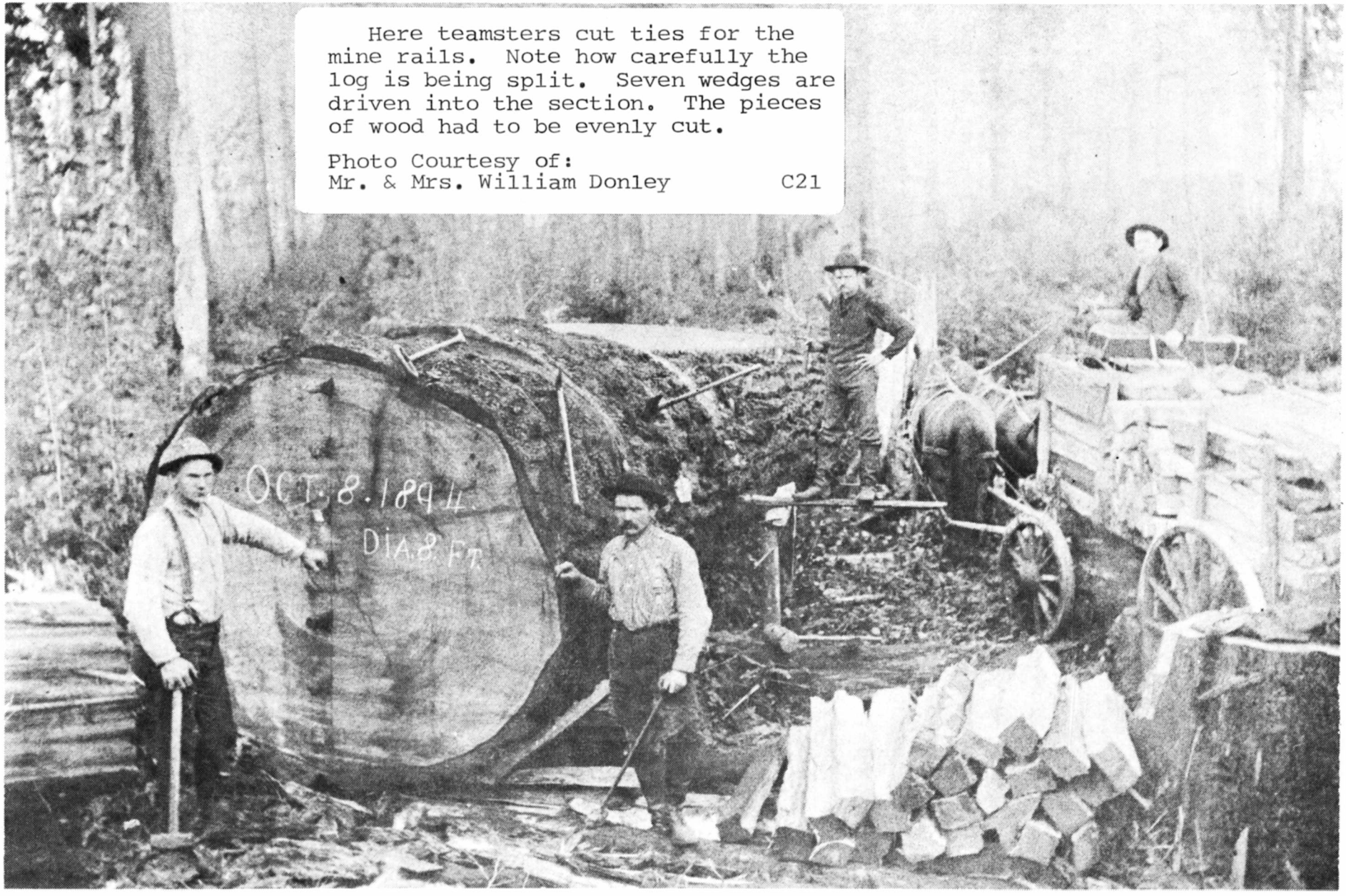
Alfonso Angeline's son Richard, was involved in an accident in the mines, in 1903. He was just 19 years old, when his leg was crushed in the Carbonado mine. The leg became infected and gangrene set in. The leg had to be amputated. The amputation was performed on the family's kitchen table, by the town's doctor. The customary black-box draped with black cloth was brought to the home. The leg was removed, and then carefully arranged in the box. A burial was conducted at the Carbonado Cemetery, and the leg was buried. The Angelines moved to Wilkeson. They had given enough to the town of Carbonado.

In 1904, another large family group left Carbonado. They were not miners, by trade, they were teamsters. It was the Samuel Jackson Donley family. He had arrived in the late 1890's and he and his wife, Fannie, had two sons by his prior marriage with them Samuel and James. They had come from Pennsylvania and were experienced team-drivers.

James Nelson Donley was married, while he was a resident of Carbonado. He married Clara Bell Berry, in Puyallup, in 1897. They had made Carbonado their home and had, had three children Earl Jackson born 1898, Evan born 1900 and Kathryn born 1901.

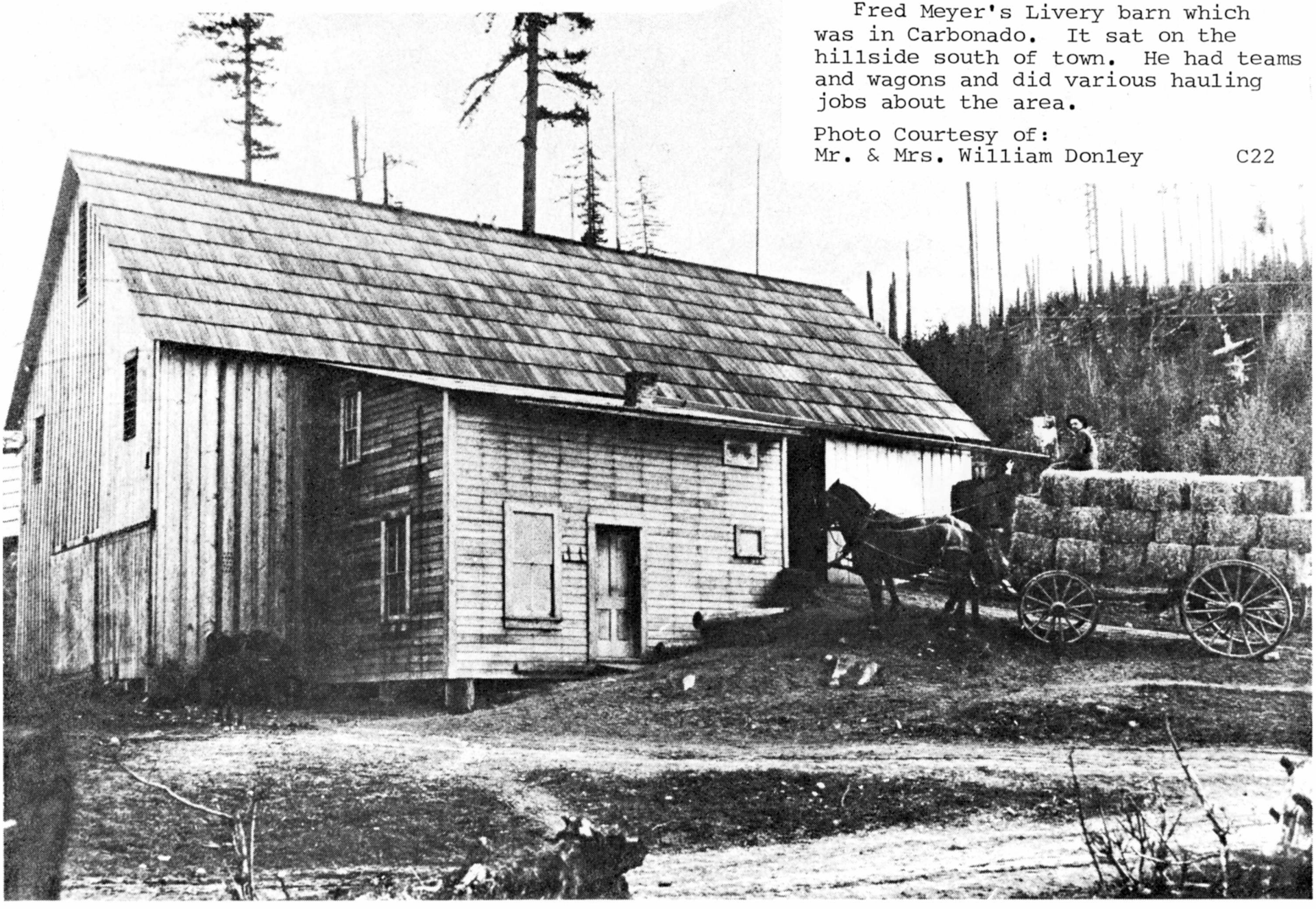
The family of Samuel Jackson Donley, also contained three children by Fannie, who were Charles Roland, Alice Virginia, and Clarence. The two boys worked in Carbonado as teamsters. Alice married, John Cox, another teamster. He was later killed in Wilkeson, in a mine accident, in 1908. She was left a widow with four young children.

These teamsters left Carbonado in 1904, and went to



Here teamsters cut ties for the mine rails. Note how carefully the log is being split. Seven wedges are driven into the section. The pieces of wood had to be evenly cut.

Photo Courtesy of:
Mr. & Mrs. William Donley C21

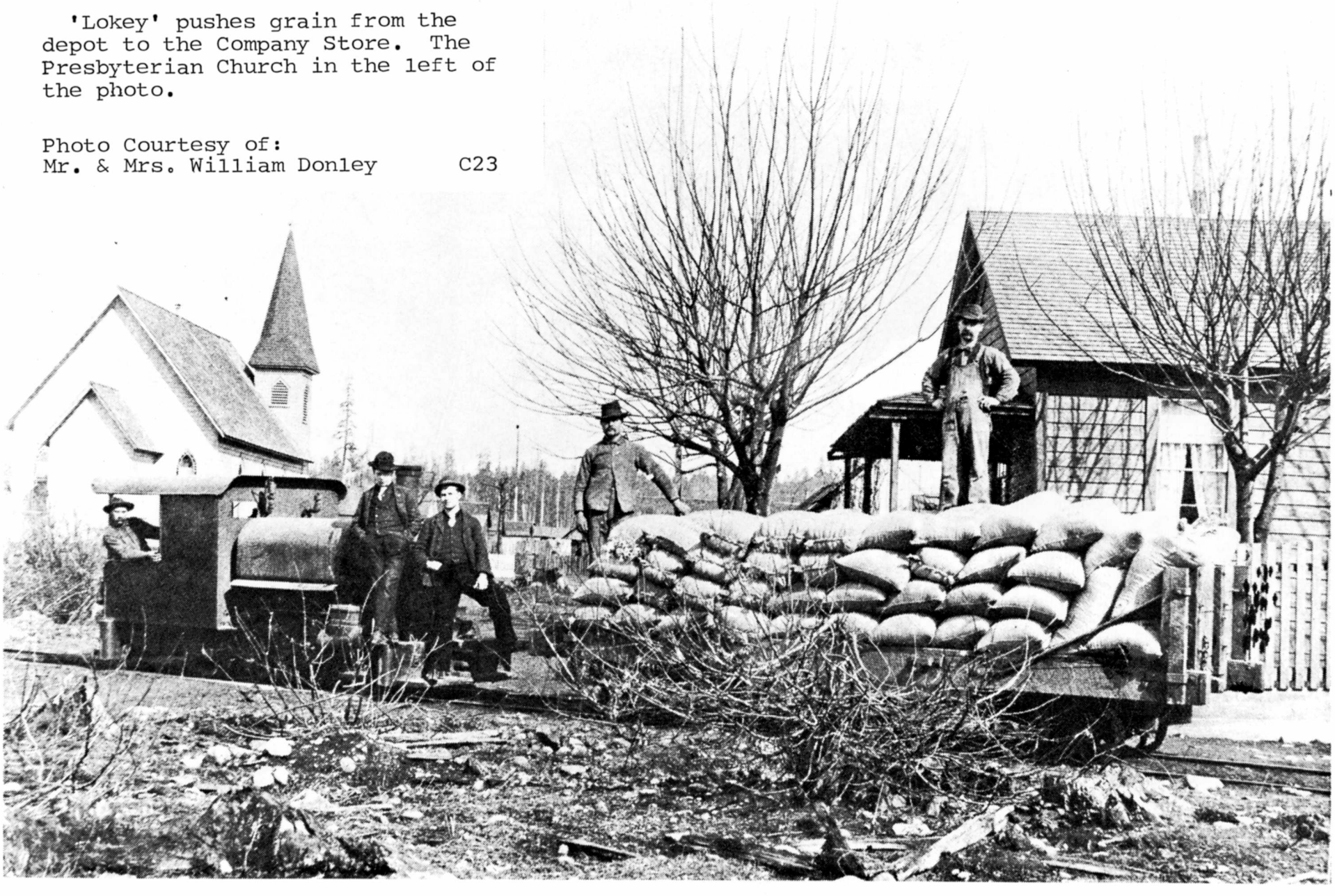


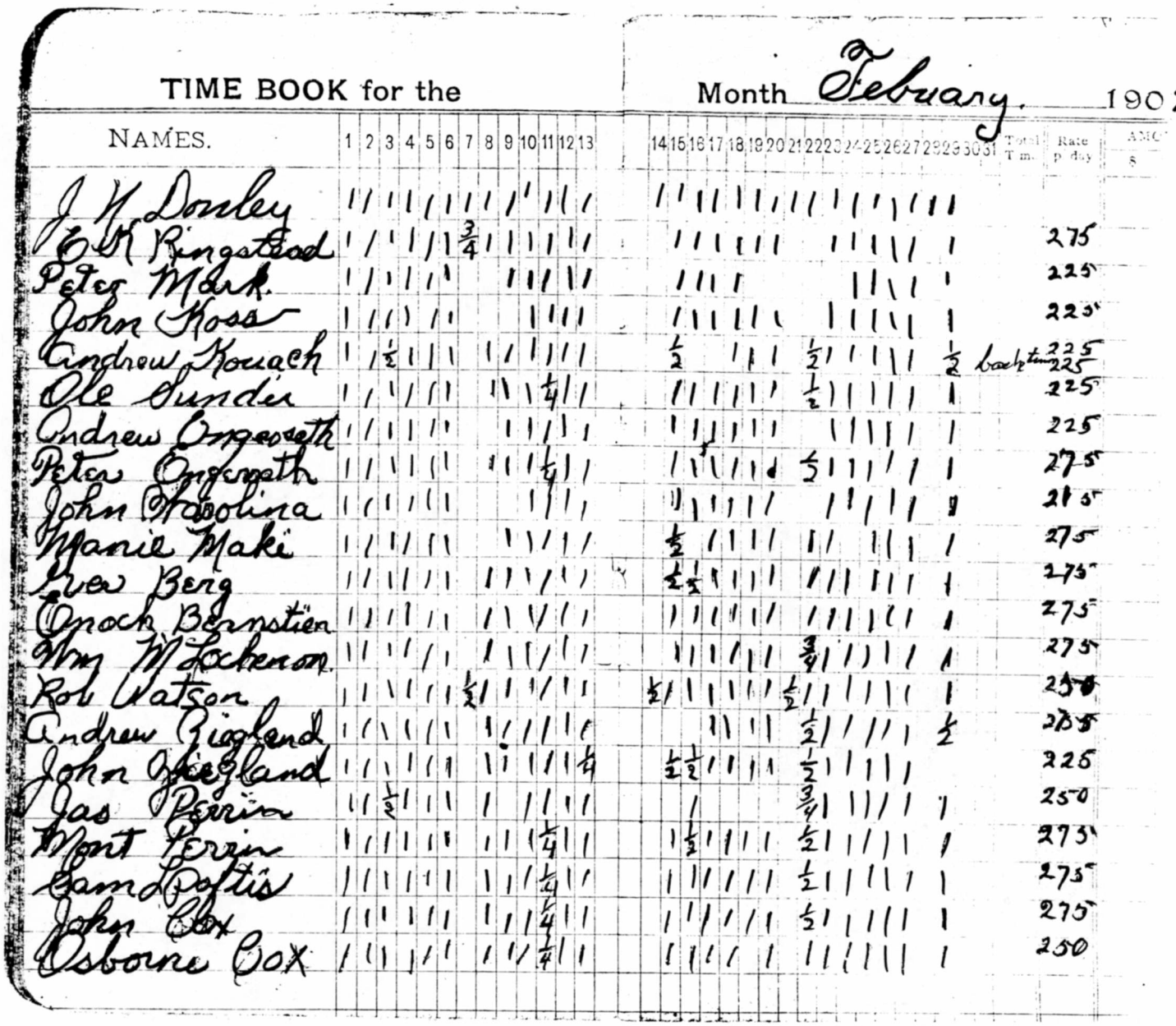
Fred Meyer's Livery barn which was in Carbonado. It sat on the hillside south of town. He had teams and wagons and did various hauling jobs about the area.

Photo Courtesy of:
Mr. & Mrs. William Donley C22

'Lokey' pushes grain from the depot to the Company Store. The Presbyterian Church in the left of the photo.

Photo Courtesy of:
Mr. & Mrs. William Donley C23





TIME BOOK for the Month February. 1904

NAMES.	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	Total Tm.	Rate p day	AMO $
J. H. Donley	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1			
E. R. Ringstead	1	1	1	1	1	1	3/4	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1		275	
Peter Mark	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1		225	
John Ross	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1		225	
Andrew Kovach	1	1	1/2	1	1	1	1	1	1	1	1	1	1	1/2	1	1	1	1	1	1	1/2	1	1	1	1	1	1	1	1	1	1/2	back time	225 225
Ole Sunder	1	1	1	1	1	1	1	1	1	1	1/4	1	1	1	1	1	1	1	1	1	1/2	1	1	1	1	1	1	1	1	1	1		225	
Andrew Ongeroth	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1		225	
Peter Ongeroth	1	1	1	1	1	1	1	1	1	1	1/4	1	1	1	1	1	1	1	1	1	1/2	1	1	1	1	1	1	1	1	1	1		275	
John Paolina	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1		225	
Manie Make	1	1	1	1	1	1	1	1	1	1	1	1	1	1/2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1		275	
Iver Berg	1	1	1	1	1	1	1	1	1	1	1	1	1	1/2	1/2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1		275	
Enoch Bernstien	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1		275	
Wm. McKeown	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	3/4	1	1	1	1	1	1	1	1	1	1		275	
Rob Watson	1	1	1	1	1	1	1/2	1	1	1	1	1	1	1/2	1	1	1	1	1	1/2	1	1	1	1	1	1	1	1	1	1	1		250	
Andrew Rigland	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1/2	1	1	1	1	1	1	1	1	1	1/2		225	
John Rigland	1	1	1	1	1	1	1	1	1	1	1	1	1/4	1/2	1/2	1	1	1	1	1	1/2	1	1	1	1	1	1	1	1	1	1		225	
Jas Perrin	1	1	1/2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	3/4	1	1	1	1	1	1	1	1	1	1		250	
Mont Perrin	1	1	1	1	1	1	1	1	1	1	1/4	1	1	1	1/2	1	1	1	1	1	1/2	1	1	1	1	1	1	1	1	1	1		275	
Sam Poffis	1	1	1	1	1	1	1	1	1	1	1/4	1	1	1	1	1	1	1	1	1	1/2	1	1	1	1	1	1	1	1	1	1		275	
John Cox	1	1	1	1	1	1	1	1	1	1	1/4	1	1	1	1	1	1	1	1	1	1/2	1	1	1	1	1	1	1	1	1	1		275	
Osborne Cox	1	1	1	1	1	1	1	1	1	1	1/4	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1		250	

A page out of the time-book kept by the Company. In 1904, these men were all teamsters of Carbonado. The wage per-day varied between $2.25 to $2.75.

Time-book page Courtesy of:
Mr. & Mrs. William Donley C24

The Janes Donley children. Taken in Carbonado about 1903. This is the typical dress of the period. Earl on left, Kathryn in center and Evan on right.

Photo Courtesy of:
Mr. & Mrs. William Donley C25

Puyallup.

In 1904, Lew Davies had a new school-house built for the town. He had a row of houses built by the school-house for the married teachers to live in. He had a town-hall built, not far from the Presbyterian Church, behind his home. The down-stairs was where meetings and dances were held. Up-stairs were rooms, where fraternal groups held their meetings. He put in a better water-system for the town. He allowed Frances Bisson to deliver some supplies to the townspeople, from his store in South Prairie. He allowed Mr. and Mrs. Westlund to drive their team and wagon up from their dairy farm in Wilkeson and sell fresh milk to the townspeople. It sold for 15 cents a gallon.

In 1906, Carbonado acquired it's first permanent dentist. He and his wife opened a small office in the town. He was licensed by the State Board of Dental Health of South Dakota. He was a great socializer, and soon, belonged to the Masons, Knight's of Pythias and the Eagles of Carbonado. His name was Dr. McCaw and the entire town liked the McCaw couple. When they adopted their daughter, Bonita, Mrs. McCaw was a bed with tonsillitis, so Dr. McCaw made the long trip to Seattle to pick up the little two-week old bundle of joy. He brought her home on the train and when they arrived at the Carbonado depot the whole town was waiting and the band was playing. His practice took in some of the surrounding towns. He often, traveled to Fairfax and stayed in their Company hotel, while he worked on the miner's teeth. He was 'the' dentist for many years and his wife assisted him in his practice.

In 1907, Charles Baum opened his barbershop. It was in a store, across from the Company Store, soon the post-office would be moved up from behind the town and be put in the same building. Charles Baum was from Nome, Alaska, just prior to his move to Carbonado. Originally he had been

New Carbonado School-house built under Lewis Davies administration. Built in 1904.

Photo Courtesy of:
Mr. & Mrs. Myran Chandler C26

The brick Company Store is the long building left center. Middle of photo is Presbyterian Church with steeple large building to its right is the town hall.

Photo Courtesy of:
Mr. & Mrs. Myran Chandler CF01

Carbonado about 1904. School in clearing to right of photo. Finnish Church little building extreme center right. Finn Hall large building bottom right. To left of it is the hospital and nurses station. To left of photo is the Company Hotel

The Carbonado Dentist Dr. McCaw and his wife. Photo taken on the porch of the dentist's office. Mrs. McCaw assisted her husband in his practice.

Photo Courtesy of:
Bonita (McCaw) Arnold C27

Carbonado's new hotel for the miners It had fifty-rooms for the men to board in. Sam Kelly (Kellher) ran the hotel and dining-room for his brother-in-law, Lewis Davies.

Photo Courtesy of:
Mr. & Mrs. Clifford Jones C28

Pennsylvania.

The postmaster George Williams owned a large St. Bernard dog. He was a lovable dog and a delight to all the towns children. George would have the dog carry the mail from the depot to the post-office in saddle-bags hung over his back. He was the postmaster for the next ten years. He and his family lived in the post-office building.

In 1907, the Wilfred Hirsts arrived from England. Accompanying them to help with the young children was Laura Downing. Wilfred's brother Clifford Hirst was running the power-house at the top of the 'incline'. He kept writing to Wilfred and urging him to come to Carbonado and get a job. Wilfred was the Superintendant of a large smelter at Parkgate, England. When he arrived in Carbonado he took the lowest paid job in the mine, which was packing timbers, and he made more than he had as the Superintendant of the entire smelter back in England. He suffered, though, as he had been a 'white-collar' worker in England and his hands were not accustomed to manuel labor. His hands soon blistered and turned raw. Every bone in his body ached. It was, too late, he had already made the commitment.

Laura Downing the accompanying maid, found no work in Carbonado and she was disappointed. She hated being, so far from her family back in England. She wrote home that she had married Henry Ripoli, an Italian miner, she had met. Boy! What a stir it caused back in England. The only Italian the people in the Downing's town had ever seen was an Organ-Grinder with a monkey. The family was disgraced! Henry Ripoli had promised Laura, he would bring her family to Carbonado. He, soon, sent for William Downing, the father and Clifford her brother. Nellie her sister accompanied the two men.

Again a letter was received by Mrs. Downing back in England. Nellie had married Preako De-Lisa, another Italian fellow! The remaining family fell to total disgrace.

1910 The Hirst Family in Carbonado. left to right: Gladys, Wilfred, Walter, Alice, Elsie is the baby, Bertha and Oswald. This family was of English heritage.

Photo Courtesy of:
Mr. & Mrs. Myran Chandler C29

Back in England, the Downing family members, who were still waiting their turn, to go to Carbonado, weren't having a very easy time of it, especially little George Downing. The family had sold everything in the home when William had gone to Carbonado, and they had taken a small flat. It only had two-rooms. Hannah Downing, the mother, told her 12 year old son, George, to go down to the mine and ask for a job. George left the flat, but he did not go to the coal-mine and seek employment, no, he fooled around for awhile and then he returned home. Hannah asked him if he had gotten a job, and he replied, "No." She whipped him good and went to the Superintendant of the coal-mine with young George by the hand. She asked the Superintendant to hire George, and he did. George worked in the mine, until March of 1909.

In 1909, the rest of the Downing family left England aboard a cattle-ship, called 'Samaric', on their way to America. Thirteen days later, the boat docked at Boston's harbor. It took another eight days, to cross America and reach Puyallup, Washington, aboard the steam-train. A kind station-attendant, let George make his mother a cup of tea, and it was the first tea she had tasted, since they had left England. The Downing's boarded another steam-train and it stopped at the South Prairie depot. There the family had to wait, until the train made a run up to Spiketon and came back. Then they boarded it, once again, and headed for the depot in Carbonado.

Young George did not understand, that train time in Carbonado, was a 'big deal', and all the townspeople would be at the station, when the daily train arrived. When he saw all the people at the depot, he thought they had come just to see the Downings arrive. He soon found out differently. The Downings walked up the hill into Carbonado and went to live with Henry Ripoli and Laura.

Carbonado had a monthly event known as a 'Mulligan'.

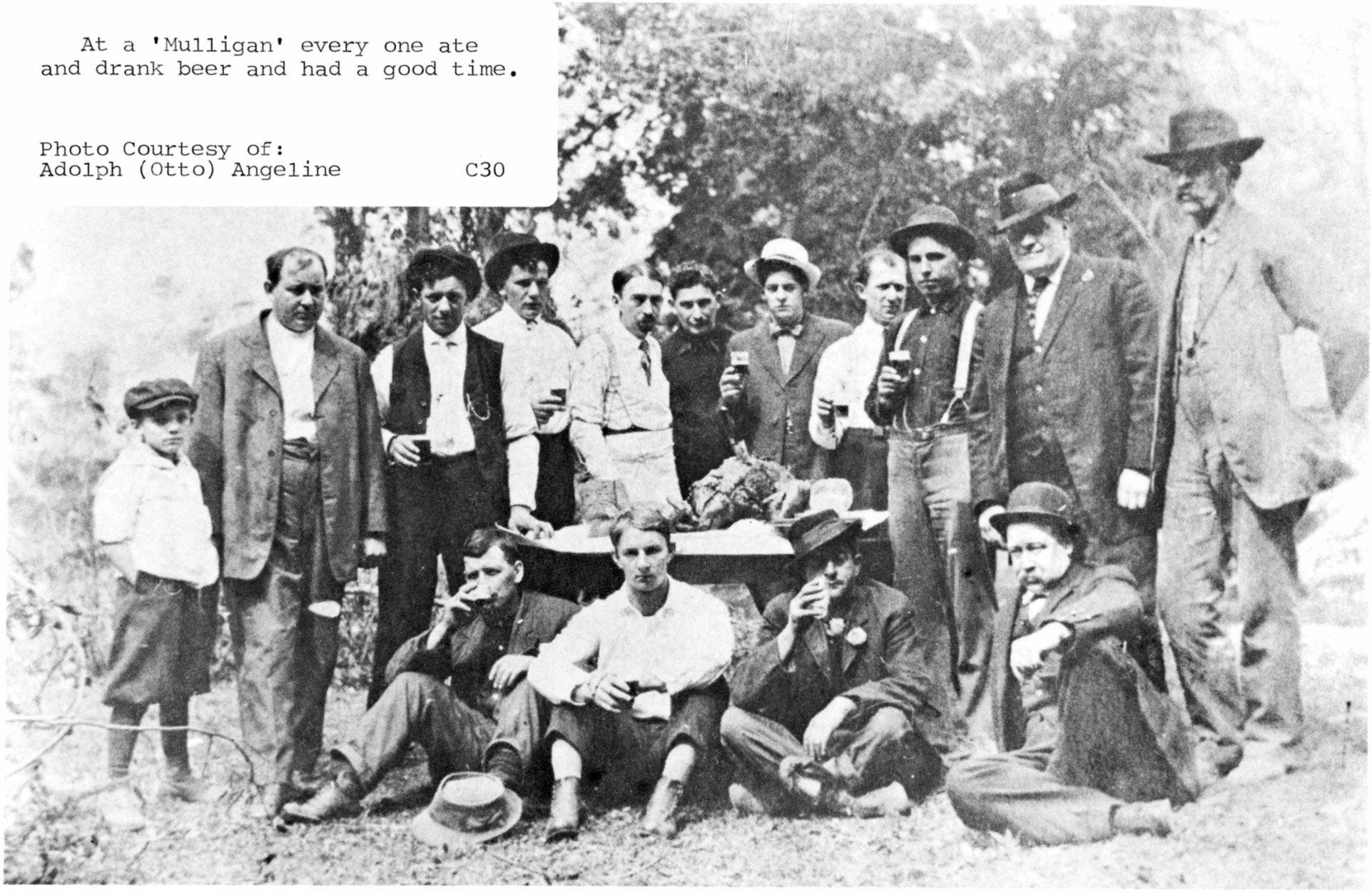
It was a town picnic. Coal-miners lights were put in the trees surrounding the choosen spot, so when it got dark the festivities could continue unhampered. In order to prepare for the 'Mulligan' supplies had to be gathered, and George Downing was hired to help with the gathering of said supplies. Now, the method used to get the food for the picnic, wasn't exactly legal, but it was great sport. First a wagon was driven out into the woods in back of a row of miners homes. Then one person would keep the housewife busy with idle chatter, while the other person, such as, George ran into the yard, and snatched up unsuspecting chickens and pulled up fresh vegetables for the garden. Then they would be deposited in the waiting wagon bed and the men would continue on their route. When the 'Mulligan' was ready all the people would come and eat and drink beer. It was a great event and was enjoyed by all. For George's part in the 'Mulligan' he was paid $15 a month wages.

His next job was driving the mule pulled cart for the Company Store. Once a week Dave Jones, the Superintendant of the bunkers, which were at the bottom of the canyon, would send an order for supplies up to the store. Some men lived down by the mine area and besides their groceries they had to have their mail. George and Wyno Hannus would load the supplies into the cart and go pick up the mail. They would drive the mule down to the mine area and leave off the supplies. Sam Kelly's baker at the Company hotel would always send fresh pies and bakery goods along for the men.

William Downing, George's father, had taken a job in the bunkers. Hannah was taking in wash. She was getting $1 per wash. Since the new hotel had been built, no one was allowed to take in boarders. Hannah took in Allen Tweed anyway. When the Company found out George and William Downing were immediately fired from the mines. Hannah went to

At a 'Mulligan' every one ate
and drank beer and had a good time.

Photo Courtesy of:
Adolph (Otto) Angeline C30



Lew Davies office in the back of the Company Store. She demanded to know just what kind of a place was Carbonado. Lew Davies calmly told her it was a Company town and they were trying to run a neat town. The minute that Allen Tweed returned to the Company's hotel, George and William could go back to work for the Company. He did and they did.

Those were the day's when all merchandise brought in from other towns had to be hidden outside of town and smuggled in in the dark of night. Over one-hundred pigs had free reign over the streets of the town, and when it was time to butcher one it was done right on the spot where the pig had been standing when the thought occurred to the butcher.

There were no side walks in the town. It had a hand-pulled fire wagon. In the summer months when the women canned wild-blackberry jam there were always plenty of house fires. The men would grab the wagon and run for the home. About one man per-block would be overcome by exhaustion and fall down to the ground.

Every Saturday night the men would go to the saloon, and afterwards in the wee hours of the morning the men would come walking back up the road into the town in small groups. They would be singing their different native songs. Welsh, Scottish English etc. all had their own favorite songs. The sound was beautiful.

There were eight mines running and every morning at 3:00 a.m. the 'fire-bosses' would check the mines, upon completing the chores in the mine, they would walk back to the lamp-room. On the way the men would sing. One would start and then another across the way would answer, until all were joined in. These men were all Welsh except for one Italian. They went on shift at 3:00 a.m. and it was 7:00 a.m. before they would return to the lamp-room.

Andrew Strom drove all the rock tunnels. His crew was

composed of men of the Swedish or Finnish nationalities. There were many accidents, where men were either killed or hurt on these tunnel crews. Sometimes rock that hadn't fallen during the initial blast would crash down upon the clean up crews.

They would drill twelve to fifteen holes in the tunnel and blast. In the morning the blast was set off, the night shift would go in and clean up the debris. If a man was hurt a crew man would run out and ring a bell. Then someone in the lamp-room would run up and blow the steam-whistle at the top of the 'incline'. Help would come immediately.

William Downing was injured very badly, while he was working at the bunkers. He was unable to work after the accident. His family received $15 a month for compensation.

In 1909, John Chandler his wife, Annie May (James) and sons Edwin Henry and John Jr. moved to Carbonado and were neighbors of the Hirst's and Downing's. John Sr. had been born in Spring Hill, Nova Scotia, in 1878, and his wife in New Zealand, in 1880. He like they went to work in the mines. His son Myran, who had been born in Carbonado in 1912, had an interesting experience one day. He was very small and he noted a long line out in front of the Finnish Church, well he got in the line thinking maybe they were lined up for some good food. When he got inside the church, a lady rolled up his left sleeve and slapped some alcohol on a spot, scratched the spot with a needle, and smeared something on the scratches. He yelled his head off and cried all the time. He had been in a line-up for vaccinations. Annie, his mother, gave his the dickens when he got home.

On Halloween the kid's of the town would go around tipping over the out-houses. One Halloween one of the houses had a gentleman it it one year. The next year when they went to tip over the same out-house, they got a suprise, as the gentleman had moved his out-house about four feet and cover-

ed the hole. The little pranksters fell into the waiting trap. They learned their lesson in a hurry.

In 1910, the population was 1,215. It had seen a slight drop. The Company, under the direction of Lew Davies started to build the first coke-ovens, down in the canyon and, in 1911-1912, the first coke was produced in Carbonado.

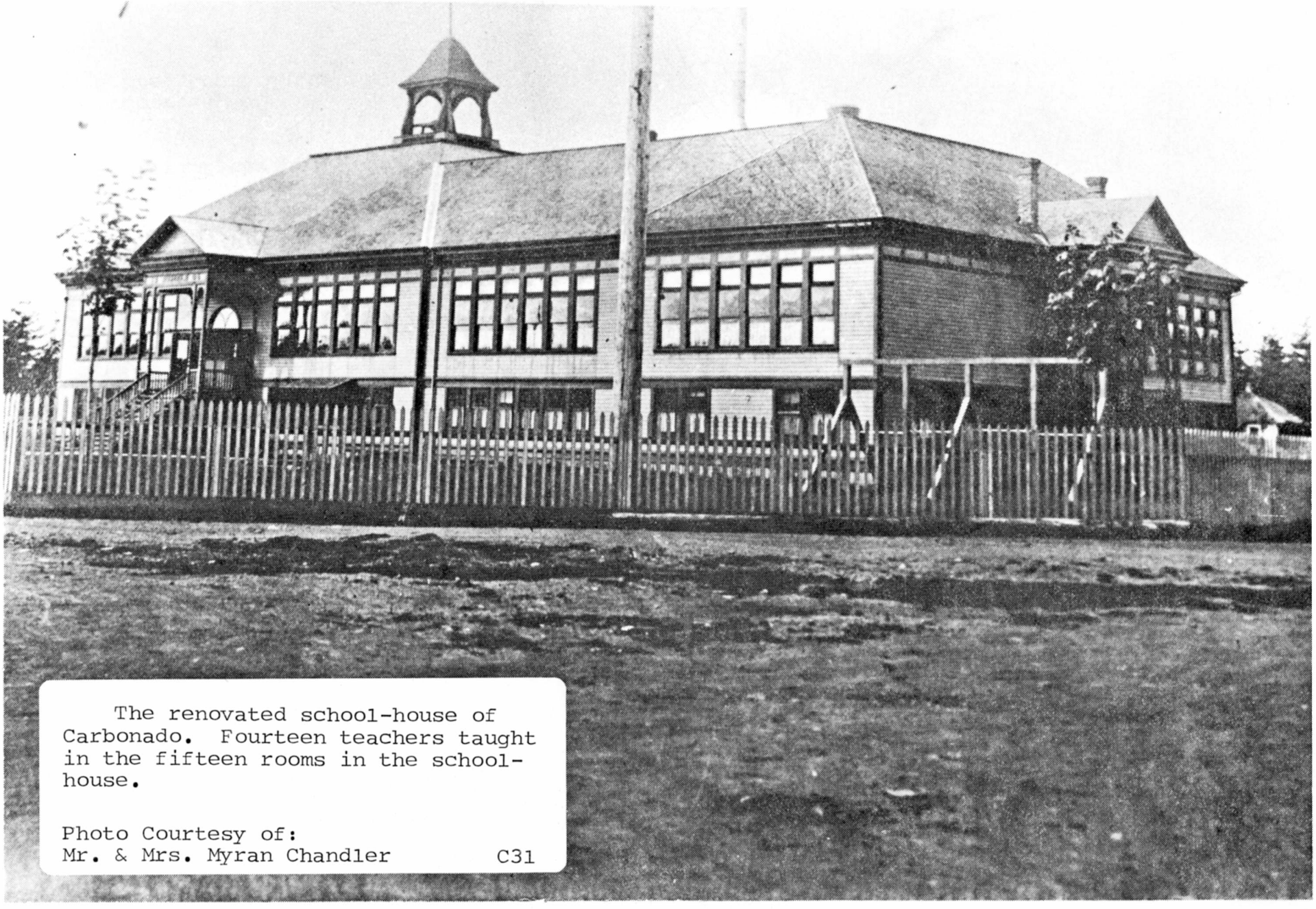
Dr. W. W. Wick entered into an agreement with the miner's medical association and was hired, as their doctor. There were nearly 500 miners and their families under his care. He continued, as the doctor, until 1917. He had been in the employee of the Northern Pacific Railroad, Great Northern and the Milwakee Systems.

Mr. T. A. Dawn took on the position as the Assistant Manager of the Carbon Hill Coal Company and remained so, until 1925.

The years of 1912-1914 were times of strife, as the miner's tired of working condition. They complained of the poor food in the hotel's dining-room and threatened to leave the Company if improvements were not made. In 1917, the miner's Union local #934 had the largest local in the entire sub-district. They had over 450 miners. The President was Frank Cook. The recording secretary was Mike Wasalino and the financial secretary was J. H. Johnson.

J. F. Menzies, was the Superintendant in charge as he had taken over Lew Davies post, when Lew retired in 1913. Lew and his family moved to Tacoma. Lew had made some changes not long before he had left the town. He had put in a good water supply system and a sewer-line. He had brought electricity into the town for the use of the townspeople.

J. F. Menzies started from there and he began to make more improvements. He started the construction of 130 new miner's cottages and began to tear down some of the older delapidated ones. By then they had hot and cold running water and inside toilets in their homes. The miner's were



The renovated school-house of Carbonado. Fourteen teachers taught in the fifteen rooms in the school-house.

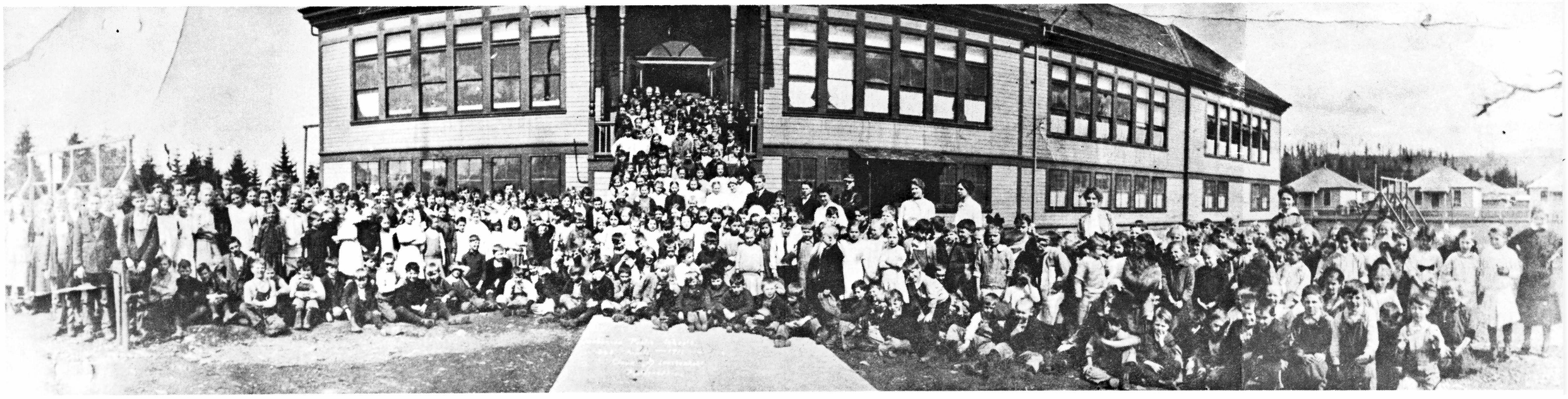
Photo Courtesy of:
Mr. & Mrs. Myran Chandler C31

Carbonado ball park and grand-stands. The old mule sheds are in the center of the photo.

Photo Courtesy of:
Mr. & Mrs. Louie Gatto C32

The largest studentbody of Carbonado. 1916, with a total of 366 pupils.

Photo Courtesy of:
Mr. & Mrs. Myran Chandler C33



able to either rent their home or to purchase it from the Company. When they decided to leave town they could sell it back to the Company for the amount of the original purchase.

Menzies built a $20,000 Wash & Change, building for the men. He improved the baseball diamond and built a grand-stand in the football park.

The town already had a movie theatre, and the schoolhouse had been renovated, into a larger structure, which housed the 1-12th grades. It sat on a three-acre tract. It had originally been eight rooms, but the basement and other rooms were used, so a total of 15 rooms were in use. There were fourteen teachers in Carbonado's District.

On December 14, 1917 Hurley Mason Company Contractors were hired by Carbon Hill Coal Company to build 86 coke-ovens out of stone, concrete and fire-brick, a coal bunkers and storage buildings, with an office at Crocker.

A sudden rash of accidents in the mine, during 1917 spurred the miner's into a strike. They refused to work, until one of the Superintendants was fired, as they blamed him for the accidents. William Hames had been killed on April 27th and on June 29th John Bradley a 'fire-boss' had been instantly killed by a falling rock. Many other incidents had occurred. The man was let go and the miners went back to work.

WWI hit and Carbonado boys went off to join the forces in Europe. When WWI ended they came home to the 'swine-flu' epidemic, just as the Wilkeson boy's had done. Prohabition came along and they made 'moon-shine' right along with the neighboring towns.

Along with all the rest came the strike of 1919 and then the final blow, the strike of 1921.

The Downings had the only Victrola in the town and all the local men would gather together at Will Downings house

where they would visit and listen to the music. It was at such a session, that the men first brought up the idea of striking. They were angry at the Company because it was going to cut their wages back to the October 31, 1919 rate. Their contract with the Company was suppose to be good until 1922. The Downings tried to talk sense to the men. They told them it was better to be working and getting a steady income, than it was to strike and lose their jobs, homes and income. The men did not listen and they joined in the strike of 1921, along with all the other Union men. The Downing family was blamed in Carbonado, for instigating the strike, because they heard the talk started in their home. The Downing family was run out of the town by the Company. When they left, the townspeople, who had been their friends for years took turns blowing the 'disaster whistle'. It's shrill cry was heard for over four straight hours in the town of Carbonado, as the townspeople mourned the unjust banishment of the Downings.

The strike lasted twenty-nine months and in the mean time the Company brought in new miners, under the open-shop method. Armed men with guns walked the streets of Carbonado keeping an unsteady peace between the striking miners and the new miners. One by one the Union miners were driven from the Company owned homes or forced to sell their homes back to the Company, as they could not afford to make the payments. When the strike was over the men had lost their Union. They had been beaten. Only a very few of the original families were left, after it was all over.

One family allowed to stay was Frank Basselli and his wife Concetti (Yazzalino). They lived in a small miners cottage down near the depot. John and Concetti were quite people and they never caused any trouble, during the trying period of the strike. They managed to wait out the strike. They kept their home and family together. They were both

from Southern Italy. Concetti's father, Frank Yazzalino, had arrived in Carbonado, in 1911. He went to work in Melmont a few years later. His wife remained in the 'old' Country, but his daughters Rosy and Concetti made the long ocean voyage to America, in 1915. Agnus McDowell was a young lady living in Melmont, but she remembered the day the train pulled into the Melmont depot and two of the most beautiful Italian girls, she had ever laid eyes on, got off the steam-train. They were not single very long. Concetti married Frank Basselli and Rosy married Paul Gianfortuna, two Melmont miners. Frank and Concetti moved to Carbonado a few years later.

In 1923, on February the 23rd, the first in a series of three disasters hit in the Carbonado mines. The first was through a personal error. No blasts were to be fired, until 12:30 on Sunday morning, when all the miners would be off shift, and the mine would be empty. Inside the ill-fated tunnel twenty-eight men were at work Fred S. Forte the 'fire-boss' prematurely set off a charge. Many of the crew, who heard the blast ran out of the tunnel by instinct. They escaped with their lives. Some were injured. Mike Babnick had broken ribs, Steve Jackson was gassed, as were Ed Brunson and Leonard Bone. They were the fortunate ones. H. S. Bissell age 24 a single miner was dead. W. A. Minson age 39, married and the father of four children was dead. Fred S. Forte the disobedient miner paid for the mistake with his own life. He was 34 years old and his one child was left an orphan.

In 1924, the Pacific Coast Coal Company of Burnett leased the town and the mines, from the Pacific Improvement Company. By 1925, the total amount of miners employed was less than 200 men. They brought up a lot of their own houses from Burnett and burned a lot of the ancient shacks down.

The second bell tolled, on April the 8th in 1927. Three hundred and fifty feet below the surface at 11:20 a.m. on the fateful Friday, Lou McDonald the mine-foreman fired a shot to

loosen coal in a cross-cut near the surface. W. H. Bird and A. T. Mesishnek were working near him. Above them was a coal-seam and above that was 230 feet of gravel to the surface back of Carbonado.

There was a total of 90 men at work in the mine, but only 12 near the blast. McDonald inspected the timbering after the blast and feeling confident, that they were secure he left the area, and headed for another part of the mine.

Suddenly 'Brigham', as the miner's called him, who was really A. J. Schusler, was thrown back by a fall of tons of earth. The concussion hurled him away from sure death, as the earth caved-in right where he had been working. He got up from the floor in a dazed condition, but instinct took hold and he ran to aid his companion. He picked up Peter Charesko and carried him out of the inside of the tunnel to safety. He went back in with a crew and helped to dig Nick Oser out of the muck, which had him covered, all except for his head, which was sticking out of the cave-in. It was Nick's third brush with death in the mines, but he, once again, managed to live through a disaster, while miners working right next to him were killed.

Nick had felt the compression of air on the back of his neck, as the walls all gave way. He had tried to run up a cross-cut, but he had heard a roar of water and then soft mud had trapped him. He had been thrown on top of Timothy West, at one point. The mud pushed him along, but Timothy West had not been as fortunate. The heavy thick mud covered his entire body and he was suffocated.

E. A. Bailey, who had been knocked from a ladder, during the cave-in, ran for safety, under his own charge and made it to the mine-entrance.

The 'disaster-whistle' blew it's bone chilling cry and rescue teams ran for the mine. Two crews began to dig at either side of the mountain of mud and gravel. A third crew

started down through the top of the cave-in. The distraught families waited out the night in their homes. They were only a little over one-quarter of a mile from the cave-in area. In the early light of morning the families gathered at the entrance to the mine to await any news of their loved ones. Hope was held out until the very last body was brought out of the mine.

The first bodies found were George Temby age 48, who left a widow and a married daughter to mourn him, and Timothy West. Timothy left a widow and seven small children. Then came A. T. Mesishnck a single miner. Next was Frank Espamer and he left a widow and four children. W. H. Bird left two children. Dan Dick left a widow and one child. Edwin Smith died single.

Things leveled off for a period of time and the town rebounded. A new gymnasium was completed on June 27, 1929. It cost $14,664.

The town held soccar games, football games and baseball games.

Each year the mines closed for the customary 4th of July celebration, and everything seemed good. Christmas time came and went and soon 1930 dawned bright and clear.

Just when it all seemed so good the third bell tolled. At 3:30 p.m. the regular shift of men kissed their wives good-bye and rode the incline down the canyon side to go to work in the mine. They had been at work about two hours when David Hughes the foreman of the crew, set off a double charge of dynimite, with an electric switch. The first shot blew and it uncovered the second shot, so instead of blasting into the coal, it blew out into the tunnel igniting the gas and coal-dust in the tunnel. David Hughes died right at the switch. He was found, later, standing just as he had been, when he fired the fateful shots.

All the men in the mine felt the blast and headed for

the tunnel to aid the miners, who had been working in the area. Word was phoned to the main office and, once again, the 'disaster-whistle' screamed and brought terror into the minds of everyone in the town. Rescue teams ran for the mine.

The first men to reach the victims were William Wyata, William Wilson, Joe Bennett, and Jim Stanz. They checked the bodies to see if anyone had survived. Right behind them came the mine rescue team lead by Paul Gallagher. The team members were Ben Snook, Clyde Colwell, Harry Bates, George Temperley, Sam McNeeley and Richard Evered. They carried the dead miners down to the lower levels and they were then removed from the mine.

Eleven men died instantly. They were John Flood age 54. He had a wife and four children. He was from Kirkland and buried in Seattle. Phillip Fleis, a son of Jacob Fleis the survivor of the mine flood in Wilkeson, in 1917. Phillip had been working in Fairfax and he had only put in a few hours of his first shift in Carbonado, when he was instantly killed. He was only 22 years old and the youngest to die. He was buried in Wilkeson. Dave Hughes the foreman was 45 years old and left a widow and one child. He was from Carbonado. William Kennedy was a single miner from Carbonado. He was buried in Sumner. R. C. Legg age 32 left a wife and one child. He was buried in Spiritwood, North Dakota. His wife came to get the body. W. E. McMurphy age 28 left a widow and one child. He was buried in Seattle. Alfred Parkin age 38 left a widow and three children. He was buried in Sumner. Victor Pete age 32 left a wife and one child. He was born in Wilkeson, in 1899. He was buried in Wilkeson. Mike Sheridan age 46 left a wife and one child. He was buried in Renton. Ed Wali age 43 left a wife and one child.

Those above had been instantly killed, not as fortunate were six of their fellow miners. They had all lived for a

short time in the 'holocaust' and each had made a futile attempt to save his own life. Ray Glackin of Buckley age 36, made it 120 feet down a chute before he was overcome by 'after-damp'. He left a widow and one child. He was buried in Sumner. Sylvester Barker of South Prairie age 34, ran with Ray Glackin the 120 feet and net the same fate. He left a widow and two children. L. B. O'Neal age 45, made it further than anyone. He ran 350 feet before he fall to the tunnel floor, overcome by gas, he died. He left a widow and five children. He was buried in Sumner. John Bates age 31, only managed to go a few feet before he died. He left a widow and one child. He was buried in Everett. John O'Leary age 52, likewise, only managed a few feet before being overcome by gas. He left a widow and three children. He, too, was buried in Everett. His widow lost not only her husband, but she, also, lost her son, as John Bates was her child by a prior marriage. Thomas J. Shackley age 30, a single miner stumbled a few feet forward before he joined his fellow miners in death. He was buried in Sumner.

The total was 17 killed. Fourteen widows and twenty-seven children were without a father. The school-house closed down the following Monday and Tuesday, as everyone in the town mourned the loss.

These terrible disasters did not seem to effect the young men of Carbonado. They kept right on going to the mines and getting work. Tony Bassetti, the son of Frank and Concetti, went to work in the bunkers, in 1929, by 1932 he was in the mines working. He was a timberman, a track-man, a pumpman and later, a 'fire-boss'. He loved the mines and he learned quick and retained his knowledge. He would become one of the two last miners to work in the Carbonado coal seams.

In 1933, a great Labor Day Celebration was held in the town of Carbonado. It was a great day. It started with a

parade in front of the Company Store at 9:00 a.m. Next was the flag raising ceremony. It was performed at 10:00 a.m. The rest of the day was full of fun. Races were held between the men. There was, also, races between the women and races between the children of different age groups. Baseball games were played at the ball park. Throughout the day speeches were given, by many different local people. At the show-hall films were run for the children. In the evening a great dance was held at Barnum Hall, which was the old Finn Hall building, which went on, until the wee hours of the morning.

The end of coal-mining was only four years away for most of the Carbonado miners, but the mines took their final lives. On February 1, 1934, Ed Durand age 28, accidently made contact with a live-wire, as he entered the mine entrance. The floor was wet and 500 volts of electricity charged through his body. He left a widow and four children to carry on without their leader.

Finally on the last shift in the mine, Donald Brikett was accidently caught between a mine-car and some tunnel timbering, and he died at the Auburn Hospital, a few hours later. He left a widow and two young children.

On March 17, 1937, the pumps had been turned off and slowly the 'old' workings were flooded with icy water. Over twenty-five miles of tunnels were filled with water. The mine had produced some 10,000,000 tons of good coal, before it was all over. The Carbonado mine officially shut-down, on April 1, 1937. For fifty-seven years, they had been productive coal-mines.

The Company pulled out, but it left Carbonado sitting 'high and dry'. It sold the buildings to the people, who could afford them, and they went cheap at $340 to $240 per-home. The owners of all the coal under the ground still lived in California. They no longer owned the town, but they

might just as well have. When they had sold the town to the people, they had placed some covenants upon the land, and anyone breaking one of the covenants, would have meant the total destruction of the town. Two of the more severe covenants were like nooses, about the necks of the townspeople. One prevented any commercial business to be run or established upon the property. A second prevented any digging beneath the surface of the property. With those covenants upon the property, the town could not expand and grow. It choked and practically died. The lack of businesses in the town may not have been so bad, but the covenant prohibiting the digging beneath the surface, cut like a knife. It stopped any new growth in the residential section, as no septic systems could be installed, and so, the banks hands were tied, when it came to remodeling or construction loans. California based owners may not have cared one way or the other, what happened to the town on top of the property, as they still held the rights to at any time enter the coal-seams beneath the property and begin mining, once again. They even had the right to tear down anything atop the ground, which might stand in their way, if they did decide to go back into coal-mining. It was a sad situation, as the people, who lived in Carbonado loved the town. They did not want to see it die, so they lingered, and did the best they could to keep it alive.

Leslie J. Marsh and his wife bought the old Company Store. He continued to house the town's post-office in the building.

After the big mine closed down two mines were allowed to keep running. Down at river level in a Company seam, which had never been worked three of the 'fire-bosses' took a lease with the Pacific Coast Coal Company, with the permission of the Carbon Hill Coal Company of California, and they mined for awhile. The coal went to St. Martins College

out of Olympia, Washington. It was called Carbonado Coal Company and some of the men were Teddy Jackson, 'Brigham' or A. J. Schusler, Kennedy and Charlie McAllister. They used some of the abandoned machinery and brought the coal up the 'incline'.

The Strain Coal Company out of Renton opened a seam at the town level, in 1937. They drove a new slope and hired some of the local men to mine the coal. They were on the Miller seam. Some of the coal was transported by the railroad and some of it was trucked to Black Diamond and washed in it's bunkers. On the same seam, as the Strain Coal Company, but just around a bend in the seam, was a small gypo crew. The gypo's were mining, under the direction of Jack Bonato. The Strain Coal Company was a much larger mining outfit and not classified as a gypo.

Some of the miners, who worked for this big Company were Tony Basselli, Louie Gatto, George Streepy, Walter DeGagne, Dick Bruski, Joe Bernidelli the foreman, Bert Chase another boss, Evans the mine Superintendant, Gene Wright, Gray, Pete Cheresko and Joe Mickey. They worked the mine, until 1941, and then it was closed down.

The Strain Coal Company went to Black Diamond and later Pacific Coast Coal Company took them over.

In 1942, when the Skookum Slope was being opened in Wilkeson, the Company drove a 900 foot tunnel and they hired local miners to help with the mining. Tony Basselli hired on as an mine electrician underground. Louie Gatto was hired as his helper. They worked underground, until the mine closed down in the early part of 1945.

In 1945, Tony Basselli did some prospecting in the Carbonado area. He found some old workings on the other side of the hill from Carbonado. Three men opened the mine. The name of the Company was the Carbonado Coal Company. The men were Tony Basselli, Harvey Hiber Sr. and Charles

McAllister. Near the end of 1945, Harvey Hiber Sr. got a good offer from an Alaskan firm and he left the Carbonado Coal Company, and moved to Alaska. Tony and Charlie continued to work the mine. They sold their coal to the Wilkeson stone-quarry, the Carbon River School, the Carbonado School, Gorden Moulden and many other local people. They shutdown the mine in the early part, of 1946, as it had been mined out. Charlie McAllister quit the business at that time.

Tony Basselli started prospecting the Carbonado area, once more. He found a good prospect on the Carbonado side of the hill. He went into mining on his own. He hired men, during his time in this mine. Some of the miners who worked for him were 'Snooky' West, Gene West, Johnny Streepy, Ted Sambilla, Clifford Jones, John Stranz, Gene Wright and Martin Hreha. During the years of mining, the coal was sold locally, and to the Pacific Coast Coal Company for use in a cement plant they had a contract with. They sold to a gas company in Georgetown, also. The mine closed down in the latter part of 1959, and the early part, of 1960. The mine had been mined out. The last full car of coal was pushed out by Tony Basselli. He left it at the entrance to the mine full of coal. The mine, later caved in, and covered the full coal-car, and it still sits at the old mine entrance covered with debris.

Tony started to prospect again. He prospected on the Wingate seam. He found a good coal prospect. He, Robert Peloli and Andrew Locke drove a slope and they called themselves the Queen Coal Company. This was the very last mine in the Carbon River area. They sold their coal to the Wilkeson stone-quarry, The Carbonado School and many other local people. They opened the mine, in 1963.

They segregated all the coal from the unwanted debris in the mine and took the coal to their bunker. From the bunker it was loaded into the bed of their truck and taken

market in that fashion. They got about 5 tons, in the bed of the pick-up truck and it sold for about $12 dollars per-ton delivered. They were only working the mine on the week-end, but a lot of people relied upon the coal they sold from their mine.

In 1968, the Federal Government passed a new law declar-ing all mines to be 'gassy'. Inspectors had always kept a close watch over the Queen Coal Company, but nothing had real-ly bothered the men in their mining, until the new law was passed, in 1968. From then on it was a series of inspections, after inspections. The Inspectors came out to the mine about once every 90 days and each time they found something to com-plain about. They kept giving the miners violations and the miners would clarify the new violation and go back to mining. Then the inspectors would come back to the mine and give the miners another new violation. The Inspectors 'nit-picked' everything and finally, in 1974, when they demanded the men install a telephone system to the outside world from the mine, it was just, too much. The men knew how much the telephone line would cost and it was much to expensive. They gave in and blew their own mine shut. They blew both entrances to the mine closed and the last coal-mine in the Carbon River area was gone.

The town of Carbonado had been luckier, than the miners had they had beaten the Company. In 1966, the Buckley Bank executive, R. B. Wallace had taken the 'bull by the horns' and started to push the Carbon Hill Coal Company into taking off the covenants upon the land. Things went back and forth and finally in November of 1966, all the restrictions were lifted from the town. The coal under the property was given over to the town of Carbonado.

The old Company store had been sold for salvage in 1962, and the Scafe Masonry of Puyallup tore it down for the bricks. The post-office had been moved over into the new fire-hall

The Carbon Hill Coal Company's
Store. Photo taken in 1941.
It was torn down in 1962.

Photo Courtesy of:
Mrs. Agnus (McDowell) Brendel C35

building.

Carbonado celebrated it's 100th Anniversary, on August the 2nd in 1980. It was a huge success. Over 400 people attended the reunion picnic celebration. People, who had not seen the town for over sixty-years, returned for the celebration. It was a great day and hopefully, there will be many more days, just like it, for Carbonado.

The town officials, in 1980, were Mayor Elmer Scott, Fire Chief Ron Kunz, School Superintendant Norman Ross, Town-Clerk Mary Price and the Town-Council members were Rich Morgan, Keith Gwaith, Norman 'Bud' Price, Joyce Kasip and Doris Streepy.

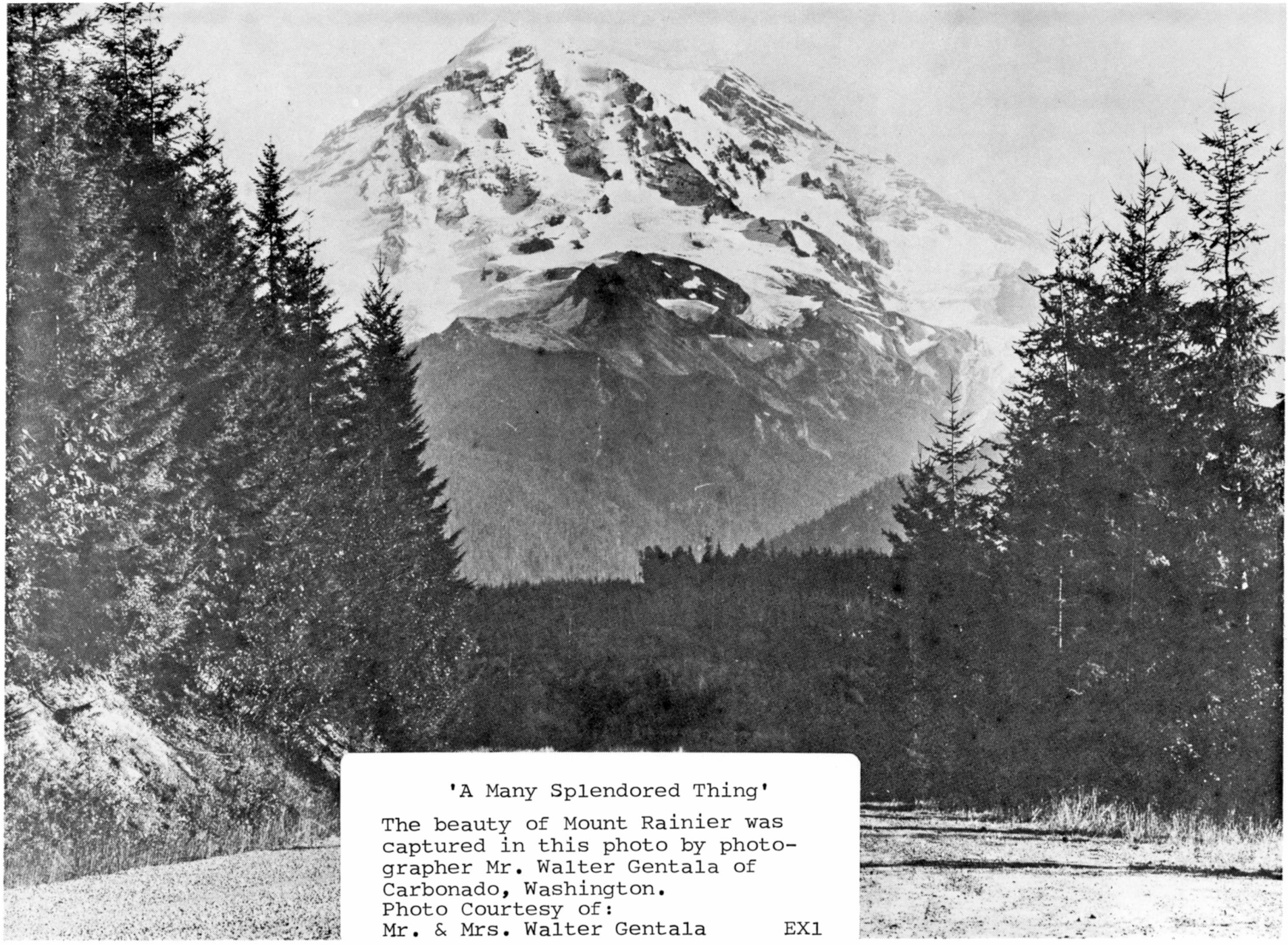
The Town Hall, Fire Hall and Post Office are all housed in the same structure. The official postmaster for the town and all the area, between Carbonado and the Carbon River entrance to Mount Rainier National Park, is Donna Hiam. She had capably held her position, since 1976. On May the 7th in 1980, under the direction of the postmaster Donna Hiam, a 100th Anniversary celebration was conducted at the post-office. Five postmasters were honored at the anniversary celebration. Besides Donna Hiam, there were Alice Selbie, who was postmaster between 1933-1937, Clarice Streepy, who served from 1937-1942, Ella Jasmer, who spanned over thirty-years from 1942-1973 and Beth Jones from 1973-1976.

The only business left in the town is the Carbonado Tavern.

The town is fortunate enough to have a very special place called 'Argo's Hall'. It is a beautifully kept rustic building, just as the town of Carbonado is entered. It is surrounded by tall stately fir trees and is very picturesque. Mr. Tom Argo and his wife, Pat Argo are very community minded citizens. They hold many social functions in their building for the entire town. The 4th of July, is still one of the biggest days in the town. The Argo's have a picnic at

their hall. They roast a pig for the event. Many games are played, and in many ways it is reiniscent, of the 4th of Julys held in Carbonado for the mining 'era' population. The hall is made out of boards from the old Finn Hall, which was later called the Barnum Hall. Tom and Pat Argo give their time and their hall unselfishly for the continual betterment of the community.

EXPLORERS



'A Many Splendored Thing'

The beauty of Mount Rainier was captured in this photo by photographer Mr. Walter Gentala of Carbonado, Washington.
Photo Courtesy of:
Mr. & Mrs. Walter Gentala EX1

CHAPTER FOUR

Explorers

The majority of people, who came to the Carbon River area did so because of the coal mines. The second attraction was the lumber industry, which drew hundreds of additional people. Homesteading, brought in it's share. They were all pioneers in their own right.

Perhaps, the greatest pioneers of all were of a different type of people. Their number was small compared to the thousands, who came and remained until the jobs played out. These people sort of popped in and out at various times, but were responsible for opening up the Carbon River area from Wilkeson to the top of Mount Rainier. They were the explorers. They came driven by some internal need to be first, to see it first, to chart it first, or to leave their mark upon an unexplored region. While, they were striving to be first, they were blazing trails, which would be followed by thousands, who would come after them.

The mountain, which attracted many of them, was named in 1792, by Captain George Vancouver. He was an English explorer. Captain of the ship 'Discovery', while in Puget Sound he spied the snow-capped mountain towering above the firs far in the distance. He named it in honor of a friend, Rear Admiral Peter Rainier.

William Fraser Tolmie, became the first white man to enter the fir forest on the West side of Mount Rainier. In 1833, he was employed by the Hudson Bay Company and was

a resident of Fort Nisqually, when he ventured out toward the mountain. His reason for exploration was an immediate need for various medicinal herbs, which he used to help cure fever. He has long been rewarded for his most difficult journey. Tolmie Creek and Tolmie Peak the area he penetrated, still bear his name.

Commander Charles Wilkes, in 1841, made a trip to Naches Pass recording his findings for the United States Navy. He discovered the Indian name for the Carbon River area, which was "Upthascap". This was the name given to South Prairie Creek and the Carbon River, by the local natives.

Coal had been discovered at Wilkeson and Carbonado, by the time the next explorer arrived. Of all, who came before and after, Bailey Willis, left the greatest mark on the Carbon River area.

Bailey was born May 31, 1857 in Idle-wild-on-Hudson, New York. By the tender age of twenty-four years, he had gained enough knowledge of geology to be hired by Henry Villard, the President of the Northern Pacific Railroad. He took the position, as Assistant Geologist for the Northern Transcontinental Survey. This survey had been organized by the Northern Pacific Railroad to find a passable route over the Cascade Mountains. This new route would be used to connect the Eastern Division, with the Western Division, using Tacoma, as the main terminus for the Pacific Northwest.

Willis was sent to Wilkeson, where he was to begin his so-called survey. His position, as Assistant Geologist for the Northern Transcontinental Survey, was in-fact, a farce. Bailey Willis was in the area for one reason. It was to search for the mineral wealth of the Carbon River area and not a fabricated pass over the Cascade Mountains, by way of Wilkeson, that he sought for Henry Villard.

Villard was a shrewd businessman. He knew Seattle's coal-fields were already open. He, also knew, it was vitally important for the Northern Pacific Railroad to control the coal-fields, in order to be financially secure. The mineral wealth, above Carbonado lay hidden and unclaimed. He wanted to know, what was there, and if it was worth going after.

Bailey began his task, in 1881. His first trip started, at the mines in Wilkeson. He left the Gale Creek area on foot with all his provisions, in a pack upon his young shoulders. Alone, he headed into the unknown primeval forest. He could not even take a horse along for company, as the terrain was to rough. He followed Gale Creek and then descended a hillside, above the canyon down to the Carbon River. He found a narrow place and forded the river bed. Bailey ventured on, until he came to the mountain. He looked at the area with the experienced eyes of a trained Geologist and what he saw filled him with awe. He knew nothing matched the grandeur of Mount Rainier in America. The nearest place to equal it's splendor was in the Alps of Switzerland.

He reported back to Villard and told of his findings. He begged the Railroad to take advantage of the tourist possibilities, which the mountain could offer. The Railroad, never one to turn away a chance for revenue, agreed to let Bailey build a trail from Wilkeson to Mount Rainier, with the idea, that a grand hotel would be built by the Northern Pacific Railroad at the trails end, right at the foot of Mount Rainier. Then later, possibly, the Railroad would extend their spur from Carbonado to the hotel and reap the harvest of tourism revenue. Of course, Bailey was not to forget his main mission, which was prospecting for coal and making sure the Railroad, alone, benefited by the claims.

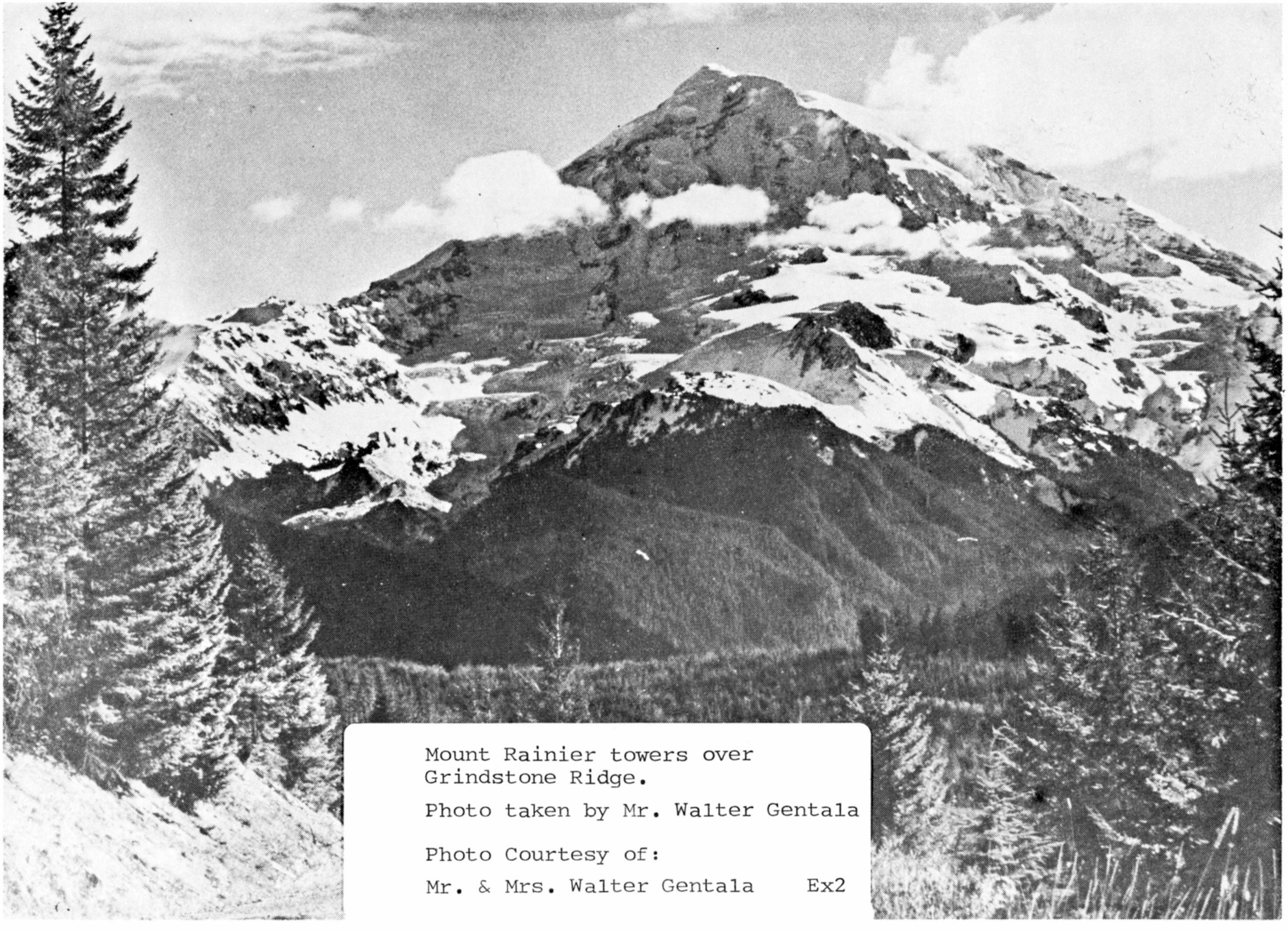
Bailey was eager and he began with a vengeance. He hired over seventy-five men to cut the six-foot wide trail from

Gale Creek near the Wilkeson mine, to the North Fork of the Puyallup River. Most of the men never knew his real mission was to stake coal claims. They only knew that they had over twenty miles of good trail to construct and all along it camping areas to clear out, streams to ford and the mighty Carbon River, itself, to bridge.

At the end of the first trail he blazed, Bailey Willis, built a big log building, near the North Fork of the Puyallup River. In the log building he made his headquarters. It was from that camp he called 'palace camp' (later named 'barktown' or 'grindstone'), that he did all of his prospecting. The area he covered ran from, above the Carbon River Canyon, up the Carbon River to the Carbon Glacier, along the Mowich River to it's glacier, along the South Fork of the Puyallup River near it's glacier and all throughout the forest between 'palace camp' and Ashford in the Busywild.

For three and one-half years, he labored, making his dream come true. He opened up a path, which, hundreds of people could use to see the grandeur of Mount Rainier. He completed his trail and miles of other trails throughout the area. He laid claim to many worthwhile coal prospects, by putting some of his most trusted men on them, until they proved up and then changing them into the name of the Northern Pacific Railroad.

The hotel was within a hair of being built, when the dream came to an end. One day he received a note from the General Manager of the Northern Pacific Railroad. It said they would no longer pay any bills after April of 1884. Bailey had only three days to pay off over seventy-five men and leave the area. He was no longer needed. Villard had been replaced by a new President and many of Villard's former schemes were not to be part of the new managements policies.



Mount Rainier towers over
Grindstone Ridge.

Photo taken by Mr. Walter Gentala

Photo Courtesy of:

Mr. & Mrs. Walter Gentala Ex2

Willis was crushed. He payed off the men, said good-bye, turned his back to the mountain he loved and left a very sad young man.

He went on to become a very noted Geologist in the United States, and every once in a while he got a chance to return to the area he loved to do some research.

He was responsible for bridging the barrier between Wilkeson and Mount Rainier. He opened the area for thousands to enjoy. His name remains forever embedded on the mountain. Willis Wall was named to honor him. It sits on the northern face of the mountain at the head of the Carbon Glacier. It is 4,000 feet in height, and it was one of the last places to be conquered upon the mountain. He named many familiar places on the mountain, such as, Mountain Meadows, Spray Falls, Tolmie Peak and Liberty Cap.

His greatest achievement may have been something that ultimately came out of an unexpected expedition he made to the mountain. Just seven months before he was told to leave, he was called on by President Villard, to lead a small most distinguished party to Mount Rainier. The group included Senator George F. Edmunds of Vermont, Professor Karl Zittel a Geologist from Germany and James Bryce.

They arrived in September of 1883 and Willis proudly showed them the magnificent terrain surrounding the mountain. They were just as awe struck, as the young Willis had been. The three newcomers composed a letter to Villard urging him to try and make Mount Rainier a National Park. From this expedition the 'seed' was planted to make Mount Rainier a National Park, but many years passed before their dream materialized. After many years of hard work, by many dedicated people, on March 2, 1899, President McKinley signed Bill S2552 and Mount Rainier did indeed become a National Park.

The idea for this beautiful park, enjoyed by millions

may have originated in the mind of a young, energetic twenty-seven year old Geologist, who's name very few people even remember today.

The first group to climb Mount Rainier, by using a route other than Gibralter, was accomplished by an inex-perienced trio from Snohomish.

This story began August 11, 1884. Richard O. Wells a lawyer, J. Warner Fobes a pastor and George James a surveyor, all from Snohomish boarded a steamer headed for Tacoma. There they disembarked and boarded a steam-train for the coal town of Wilkeson some thirty miles away. After two and one-half hours they finally reached their destination. At Wilkeson they ate at the miners boarding-house. The Irish lady running the local eatery served them up a hot meal of boiled-beef and beans. They left and went into John Price Jone's store, which was the only business in the town. Jone's was a busy man as he was postmaster, storekeeper, depot agent and justice of the peace for the town, but he took time out to sell the men some bacon and flour.

They stuffed the new provisions inside of their packs and placing them upon their shoulders headed out up Bailey Willis's Trail. Had they been just four months earlier, they would have met the wiry, young Geologist in-person. Those packs weighed sixty pounds apiece and it proved to be no easy march.

They followed the trail southward climbed higher and higher through the towering firs and then down the hillside which descended nearly three miles, before it reached the bank of the Carbon River. Since Bailey had left the trail had fallen into disrepair and the bridge, which he and his crew had built across the Carbon River was washed out. It should have been an omen to the trio telling them things a-head could get serious, but they were carefree and a little

physical exertion was not about to stop them in their quest. They were all laboring under the 'misconception', that Mount Rainier had never been climbed.

The trio spread out and looked for a way to ford the swollen river. By the time they accomplished the feat of fording the Carbon River it was 5:00 p.m., and time to make camp for the evening. Their camp was made on the top of a ridge on the south side of the angry Carbon River.

They awoke the next morning to a steady down-pour of rain. It hampered them and the going was so difficult,a-long the muddy trail that they only made four miles, before 'throwing in the towel'. They made camp and spent a mis-erable day. All they could do was wait until the next morn-ing and hope the weather would be better.

The morning of August 14th, looked brighter, so off they set and they made 'palace camp' by 11:30 a.m.. On they marched, past Mountain Meadows and just above timber-line they crossed the path of a rather big 'lobo' timber wolf. They shot him and were sure their bullet's had ridd-led his grizzled hide. Undaunted he sauntered away.

At this point the trio split-up, each went their own separate way to do a little individual exploring. Fobes headed north and ended up on the Carbon Glacier, of the three he had the most uneventful time. George James almost had the pleasure of meeting a big bear eyeball to eyeball, but he spotted it first and made a hasty, but dignigied re-treat to the safety of the campsite. Wells had the worst time. He was nosing around and fell into a deep crevasse. He managed to pull himself out by the 'skin of his teeth'. Had he not been able to extract himself, he most surely would have lost his life. He returned to camp a shaken man and told the others of his harrowing experience. James kept his mouth shut, as he did not want his fellow companions to think him 'chicken' and compared to Well's story his seemed

trivial.

The three men took a well needed rest and in the morning they started eastward around the base of the mountain. Soon, Fobes, spotted an old mountain goat. He managed to bring down the animal with one steady shot. They were all starved, as their provisions were almost gone and eagerly prepared the aged 'billy' for supper. Dinner was soon served. Now, that 'billy', was around seventeen years of age, and life upon the mountain had toughened him up, real good. It took as much energy to chew the stringy, tough meat that clung to old 'billy's' bones as it had to cross the Carbon River itself. If they would have boiled their hiking boots and ate the leather, it probably would have been more palatable than old 'billy's' gamy carcass. Hunger can drive a man to do a lot of strange things. With bellies full of goat meat, they continued on. They crossed the Carbon Glacier and made camp near the Winthrop Glacier.

The next day, they attempted to climb the eastern edge of Willis Wall, but found they could not find any passable route. They were forced to drop down upon the Winthrop Glacier.

Now came, Fobes's, turn to have his brush with death. In his haste he slipped and fell sliding almost into the gaping mouth of a deep crevasse. Just at the last moment he managed to save himself.

Even this event did not stop the trio. On and on they went cold, tired and half-freezing. At one point it became more than they could bear and they retreated, when Jame's feet began to freeze solid. They set up camp for the evening and held counsel. The vote was unanimous. They would try one final time to reach the top of the mountain. They had come to far to turn back. In the morning they would muster all their strength and make one final assault, against that mountain.

At 7:00 a.m. they started their trek. This time luck was with them. They had pretty good going all the way. When Columbia Crest was in sight the three men locked arms, as one moving body they climbed to the summit. No one wished to be first and leave the other two buddies behind. The glory would be equally shared. One for all and all for one. Their cheers of elation at their victory were still echoing across the summit, when one of the trio noted a very small stick poking out of the snow on the dome. Even as inexperienced as the trio was they all knew what that stick meant. The only way on earth a stick could have gotten to the top of the mountain, was for some person to carry it up and put it there. Then, for the first time, they realized they had not been first. They felt all their efforts had been in vain.

In reality, they had been the first to conquer the treacherous route they had taken. No one had ever attempted that route before. They completed the final penetration of the unknown and unexplored region, between Wilkeson and Mount Rainier's summit. They did it with all the gut's and determination they possessed. They did not have a lot of fancy mountain climbing gear either, they just had a lot of heart.

BURNETT

CHAPTER FIVE

Burnett

Charles H. Burnett opened a good coal prospect two miles east of South Prairie, for the South Prairie Coal Company, in 1881. He had held the position, as the first Superintendant of the Talbot Coal Mine, in 1874. When he prospected the area along South Prairie Creek, in 1881, he had only 'Hiram' and 'Nellie', his sure-footed mules, along for company. His coal prospect was at water level on South Prairie Creek. From 1881, until 1906, he was the Superintendant of the mine, he had opened for the South Prairie Coal Company.

By 1883, the mine was producing a little over 15,000 tons of coal per-month. It was good steam producing coal. All the steamers, which plied the waters off Puget Sound, soon were buying their coal from this new Company. Seattle's coal sold for $2.50 per-ton and the South Prairie Coal Company sold their's for $5.00 per-ton, but the steamers preferred the South Prairie coal and they paid the high price to get it. They were all on a cash basis with the Company. Some of the steamers, which used their coal, as early as 1883, were the 'Elder', 'Dakota', 'North Pacific Star' and the 'Gipsey'. The steamers each took an average of 350 tons per-trip and they kept the coal Company hopping.

In 1891, the town at the mine, which everyone called Burnett, in Charles's honor, consisted of two rows of white-washed miner's cottages, along South Prairie Creek. The

rows were separated by a winding dirt road and in the center ran the tracks of the Northern Pacific Railroad, which went on up to the coal-mining towns of Wilkeson and Carbonado. The estimated population of the town was set at around 400 people. The professor of the school was Mr. Hover and he taught sixty-four pupils.

The miners had mined 45,107 tons of coal in 1889, and 67,660 tons of coal in 1890.

A lot of new people came to the area to work in the new mine. One family arrived, in 1892, all the way from England. It was the James Barber family. They took up a homestead next to William K. Wilson's about half of the way between the towns of Burnett and Wilkeson.

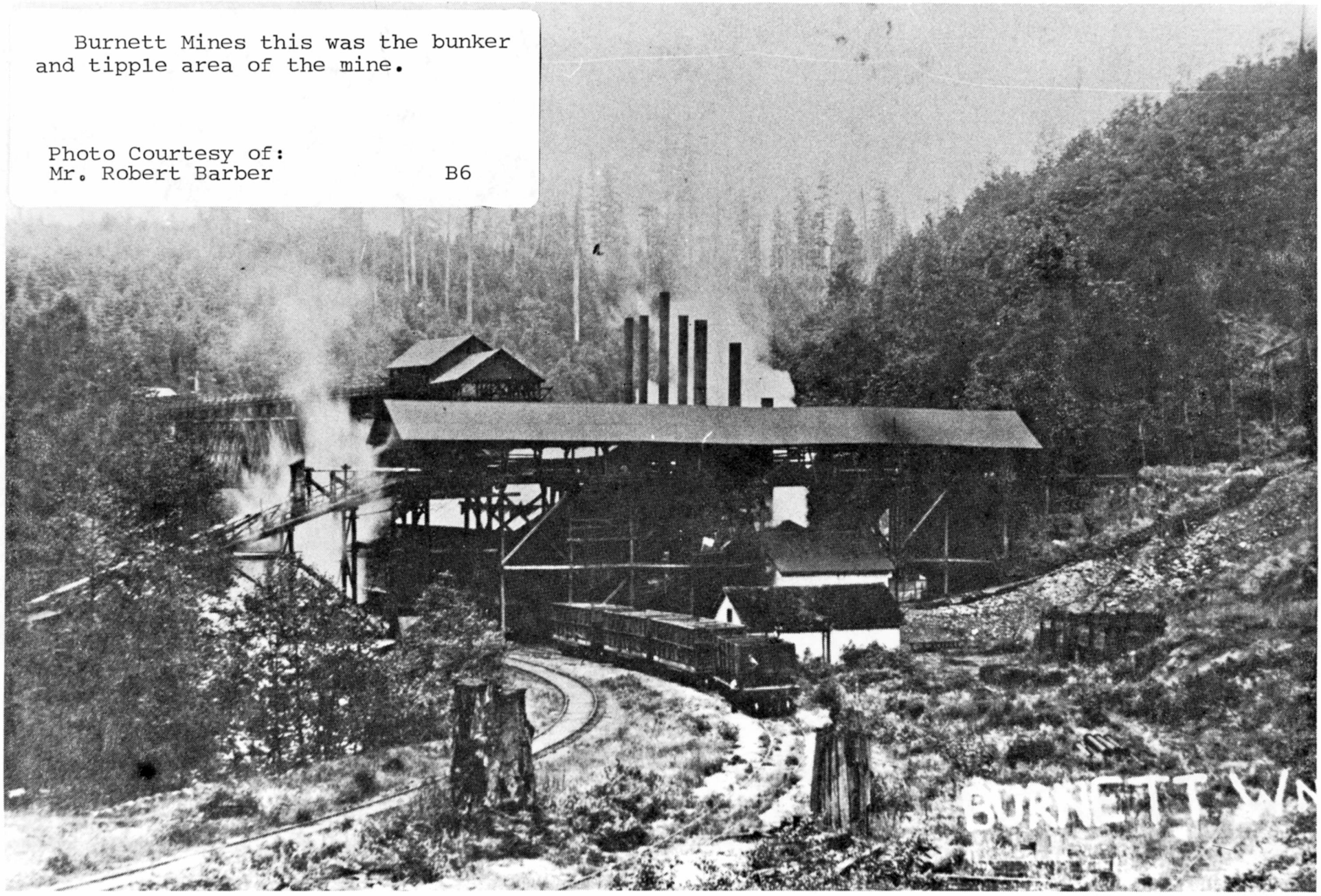
Buckley had made note of the new people in the area and began to construct a road from Buckley to Burnett. In 1894, Arthur Wright was awarded the contract to cut the purcheon for the new road at $1.00 per-hundred feet.

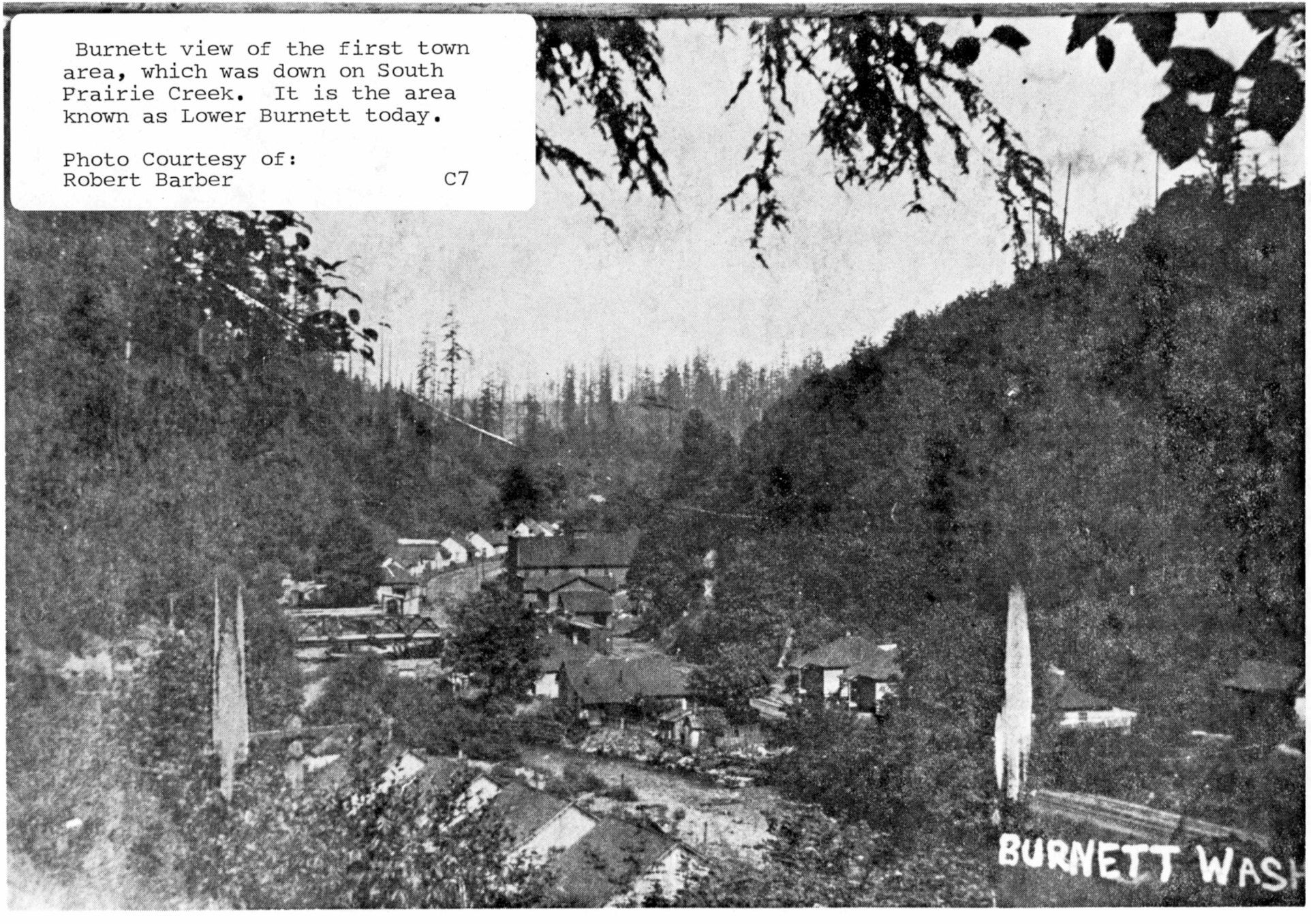
The railroad workers went on strike, in 1894, and caused a lot of trouble for the secluded towns of Burnett, Wilkeson, Carbonado and Buckley. The trains were not running and the people could not get grain to feed their livestock. The mail did not come and no one could enter or leave the town except by horse-back or team and wagon. It was a mess for a long time. When the unskilled workers tried to run the trains, soldiers were placed upon every bridge in the area. The workers reached an agreement that was satisfactory with both sides and the regular train schedule was put back into commission.

James Barber persuaded his son George to make the long trip from England to America, as there were many new job opportunities in the coal towns. On April 29, 1894, the George Barber family arrived in Burnett. It consisted of George and his wife, Ellen, and their children George James age 10, James Michael age 8, William age 3, and Robert age 1.

Burnett Mines this was the bunker and tipple area of the mine.

Photo Courtesy of:
Mr. Robert Barber B6





Burnett view of the first town area, which was down on South Prairie Creek. It is the area known as Lower Burnett today.

Photo Courtesy of:
Robert Barber C7

They moved into the area of the town known as 'Brooklyn'. Burnett was divided into three sections. One was 'Down-town' and then there was 'Finn-town' and the last was 'Brooklyn'.

The town had a hotel and it was known as the 'Edwards Hotel'. Mrs. Edwards ran the hotel and Louis Price was the cook. Louis took sick and died in 1896. He had been a member of the community for ten years. He was buried in the Carbonado Cemetery.

B. E. Knowlton a farmer from South Prairie had purchased a considerable amount of land in the town. He had built a general store and a few private homes. He ran a saw-mill for a period of time in Burnett.

On December 7, 1904, an explosion ripped through the Burnett mine. It was felt for miles and it shook the ground like an earthquake. There were forty men at work in the mine. A few other miners had just gotten off shift and had left the mine. They were on the surface when the explosion took place. There were two shifts employed at the mine, and the total amount of miners on both shifts was between 75 to 100 men. Most of the miners had large families to support. The town's population sat at 350.

Everyone in the town ran for the mine. Search parties were organized and when the gas cleared enough to allow the men to enter the mine the rescue crews went in. They worked non-stop until midnight. By that time they had managed to remove eleven bodies from the mine. All of the men were seared, as the wall of fire had shot down the tunnel turning it into an inferno. Eight of the men found were married and three others were single miners.

A morgue was set up under the direction of C. F. Owen the State Coal Mine Inspector and D. W. Watkins the Assistand Superintendant of the Burnett mine. Small tables were placed together and on single fir boards each miner was laid.

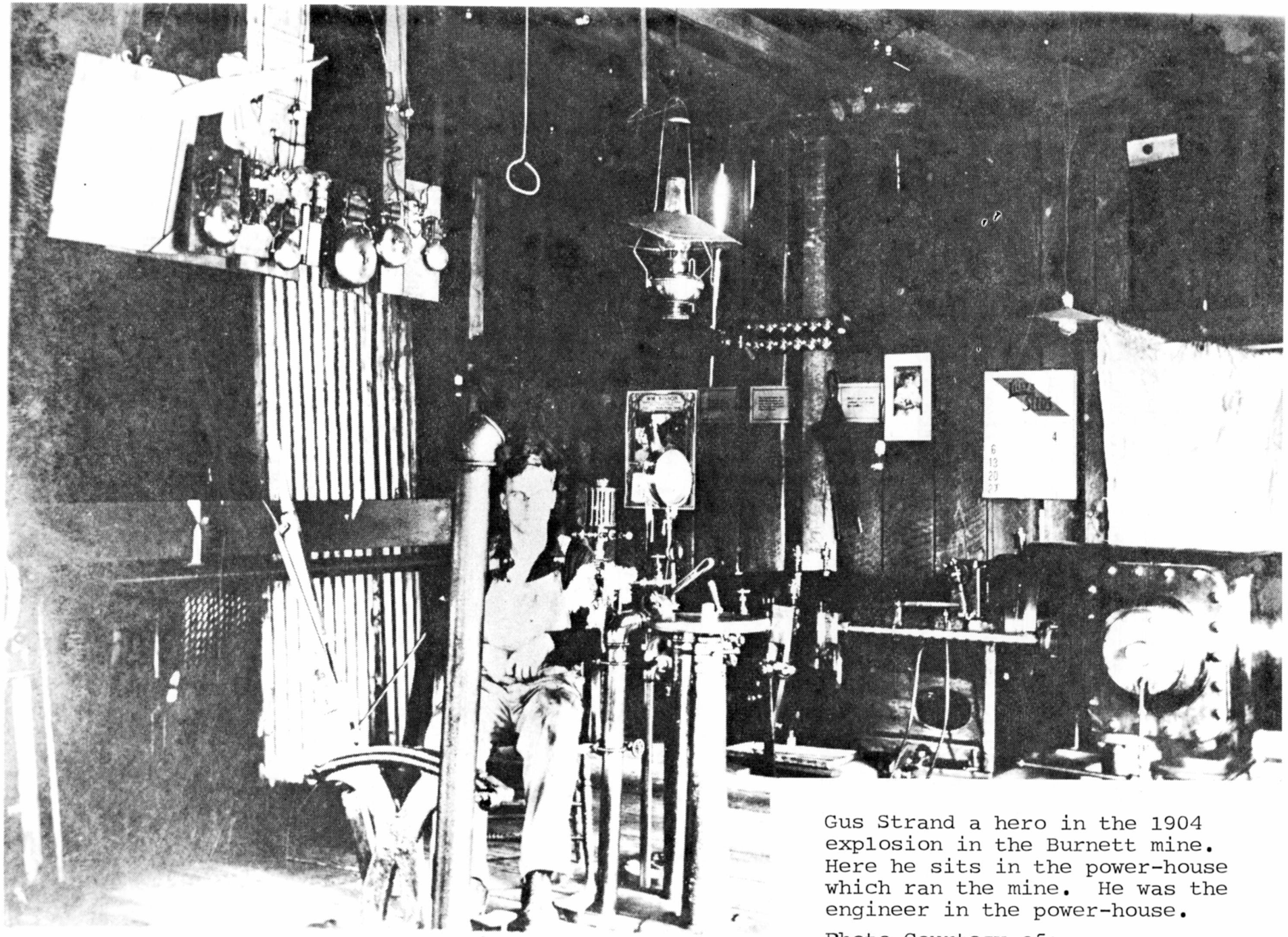
A small block of wood was placed under each miners head for a head-rest. Other officials that worked with the dead miners were the Buckley Undertaker J. F. Jones and Coroners E. M. Brown and C. C. Mellinger.

The men brought out at that time were Justus Elson, Matt Karkos, Erick Luoma, Oscar Mukart, Oscar Sirro, Andrew Matson, John Lewis, Matt Peura, John Luoma, Oscar Luoma and John Valco.. The last three mentioned were the single miners. The others all had families and some of them were very large.

There were four men still known to be inside of the mine. Very little hope was held out for their recovery. They were James Chapman, George Barber, Charlie Hill and J. S. Taylor. The conditions in the mine deteriorated and it became extremely hazerdous for rescue crews to continue to work in the mine. They stopped the attempts to look further, until the conditions improved.

Gus Strand worked at the mine in the power-house. He had been one of the first men into the mine on the rescue attempt and he worked all throughout the night in other rescue attempts. He and a crew of men went in to try and find the missing men, and he almost perished during the mission. The men who went in with him were Jim Odin, Art Jones, Jim Polary, Mike Ryan and Eligah Rowe. The deadly gas in the mine overcame the men and when Gus Strand fell to the floor Jim Odin grabbed him and drug him out of the mine. Joe Forsythe was also injured while trying to look for the trapped miners.

Finally the next day the bodies of the other men were found and all were dead. Chapman, Barber and Taylor had died together. James Chapman and George Barber were but 19 years old. They had been timber-packers under the command of Taylor. He was a more experienced man in the mine, than the two young boys were. The trio had lived through the main concussion of the explosion. The foul air had



Gus Strand a hero in the 1904 explosion in the Burnett mine. Here he sits in the power-house which ran the mine. He was the engineer in the power-house.

Photo Courtesy of:
Dora Strand

forced them back further into the mine. They had met Las Para and Oliver Weitherow who had been bucking coal, when the explosion happened. The five men sat and talked for about one hour and then Taylor, Chapman and Barber left to try and find an air-shaft to climb out of the mine. The explosion had blocked the air-shaft they were heading for and the nearer the air-shaft they went the more deadly the air became. Finally they were all overcome and died as a result of the deadly 'after-damp'.

Most of the men killed were Russian-Finns and they all belonged to the Finnish Lodge. Frank Siiro, the brother of Oscar Siiro one of the miners killed, was the king of the Finnish community in Burnett. The Finnish nationality rallied around the widows and children left without support when their men had been killed. They provided them with good burials and the families with support.

In 1906, the Pacific Coast Coal Company took control of the Burnett mine. Charles H. Burnett left the town at that time. He spent his remaining years in Seattle.

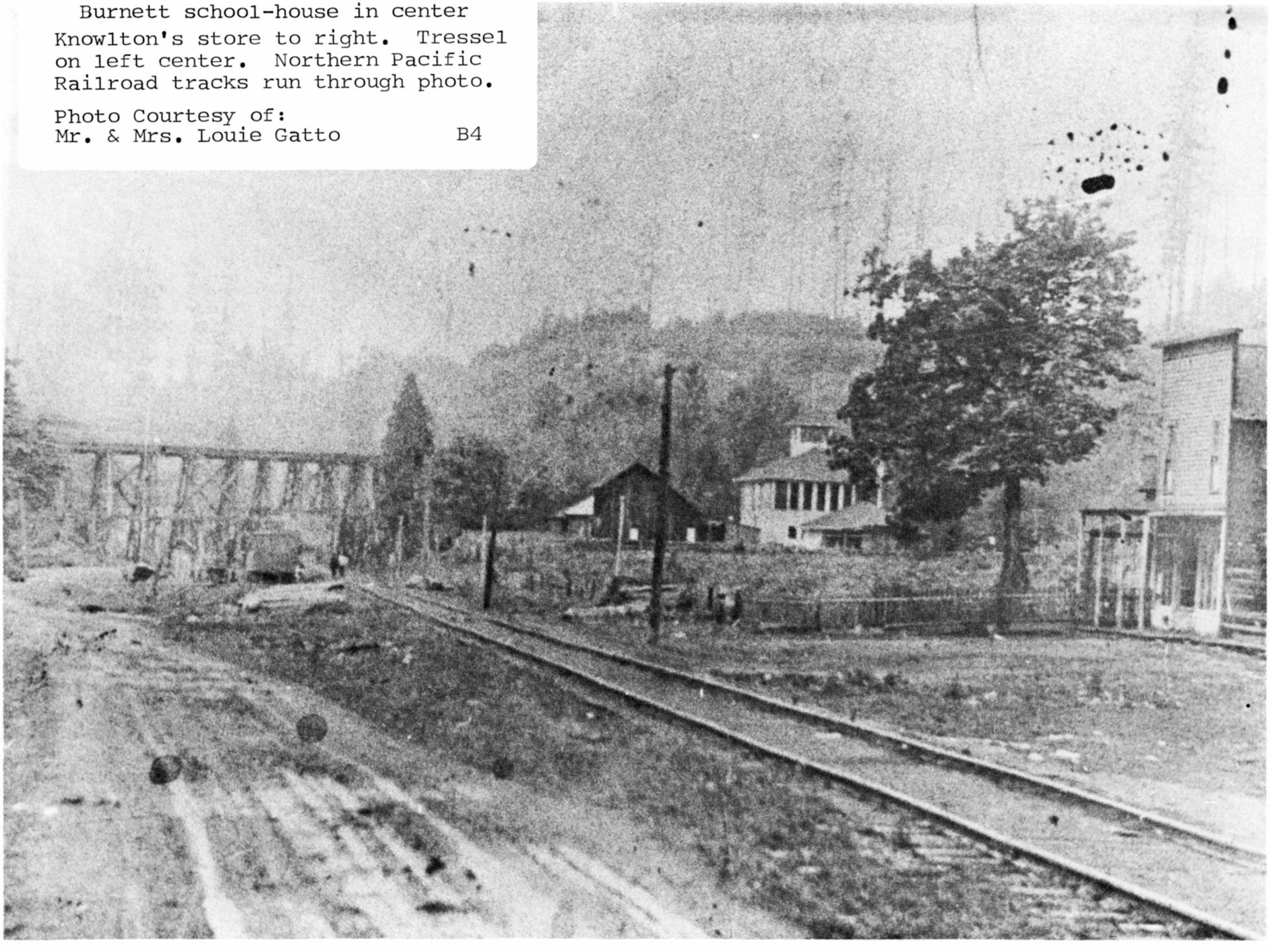
In 1911, Andrew Niemczyk a man of Polish heritage, built a billiard hall and barbershop in Burnett. The town had seen some improvements. They had started to build new homes up on top of the gulch. Ten were built in a row at a time. Adolph Jones was the contractor for the construction. A new school-house had been built down in the lower part of the town.

In 1914, Mr. Knowlton suffered a blow, when his store burnt down. He lost $16,000 worth of property in the fire. A bucket-brigade had been established by the townspeople, but to no avail. The business went up in flames.

In 1915 a group of four families bought ten acres apiece of a forty-acre tract of land on the out-skirts of Burnett. Among them was the Jacob Sippola family. Jacob and his wife, Sanna (Puskala), were of Finnish heritage. They had migrated

Burnett school-house in center Knowlton's store to right. Tressel on left center. Northern Pacific Railroad tracks run through photo.

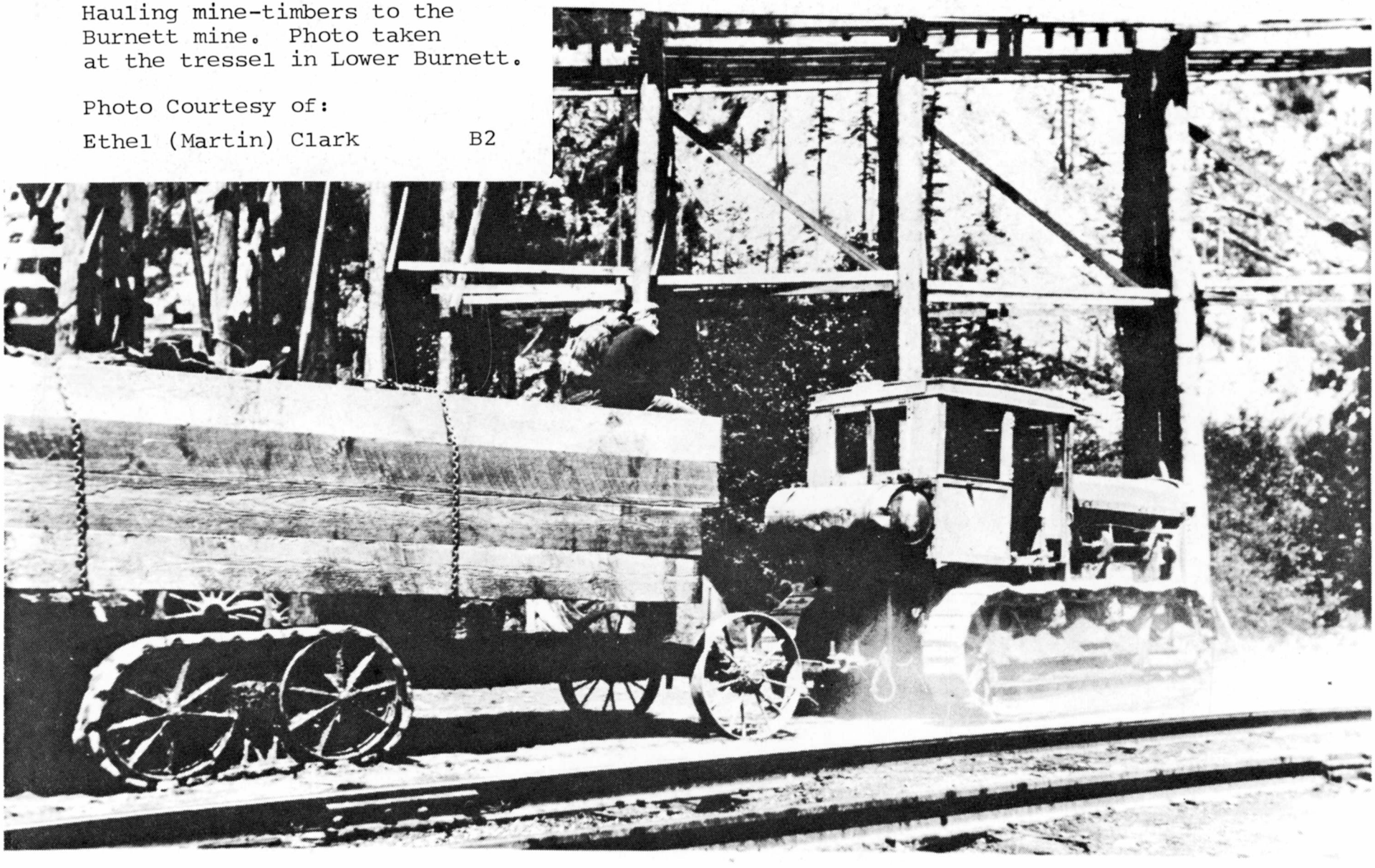
Photo Courtesy of:
Mr. & Mrs. Louie Gatto B4



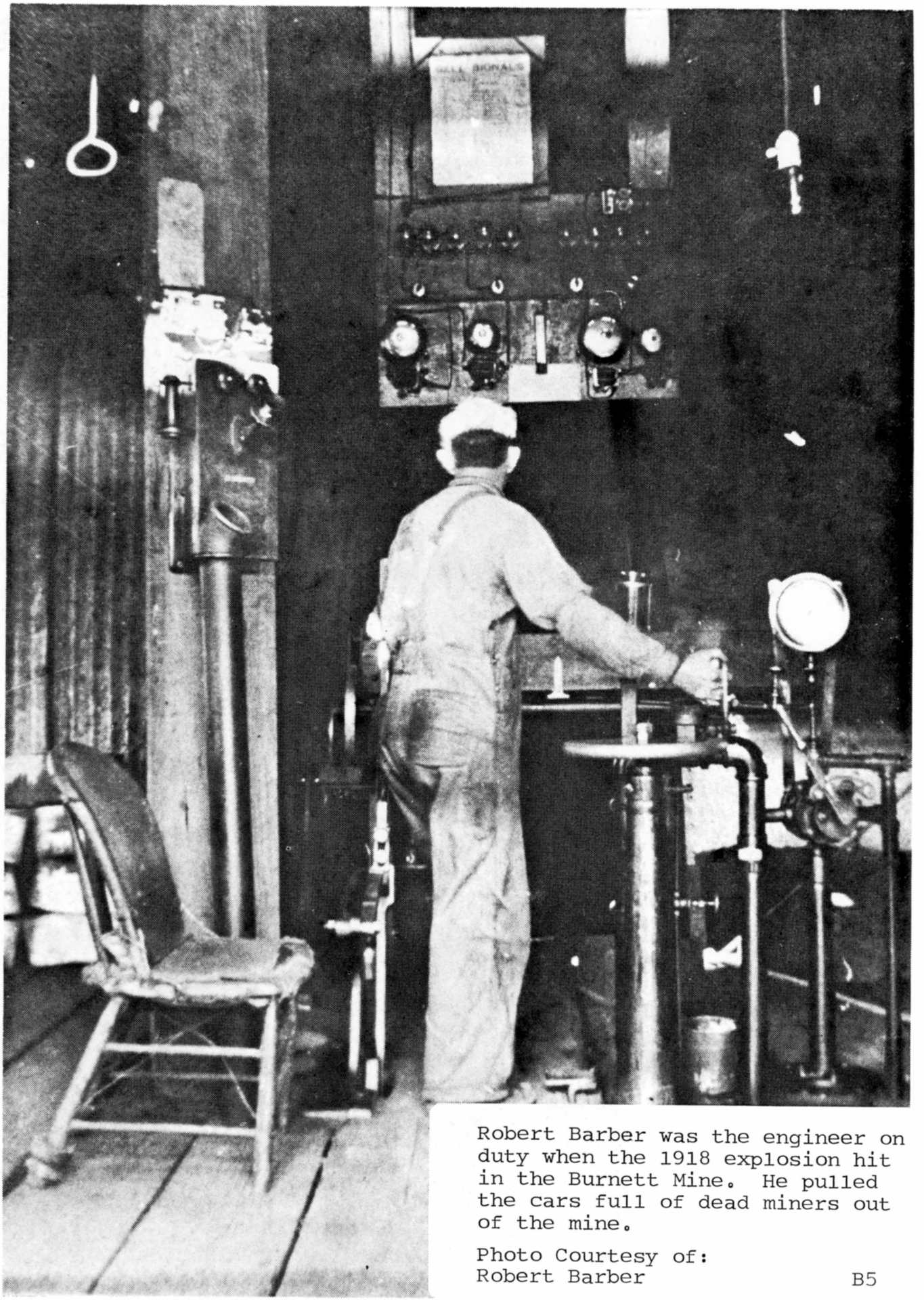
Hauling mine-timbers to the Burnett mine. Photo taken at the tressel in Lower Burnett.

Photo Courtesy of:

Ethel (Martin) Clark B2



Burnett Mine as it looked in 1918. Note there is no bridge across the gulch. It would be to the extreme left of the photo. The full cars came out of the mine and were shot across the gulch on the tracks.
Photo Courtesy of:
Mr. & Mrs. Martin Sippola B3



Robert Barber was the engineer on duty when the 1918 explosion hit in the Burnett Mine. He pulled the cars full of dead miners out of the mine.

Photo Courtesy of:
Robert Barber

B5

from Ohio to Washington State to find work. The land the four families bought was prime and it went for a high price of $55 per-acre.

In 1918, on Wednesday August 28th all of the men from these four families went off to work at the Burnett mine just as always. They went to the wash house at the mine and put on their miners clothes. Something changed the mind of John Passo. He took the miners clothes back off and said he was going home to butcher one of his pigs. The others went on to work. At 4:30 an explosion shook the town. First aid crews rushed to the mine. The air was still good in the mine and they were able to enter and hurry to the aid of the miners. Three men were still alive and were quickly removed Martin McDonough, John Sestich and Steve Vuryn. A fourth was found still alive George Marich. He was rushed to a near by hospital but his injuries were to severe and he died enroute. Twelve men died on that fateful Wednesday. They were Mike Saldoje , William Johnson age 40 left a widow and ten children, Godfrey Fleisher, Elic Tait left a widow and two children, he was 38 years old, Chas Makkela age 34 left a widow and two children, Otto Makkala age 32 left a widow and two children, Claud Tomaczat was 38 years old and a single miner, Reese Jenkins was 23 years old and single, Dan Reese was 49 years old, he left a widow and tow children, Tom Fleming, George Marich and Jacob Sippola age 40 left a widow and two young children.

Jacob's family was given $50 a month from State Industrial Insurance to live on. It was not enough and so the young children went to work to help out. They had cows and young Marty sold milk to 'Castle's Boarding House' in Lower Burnett. He packed it by hand all the way from his house down to the boarding house. The cows were on open range and if accidently they strayed into the town of Buckley the owners had to pay a stiff fine of 50 cents per-cow.

Godfrey Fleisher
Claud Tomaczat
Otto Makkela
Dan Reese
Jacob Sippola
Chas Makkela
The Memorial for the men who died or were injured in the explosion in the Burnett mine on August 28, 1918.
Photo Courtesy of:
Mr. & Mrs. Martin Sippola B7
Elic Tait
Geo. Marich
Reese Jenkins
Mike Sladoje
FALLEN FOR FREEDOM
in
THE INDUSTRIAL ARMY
BURNETT, WASH.
AUGUST 28, 1918.
Llewellyn Photo.
John Bertich (Rescued)
Steve Vuryn (Rescued)
Martin McDonough (Rescued)
Tom Flemming
Wm Johnson

K20

In 1919, Burnett had a population of 500 and 300 men were employed in the mine. The town had a United Mine Workers Local #2373 and Albert Schrieker was the President. The recording secretary was J. W. Davies. The financial Secretary was Jack Gaff and the treasurer was John Robertson.

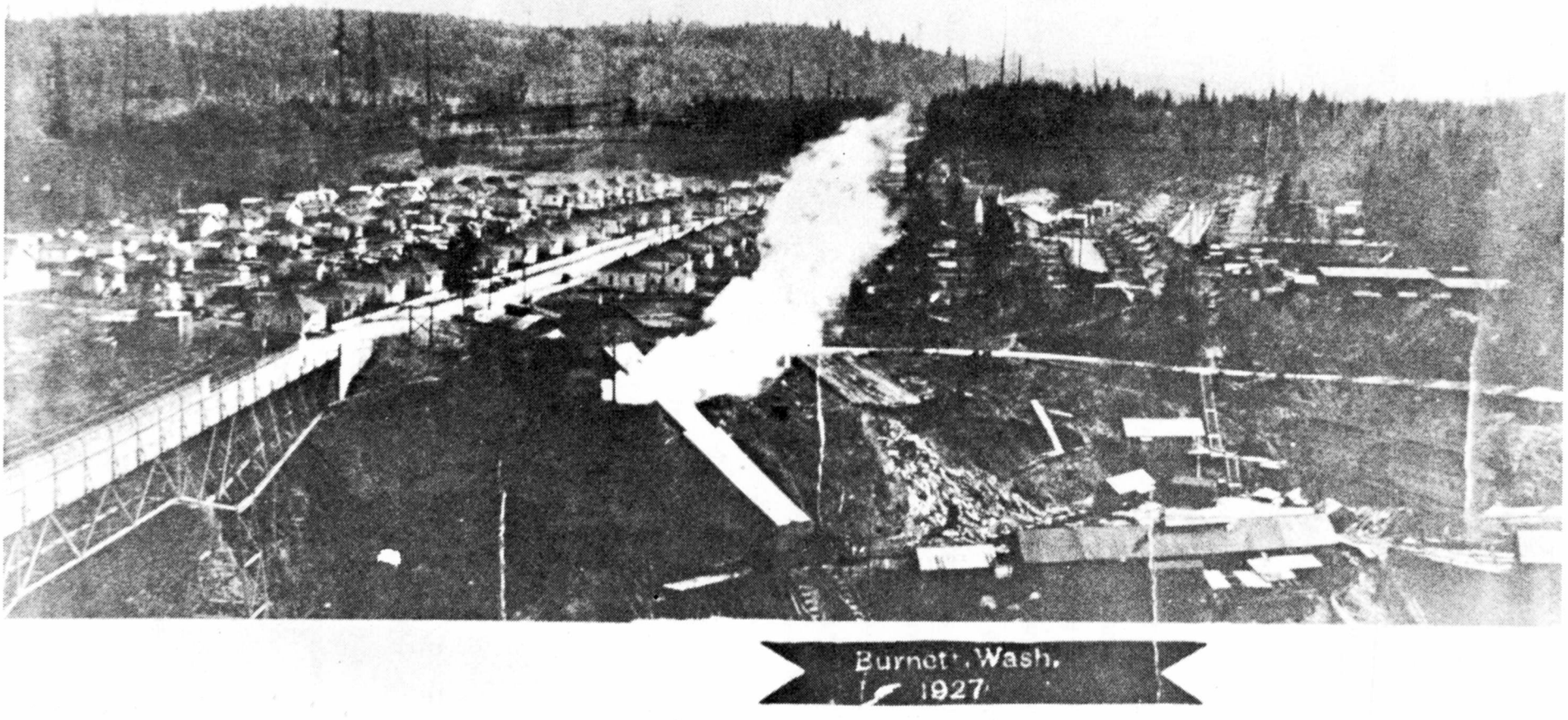
In this period, the Burnett Hotel was remodeled and it was equipped with steam-heaters and hot and cold running water. It was opened in 1919, under the new management of Mrs. Ripoli, Mrs. R. Webb and Miss A. Walker.

In 1920, the County Commissioners appropriated $95,000 for a new bridge to be built over South Prairie Bulch. It was constructed and the new road opened from Buckley to Fairfax, in 1921. For a period of about nine years, the bridge had a wire cage over the top. This was to keep any debris from falling over the bridge and hitting one of the workers beneath the structure. It was removed in 1930.

This mine joined the other coal mines in the strike of 1921. The Company demanded the striking men vacate the Company homes, and they did. Most of them never returned to the mine and it opened on the open-shop basis, in September of 1921. The mines only ran, until 1927, and then they were closed down. The Pacific Coast Coal took many of the houses up to Carbonado, where they had taken a lease with the Carbon Hill Coal Company. They started mining in that area.

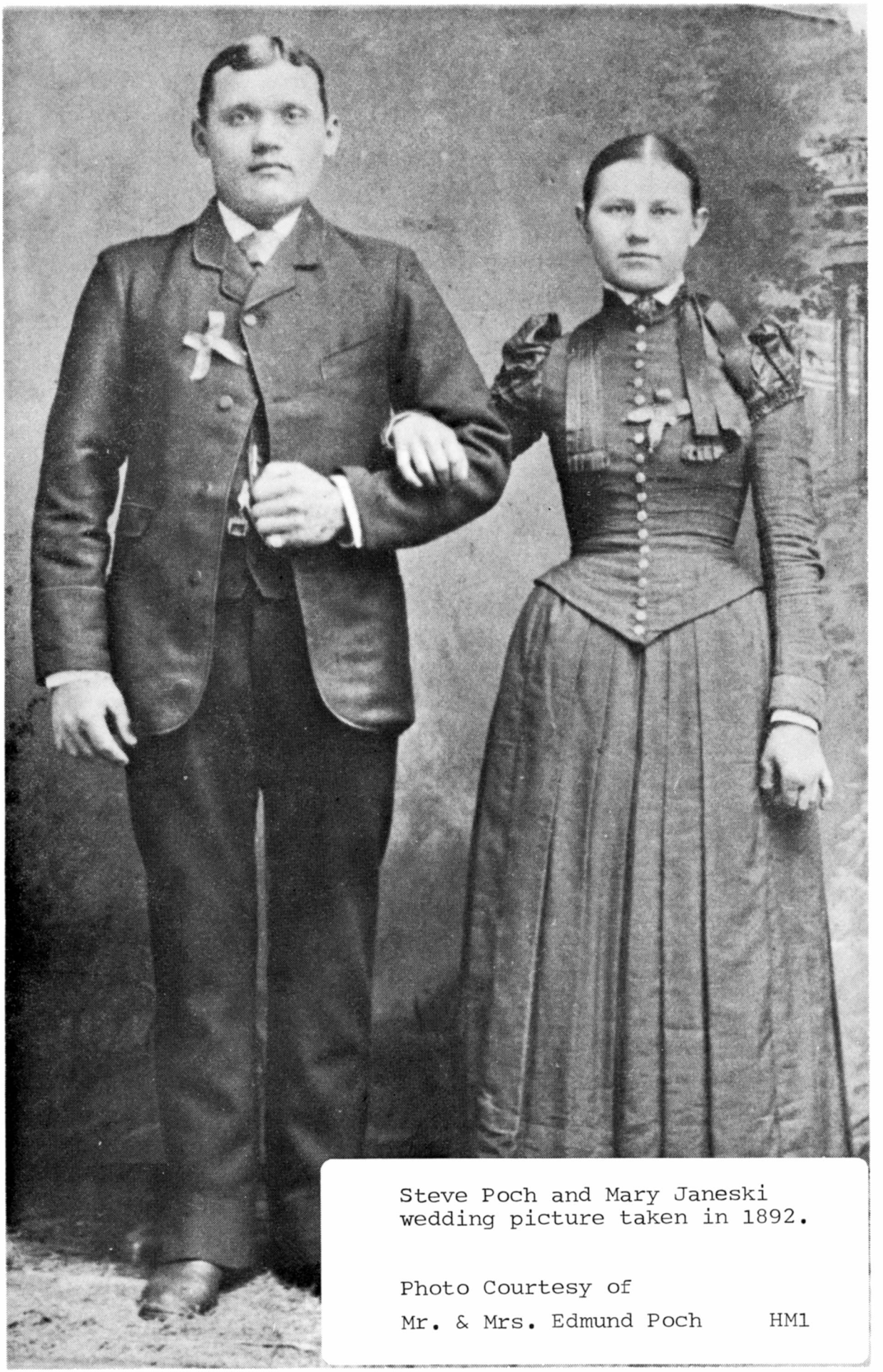
A new bridge is being built over the gulch this year, (1980) and it sits right next to the old one-lane one. At the end of the bridge on the right-hand side of the highway is the town of Burnett's one business. It is the Burnett Grocery. It is a combination grocery and gas station. The business is run by Sam Argo. He purchased it in 1979, from his brother Jay Argo. The store does a good trade with the local people and the tourists.

L1



Burnett as it looked in 1927. That was the year the mine shut-down and most of the houses were moved up to Carbonado. Note the cage over the bridge on left.
Photo Courtesy of:
Mr. & Mrs. Louie Gatto B8

THE HOMESTEADERS



Steve Poch and Mary Janeski
wedding picture taken in 1892.

Photo Courtesy of
Mr. & Mrs. Edmund Poch HM1

CHAPTER SIX

The Homesteaders

This chapter is dedicated to the two homestead families, who lived above the Carbon River Canyon. Their land-claims were about eleven miles East of Wilkeson on the Carbon River. These pioneer families were the Steve Poch and John Zavitski families. They both shared a common nationality, as they were of Polish heritage. It is impossible to imagine the strength of character and determination, they must have possessed in order to even attempt, such a feat, as to live in the Carbon River forest during the late 1890's and early 1900's. It was as remote and uncivilized an area, as one, could ever imagine. These claims were nearly at the present day Carbon River entrance to Mount Rainier Park, and both are inside the forest reserve strip, which surrounds the park. Only these two families managed to conquer the forest and remain on their homesteads throughout their respective lifetimes.

The first, who came, was Steve Poch. The Poch party arrived in Wilkeson, in 1896. It was composed of Steve, his wife Mary (Janeski) Poch and two young daughters Victoria and Julia. Accompanying them was John Poch, who was Steve's brother, and Mary's parents John and Ada Janeski. The Janeski family unit contained two daughters Stella and Frances.

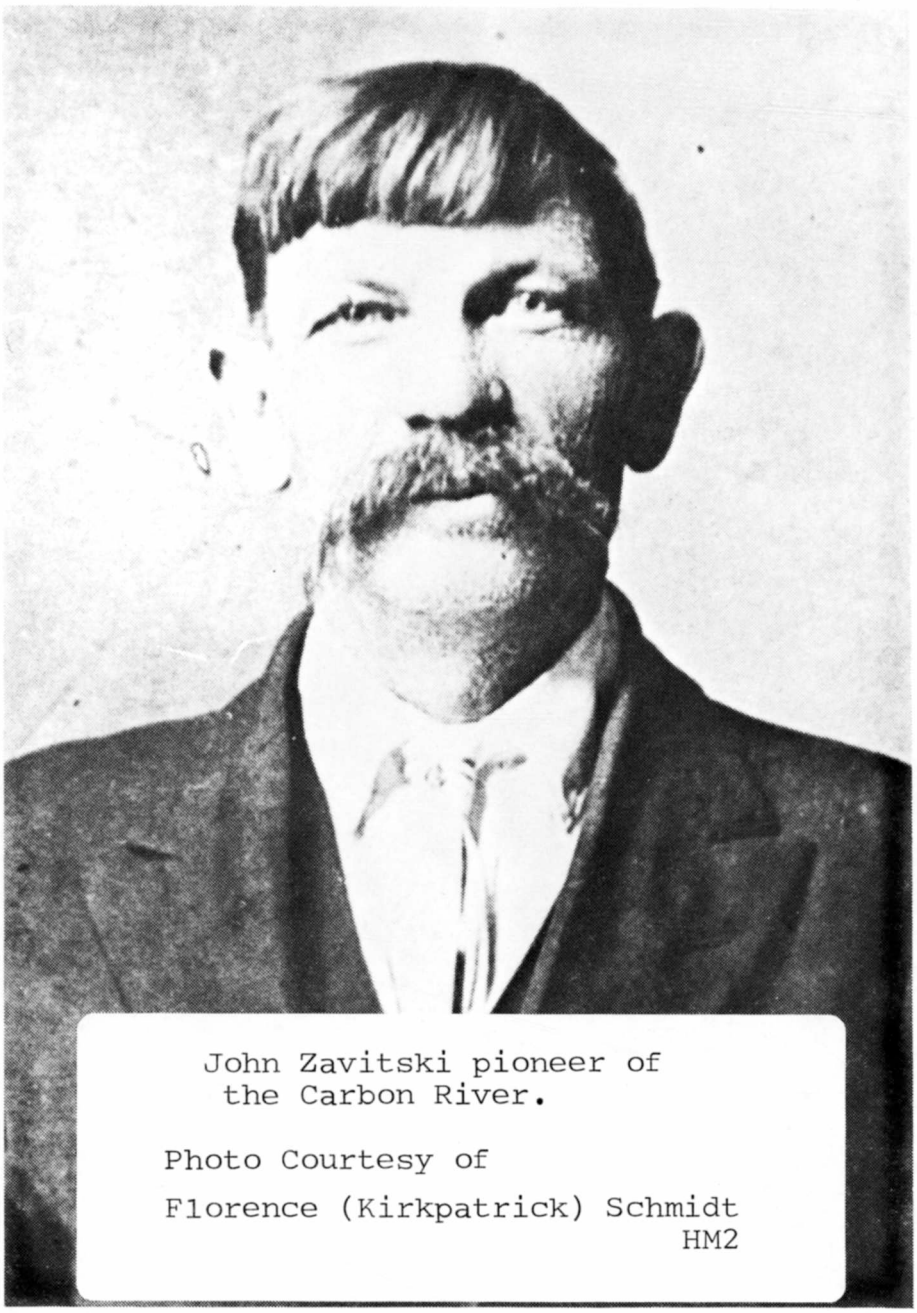
They had all left the State of Michigan aboard a

steam-train and had traveled the hundreds of miles to Washington State arriving at Wilkeson. They found a home and when the women and children were settled-in the three men took-off for the claim area. They went on horse-back using Bailey Willis's old trail, which was in a state of much disrepair. Steve claimed land, which boardered the Carbon River. John Janeski's claim was almost all forest land and the ground was to steep to homestead, so he built on Steve's land. Steve and John Poch built a log-cabin made out of old-growth cedar logs. John Janeski put up a small shelter, where he stayed, while he constructed his larger home for his family.

The first log-cabin the Poch brothers built was not on good ground. The water in the area proved poor, so they built a second cabin nearer to the Carbon River. While building this cabin Steve Poch had a near brush with death He was hand-hewing the cedar logs for the cabin, when the axe slipped and caused him to cut a deep gash into his knee. His brother John tended him for three weeks, while Steve laid with flour-sacks and gunny-sacks wrapped around the injured leg. He dare not ride out the eleven miles to Wilkeson, without taking a chance of breaking the cut open and bleeding to death on the trail. He was lucky and no infection set in, so he was able to heal.

When the Poch's cabin and the Janeski cabin were ready the men brought their families up to the homestead.

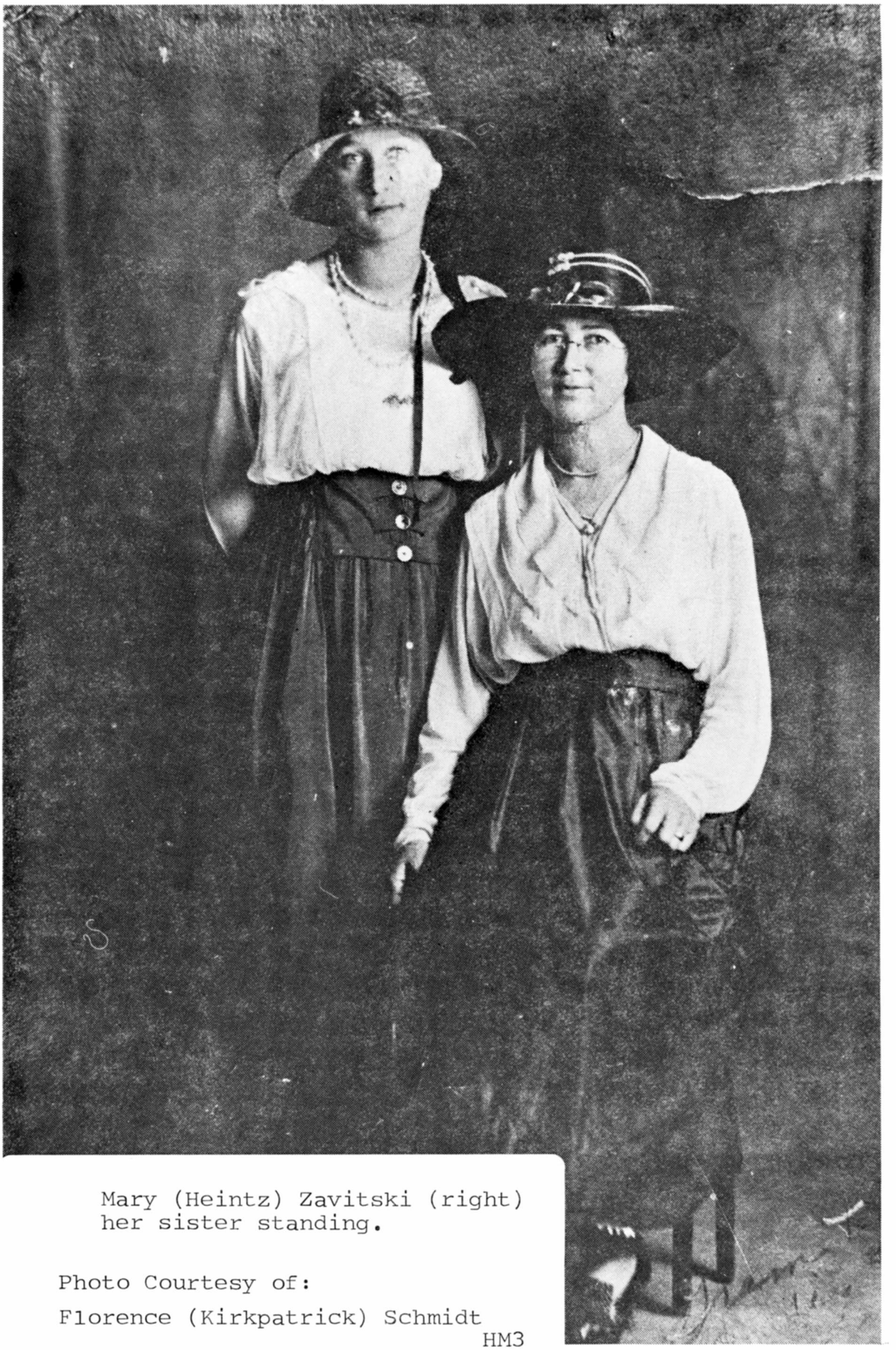
Around 1898, they were joined by the second homestead family. John Zavitski and his wife Mary (Heintz) Zavitski took an adjoining claim on the west-side of the Poch's. They were on the south-bank of the Carbon River, also. With John and Mary were three sons, by a prior marriage of John's, the sons were Herb, Paul and Frank. This family built a home of hand-split cedar boards. They logged with horse teams to clear the homestead.



John Zavitski pioneer of
the Carbon River.

Photo Courtesy of

Florence (Kirkpatrick) Schmidt
HM2



Mary (Heintz) Zavitski (right)
her sister standing.

Photo Courtesy of:

Florence (Kirkpatrick) Schmidt

HM3

In 1903-04, Steve Poch built a big two-story cedar home. It sat in the middle of the 160 acres, about one-fourth of a mile from the Carbon River.

These two families were completely dependant upon themselves for transportation from their homesteads to the outside world. Everything had to be packed in to the claims. It was not an easy chore bringing in supplies and 'mother-nature' often was not kind. The trip down to Wilkeson sometimes would take two-days one way, and they would be forced to spend the night camped along the trail.

In the Summer, the forest was full of deer-flies and mosquitoes, which attacked in hordes anything that stirred in the forest. These insects could quickly drive man and beast insane. The Fall, of the year may have been the best time to travel, as the heat of the Summer months had dried out the trail and the chill of coming Winter had killed off many of the flying pests. Winter, was the most treacherous time of the year for travel. Deep snows and thick ice crusts covered the entire mountain area making it almost impossible to reach the outside world. The Spring, brought heavy rains and thawing, which caused flooding in every stream and the trail was deep in soft-mud.

One time, Mary Poch asked Steve to bring her back some sauer-kraut. Oh, how she longed to taste the familiar flavor of one of her favorite foods. She was expecting a child and she had, had this craving for sauer-kraut. Steve packed out of the homestead and down to Wilkeson and there he purchased a pail of sauer-kraut. He headed for home pleased, as he knew how happy Mary would be when she saw the sauer-kraut. As he was crossing the Carbon River, the pail tumbled down off of the top of the pack and fell into the Carbon River. Steve was sick at heart. He was to far from Wilkeson to turn back, so he had to continue on to the homestead knowing each step of the way, that Mary would be anxiously waiting for him to return with the prize.

When he finally arrived home, Mary eagerly helped to unpack the supplies. When she discovered there was no sauerkraut and he had to tell her what happened, she cried. She knew it would be weeks before he would make another trip to town.

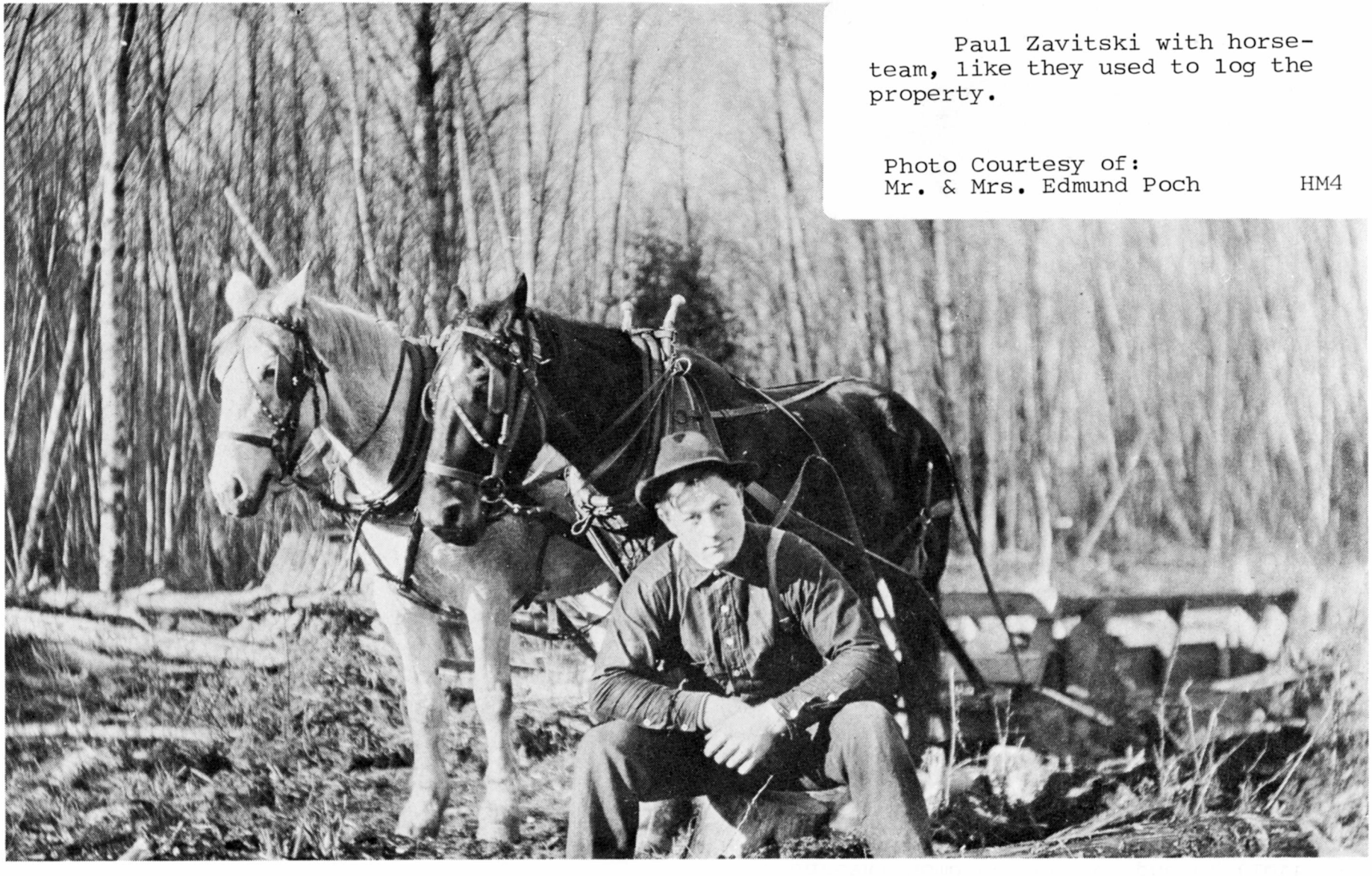
The homesteaders had young school age children and the nearest schoolhouse was three miles down river in the coal town of Fairfax. Two of the seasons the children had to walk, spring and winter, were the worst seasons of the year for travel in the mountain foot-hills. Little Victoria Poch walked a trail down to Fairfax through the forest to attend school. She started at her home and had to ford the Carbon River using a log her father had felled across the riverbed. She then continued on down the north-side of the river and entered Fairfax by crossing the bridge into town. The journey was so very difficult, that out of each school-term she would miss quite a few days of school.

By 1908, the two families had grown in size and they contained quite a few children who were of school age or would within a few years become school age. The Poch families new members were Edward Born 1899, Edmund born 1901, Leon born 1903, and Florian born 1906. The family had lost two young children in death. They were Julia and Ignacio.

The John Zavitski family contained some new additions, also. Adam had come with them. Then there was Pete born 1898, Ann born 1900, Emil born 1902, and Eva born 1904.

Before 1908, the older children of the families had,had to take the rough trail all the way to Fairfax. In 1908, when Ann Zavitski became of school age, it was impossible for her to walk the trail as she was crippled. The original Zavitski home was turned into a schoolhouse and the Zavitski children were taught their lessons in that little cedar house. John Zavitski built a second home for his family. A piece of this original school still exists. It

Janeski home on left of photo: (left to right): Mary Buguski, Frances Janeski, Mary Poch, Edmund on her lap, Ada Janeski, John Janeski, Stella Janeski, Julia Poch, Edward Poch, Victoria Poch. Photo Courtesy Of: Mr. & Mrs. Edmund Poch HM9



Paul Zavitski with horse-team, like they used to log the property.

Photo Courtesy of:
Mr. & Mrs. Edmund Poch HM4

sits up on the road which leads to the Carbon River entrance to Mount Rainier National Park. It is on the left-hand side of the road, just about one-mile up from the Evans Creek bridge.

The Poch children never attended that school. They continued to use the trail to Fairfax. In 1909, when Edmund started school the Poch boys, Edmund and Edward , devised an easier method of walking to school The little boys would cross over the Carbon River near their home using the log their father had felled, which had a rope-rail attached to it. Then they would walk down the north-side of the river. When they came to the big coal-flume which fed Fairfax's bunkers they would climb up to the top and walk down the two-foot wide walkway, which ran along the top of the coal-flume. It was easier to walk the coal-flume, than it was to fight the trail. In the Winter, the trail was impossible, as the trees were covered with heavy snow, which would fall down on the little boys and cover them. It would quickly soak in to their clothing and by the time school was reached they were wet and chilled to the bone. Then they would have to spend the greater part of the day sitting in front of the school-heater and drying out. Almost, as soon, as they were dry, it was time to go home and the process would start all over again. Walking the flume may sound like fun, but it was a dangerous thing to do. They were over a trough of fast flowing water filled with coal. It was eight-feet wide and four-feet deep. One slip and it would have meant certain death to anyone of the children. It would have been impossible to climb out of the coal-flume, and likewise, impossible for one of the other children to rescue the drowning child.

Victoria's irregular school attendance prompted Mr. Cox the Superintendant of schools, to come up to Fairfax and to walk the trail, which the children were forced to take to school each day. He found out just how tough it was for even

an adult to make the journey, so he started the construction of a schoolhouse large enough for all of the homestead children to attend. It was called Cox's School or District #120. It sat down on the Zavitski homestead near the Carbon River bank. It was on the south-side of the Carbon River bank. Adam Zavitski helped to construct this schoolhouse. The first teacher was Margaret Henley. A teacher's quarters were made in the back of the schoolhouse and there is where the teacher stayed during the school year. It was a very tiny area and it had only a cooking area and a small space for a bed. In 1925-26, Ann Flakoy, daughter of Paul and Gunhild Flakoy Spiketon pioneer homesteaders, taught in the Cox School. She lived in the teacher's quarters alone. During her time spent in the area, she met Edmund Poch and the couple were married. This ended her teaching career. Cox's School was built in 1912 and it sat on it's original site, until 1977, when the flood in December of that year took the schoolhouse from it's place and washed it down the Carbon River.

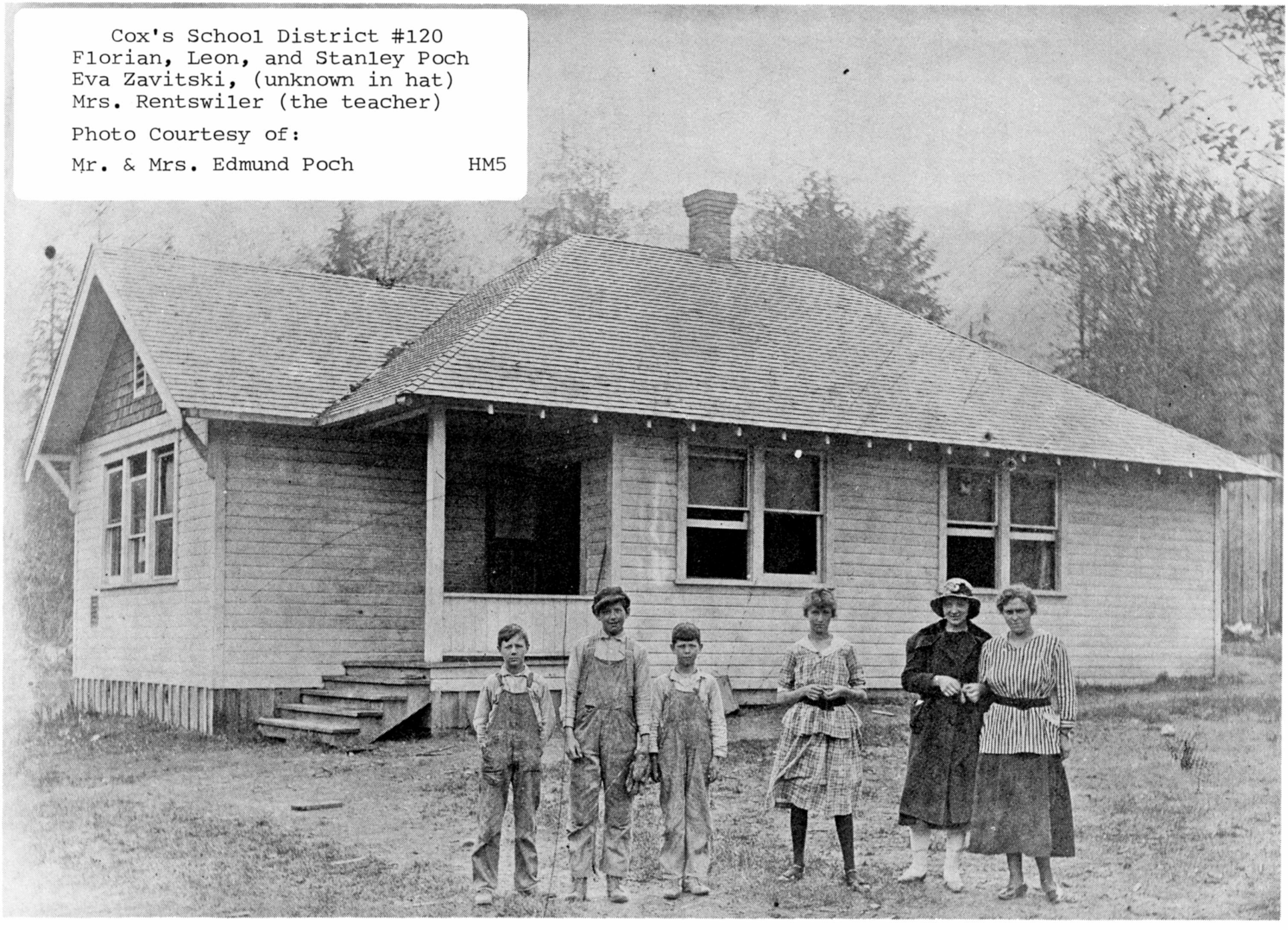
In the early years on the homesteads the young children found plenty to keep them occupied. They would hunt for deer, which lived in abundance in the forest surrounding their homes. They would fish the Carbon River, until they became tired of catching fish. The Carbon River had so many fish that the children never fished the streams and creeks, which fed the Carbon River. They would roam about the forest and along the Carbon River banks. Their parents never worried about the children, and the children would always make it home.

By 1910, other people had entered the area above the town of Fairfax. They were in the area between Poch's and Fairfax. Mr. Zunc, of Polish heritage, tried his hand at homesteading, across the river and down-stream a mile or so from Poch's. He had one son, called 'Clemmy'. Mr. Zunc

Cox's School District #120
Florian, Leon, and Stanley Poch
Eva Zavitski, (unknown in hat)
Mrs. Rentswiler (the teacher)

Photo Courtesy of:

Mr. & Mrs. Edmund Poch HM5



Deserted store and hotel of Olympic camp. Built by Olympic Mining Company. Kolisch's having a picnic.

Photo Courtesy of

Mr. & Mrs. Edmund Poch HM7

built a small saloon down by the river's edge, and each day the little school children had, had to pass it on their way to school in Fairfax. This saloon sat on the property known as Kolisch's old homestead. It was a pretty lively 'joint' for awhile. It didn't last long, as there was not very much trade up on the river where it sat, after Olympic camp folded up.

Up on the hillside behind the saloon was a place known as 'Olympic Camp'. This camp had been started in 1901, when the Olympic Mining Company drove a rock-tunnel into a good seam of coal on the Zunc property. The Company was a Company that sold stocks and they ran out of funds to continue their venture shortly after they had driven the rock-tunnel. So, they abandoned the coal-mine. While, they were on the property, they had built a large building, which was used as a combination store and hotel. The bottom floor was the store, and they even sold clothing there. The top level was the hotel. This building does not exist, as it was torn down years ago. East of the store was a saw-mill, where mine timbers and other lumber was cut for the mine.

Zunc sold his property to Mr. Kolisch about 1924. Kolisch was a mine-mechanic from Fairfax. He had arrived from the East Coast to Fairfax in about 1910 and his son Julias was born in the town of Fairfax proper. The family built a home on their new property, about 1929. They built a barn and a saw-mill near the new home.

A family named, Pankiewicz, was , also, on the property. He had built a little cedar house near the old Olympic mine-entrance. He later built a second home near Kolisch's home and saw-mill. He had a daughter named, Catherina.

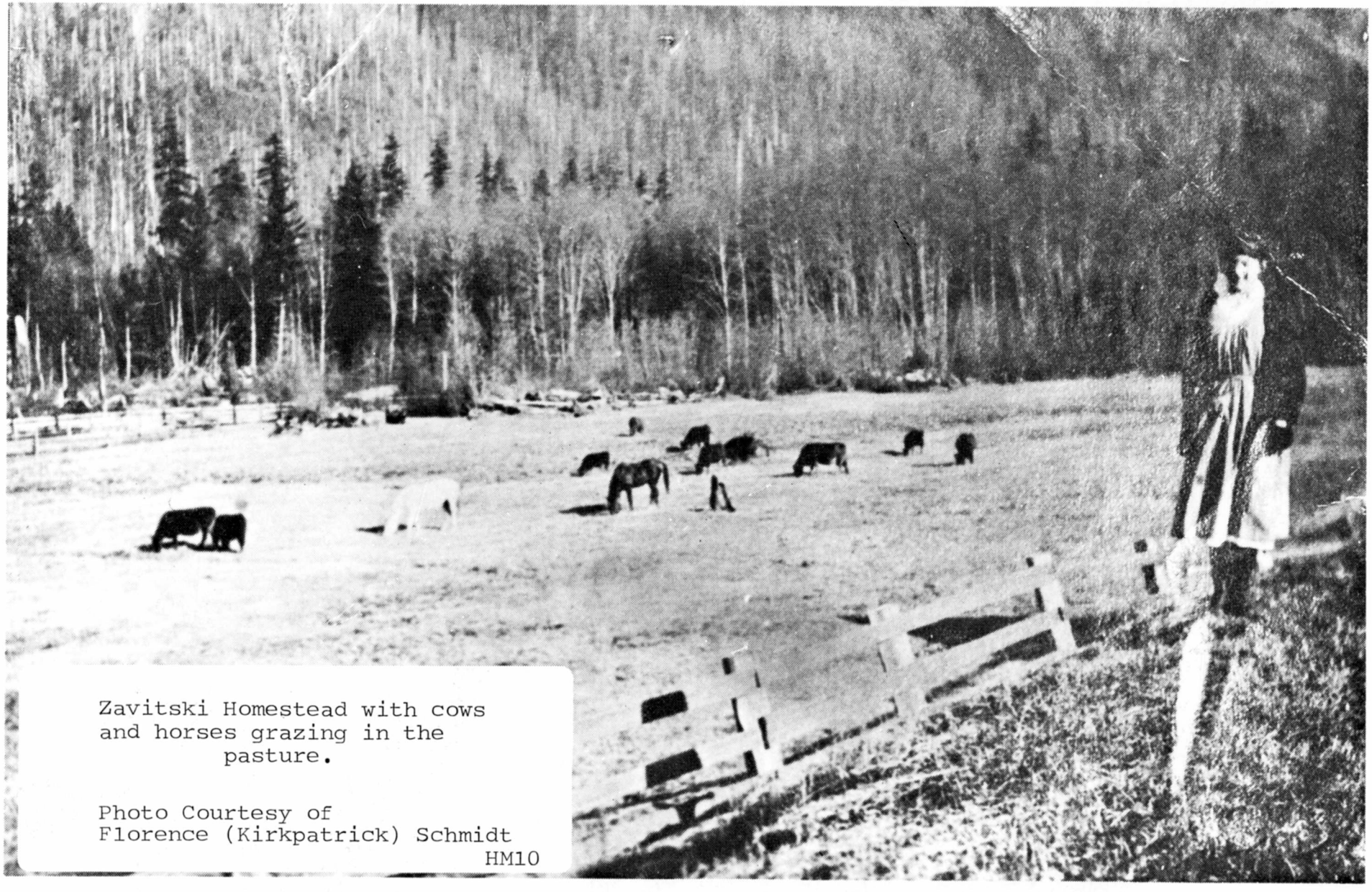
In 1909, Poch, Janeski and Zavitski sold their respective timber to Manley-Moore Lumber Company of Arlene, Washington, a town near South Prairie. The lumber company came up to Poch's homestead and built a lumber-camp. It was Man-

ley-Moore's first camp on the Carbon River. It had a cook-house and bunk-houses. Mary Poch cooked in the cook-house, and Steve Poch worked about the campsite. The Company constructed a standard-gauge railroad track from Fairfax up to Poch's property in-order to get the lumber down to the Northern Pacific Railroad, which would then take it on to market. The Manley-Moore Lumber Company used two Heisler Engines and one Climax Engine, during their logging days. These Engines ran on standard-gauge tracks. From the time Manley-Moore built the new railroad tracks to Poch's and beyond, the children and their families used the railroad tracks and discontinued using the old trail down to Fairfax. The track made life easier for the families, as they could have their supplies brought up by rail. The children became good friends with the Engineer, Al Tromer, and he would stop the Heisler Engine and let the children jump up on the back to hitch a ride down to town.

With the money the Poch family received for their timber they purchased the 'Riverside Canteen' in Fairfax and in 1911, the family moved to the town of Fairfax. In 1915, after the State of Washington went 'dry' they moved back on to the homestead.

The Janeski family took the money they had received for their timber sale and moved on to Oregon. By the time the family moved it had a total of five children. The property they sold to Manley-Moore was the steep ground, which Manley-Moore constructed their 'incline' upon. In order, to log it a cable system was put on the face of the hillside and the empty cars were pulled up, while the full cars were let down.

During these years, both the Poch's and Zavitski's sold milk to their neighbors. The children would walk down the tracks carrying full pails of milk. At each customer they would stop and ladel out the amount desired by the customer from the pail or milk-can into a container. They sold



Zavitski Homestead with cows and horses grazing in the pasture.

Photo Courtesy of
Florence (Kirkpatrick) Schmidt
HM10

Manley-Moore standard-gauge railroad track. Taken from Poch's Homestead. Poch's cows near track.

Photo Courtesy of
Mr. & Mrs. John (Jack) Abraham HM8

Haying time on the Homestead.
Eva Zavitski with horses.

Photo Courtesy of
Florence (Kirkpatrick) Schmidt

HM11

Poch's house built in 1923 with the Melmont schoolhouse lumber.

Taken by Caroline A. Gallacci
Courtesy of: Office of Historic Preservation cultural resource Survey HM12

their milk for the grand sum of eight-cents per-quart. The Poch's sold some of their milk in 5 gallon cans to Manley-Moore residents. They, also, sold fresh eggs. Poch's cows were on open-range and they would only give about one-quart per-cow, as they were in a semi-wild state.

The Poch's held big picnics in the field by the river. All the people for miles around would come up to enjoy the day. They often held a 'turkey-shoot'. This was a great event for the marksman. Everyone would put $1 in a hat, and then they would shoot at the bullseye. Their hole would be properly marked and a paper covering placed over it, so the target would be clean for the next, fellow. Whomever was the lucky winner would receive a turkey for the prize. The turkies averaged about five to eight pounds, as they were in a wild state. They roosted in the trees surrounding the farm house.

In 1920, the Poch's bought the top of the Melmont schoolhouse and tore it down. The Northern Pacific took it by rail up to Manley-Moore and from there it was pushed up to the homestead. In 1923, the new home was built upon the hillside on the back of the property. They tried to run a small store on the first floor of the home for a few years but it proved to be a bad venture, as most of the year there was not enough traffic through the area to keep the store running. In the early 1940's the homestead was sold for the first time. It has since been sold three more times, but the last home the Poch's built out of the lumber from the Melmont School still stands.

The cedar home they built in 1903-04 burnt down in 1928. Edward Poch and his family were living in the home when the fire took place. Mrs. Edward Poch had freshly varnished the wooden floors of the beautiful cedar home. She then tightly closed up the home and went down the mountain to Fairfax to pick up her children from school. The com-

bination of the fumes from the varnish and the heat of the fire caused the home to catch afire. Edmund Poch was hunting near the home on the tragic day and he witnessed the fire, which took his parent's cedar home in a matter of minutes. His brother, Edward, and his family lost everything they owned in the fire.

The Poch's passed away and are buried in the Wilkeson Catholic Cemetery. Steve Poch passed on first. He lived from 1866, until 1945, and his life in the Carbon River area spanned almost half of a century. Mary Poch followed him in 1954. She lived from 1875, until 1954. John Poch, Steve's brother and companion passed on the same year as Mary.

On the Zavitski homestead, the hand-hewn barn they built still stands not far from the bank of the Carbon River. Next to it, is Emil's original house. It has been remodeled. When Ann Zavitski married Frank Kirkpatrick in 1917, they lived in the house for sometime. Emil took the little Zavitski schoolhouse, his fathers original home, and moved it up to the top of the homestead and remodeled it. This property is now known as the 'Huckle-Chuck' or Marshes property. In 1949, the large house, which sits on the property was built.

Historically, the sale of the homesteader's timber in 1909, was the key, which unlocked the door to further settlement. It brought many new people into the Upper Carbon River area. Had, the land, not been logged of it's huge old-growth timber, it would have been all but impossible, to live upon it. They were responsible through the sale of their timber for the eventual building of the town of Manley-Moore.

The present day residents of Manley-Moore and 'Huckle-Chuck' areas can thank those pioneer families for having the strength and determination to stay and help develop the untamed Upper Carbon River forest into the lovely livable

place it is today.

Anyone, who had ever been stranded in the Upper Carbon River area, and has had to go seek assistance, from one of the families living there, should, also, give silent thanks to those hardy pioneers, because if it hadn't been for them there would be no where to turn for help in time of trouble.

Today, between Carbonado and the ranger station, at the Carbon River entrance to Mount Rainier National Park, this is the only area where people still live.

PITTSBURG

(SPIKETON OR MORRISTOWN)

CHAPTER SEVEN

Pittsburg

In 1899, Paul Flakoy, a carpenter from Buckley, moved his family into a one-room building, on a 160 acre homestead not far from South Prairie Creek. This family was the first homestead family in the Pittsburg area. Paul Flakoy and his wife, Gunhild (Lund) Flakoy were originally from Gundbrans Dalen, Nordberg Territory, Norway. He had made one trip before 1885, from Norway to America. In 1885, he and his new wife left Norway aboard a steamer bound for America. They went to Wisconsin for four years, where he practiced his trade as a carpenter.

Gunhild had a brother, Sam Lund who was the owner of a meat market in Buckley, Washington. In 1889, the couple left Wisconsin and arrived in Buckley in the spring of the year. Paul built a home on the west-side of the town of Buckley and worked at his trade in the area. He worked for Mr. Wickersham on various occasions. When times turned hard and cash was not available, Mr. Wickersham signed over a homestead claim of his to Paul Flakoy, for payment on some work Paul had done for Mr. Wickersham. It was in Township 19 North, Range 6 East in section 14.

When the family left Buckley for the homestead it consisted of Paul and his wife, Gunhild, and their four children, who had all been born in Buckley. Ralph born in December of 1889, Emma born in 1891, Oliver born in 1895 and Ruth the baby.

Everything the family needed had to be packed in to the property, by Paul. He packed a cast-iron wood stove, upon his back in pieces to the home, which sat two and one-half miles, back in the forest from the town of Buckley. They started to construct a cedar log-cabin right next to the one room-building which they were living in. The cedar-log home was attached to the original structure. After it was completed the home was composed of the boys bedroom, which was in the original structure, a kitchen and dining-room in the center made out of the cedar logs, and a bed-room for the girls on the other side of the main room. It was made out of the cedar logs, also. All the water for the home was packed from a spring near the cabin. The only lights in the cabin were kerosene.

Not far from the cabin was the Doud Brothers Logging camp and saw-mill. The Doud Brothers, Chet, Les and Will were logging in the surrounding area. They had established in 1898, along the banks of South Prairie Creek. They had dammed the creek and formed a mill-pond.

In 1900, a little one-room school-house was built on the Wilkeson side of South Prairie Creek and Ralph and Emma Flakoy, no longer had to make the long trip to the Buckley school-house each day. They had been walking down a skid-road to Buckley and it was a long walk. The winter months had been expecially hard on Emma, as she had a hard time keeping up with her brother in the deep snow. The new sch-ool-house was only one half of a mile from the cabin. They made a trail through the tall trees and walked to and from school each day. They were the only homestead children in the area. The other children lived in the logging camps.

The first teacher to teach in the little one-room sch-ool was Edith Snyder. She had been born in Ohio and moved to Buckley in 1896. She taught the first group of children who attended class in the new school-house of Pittsburg.

She became the wife of Richard Bagnall, in 1905.

The first school-house was used from 1900, until 1914. The teachers, who spent their terms teaching in the school were Edith Snyder, May Wheeler, May Hubbell, Minnie DePew, who later married Mr. Bean and went on to become the County Superintendant of schools, and Miss Polly.

During those years, the Flakoy family expanded. Ann was born, in 1902, in the little log-cabin. Ivar was born, in 1904 and Christine, in 1907. In 1908, Paul and Gunhild built a second home on the property. It was a great deal larger than the first home. It was two stories high and included a living-room, dining-room, kitchen-pantry area and one bedroom down on the first floor. Upstairs were three additional bedrooms. They moved in at Christmas time, in 1908. Evelyn was born, in 1909, in the new home.

The Doud Brothers moved their business, in 1906, to Defiance Lumber Company plant in Tacoma. By the time, they moved they had bought a lot of Flakoy's timber and logged a lot of the land. The Flakoy's then began farming the property.

The Johns Brothers opened a shingle-mill in the area. Mr. Pinioe had a shingle-mill running, and soon, they were joined by the Jackson & McDougal Logging Company.

Before 1910, the following students went to the little one-room school-house. Grace Mordrall, Felicia Allison, Eva Mordrall, John McDougal, Gladys Monroe, Grace Hattel, Maybell Payne, Oliver Flakoy, Hattie Mordrall, Emma Flakoy, Helen Doud and Flossie McDougal. All the water had to be packed by the school children to the little school-house, as it had no indoor plumbing of any kind.

The property was rich in coal deposits, but it had, had a very brief history of mining prior, to 1907. Some mining had been done, as early, as 1891, but on a very small scale. The mining had ceased in 1892, by the first Company.

In 1900, over 4,800 tons of coal were mined by a company called Willis Coal Company, and twenty-five coke-ovens were built, in 1902, upon the mine company's property. By 1904, over 1,700 tons of coke had been produced. Gale Creek Mines of Wilkeson ran the mine for a time, but they kept no separate records on their mining in the area. In 1909, the Commonwealth Coal Company acquired the properties, later they were transferred to the American Coal Company.

A Northern Pacific Railroad spur had been brought up from the Burnett line to the townsite. They had placed an abandoned railroad car in the town and it was used as the depot.

The Flakoy family was a typical homestead family, and they all worked very hard to keep the farm going. They had a small herd of cows and they sold the milk to the people of the area. Oliver had a special wooden-yoke, which his father had made for him. On either end of the yoke, he put a pail of fresh milk. He delivered the milk to the families and dipped out the amount each family wanted. Once a month the people paid their milk bill and only once, did a family leave town without paying up their milk bill. One year later, the money came in the mail for the past-due, but not forgotten bill.

The family raised their own pigs and butchered them. They cured the hams and bacon, themselves. At haying time everyone worked in the fields cutting the hay and pitching it into the wagon bed by hand. One wagon load at a time was driven up to the barn, and the hay was hand-pitched into the barn for storage. They had their own vegetable garden, and many times they drove a wagon load down to the mine area, at harvest time and sold the fresh vegetables to the miners. The homestead had many fruit trees and berry plants.

They had only one neighbor. He was Johnny Bell. He

had a wife and seven children. Johnny Bell was a miner by trade and he walked to work. Sometimes he walked as far as Carbonado, when he worked in that mine. He had built a little house not to far from the Flakoys.

When the Flakoys first moved to the property, a man named Hans Moe had, had an adjoining homestead with them. Hans Moe had never lived upon his homestead, as the Flakoys did. He had a saloon down in Buckley. One evening a person or persons unknown broke into the saloon and killed Hans Moe. His body was found in the establishment in the morning. Sam Lund, Gunhild's brother, acquired the property and he sold the timber off of the homestead. He did not live upon the homestead either.

After mining started in earnest a Company Hotel, Store, mine buildings and a saloon were built on the company's property. In 1911, the American Coal Company leased their holdings to Abe Morris. He organized the South Willis Coal Company with his brother Jonas Morris as the President and Frank Merritt as the Vice-president and manager. They were all local men. Frank Merritt was from Carbonado and he had been in the employee of the American Coal Company for three years. Abe and Jonas Morris were the sons of George Morris a Wilkeson pioneer coal-miner. Under their leadership the coal mine did very well and soon the town expanded, until it reached a large enough size to require a new school-house to be built. The new school-house was built on the Buckley side of South Prairie Creek. It was a two-story two-room structure. The teachers, who taught in the school-house for different terms were Mr. Hull formerly of Burnett and South Prairie and Francis Gilchrest. They taught the 1915-1916 term. Mr. Hull and Agnes Scott taught the 1916-1917 term. Agnus Scott and Dora Beer taught from 1917-1918. Ruth Forest taught from 1918-1919. Mary Partlon taught from 1919-1920 and finally Miss Thorpe finnished the last term of the school-house in 1920-

1921.

In 1914, Mr. Pinioe closed his saw-mill and he went up to Manley-Moore Lumber Company and started another shake-mill, in that community.

Some of the teachers, who taught in the town, were not from the area. They had to find a place to stay, while they held their positions. Miss Francis Gilchrest lived in Tacoma, when she took her position in the school-house in 1915. She boarded with the Flakoy family, during the week and on Friday night she left for her home in Tacoma. She would return on Sunday night. The Flakoys would go up to the box-car depot and pick her up at train time.

Little Ann Flakoy had started her schooling in the one-room school-house in 1909. She went on to attend the second school-house and upon graduation from the eighth grade there she finnished her twelfth year of schooling at the Buckley High School. She had to walk to and from school each day. In her four years of high school, Ann only missed one day. She went on to Bellingham Normal School to study for her teachers certificate. She had to board near the Normal School, and a family took her in at $7.00 per-month. She and seven other students boarded in the home. In 1921, she took a position with the South Prairie School District. After one term, she returned to the Normal School for one further year of studies. Then when she completed, that year she went on to Randel, where she spent the 1923-25 terms teaching. In 1925, she took a position with District #120 and went up the Carbon River, above the community of Manley-Moore. There she met Edmund Poch and after their marriage, she retired from school teaching.

In those years her brothers Ralph, Oliver and Ivar worked as cutters for different logging companies. They spent time at Manley-Moore Lumber Company, White River Lumber Company and Buckley Logging.

The name of the area had seen some changes, since 1899. Somewhere along the way it became known as Spiketon, when a man named Spike opened up a coal prospect in the area. Some called it Spiketon and others kept referring to it as Pittsburg. In 1916, the State Legislature renamed the town Morristown, after Abe Morris, the man in charge of the mine. He had, also, just been voted into the State Legislature by the state's voters. The Northern Pacific Railroad recognized the new name and referred to the town as Morristown.

In 1917, on January the 2nd, a gas explosion took place in the Morristown mine. Four men were burned and luckily no one was killed. The injured men were Leland Garland, Nick Dragovich, Joe Webb and Pete Venovich. The same year, Oscar Kankkamen age 21, fell down a chute and died. He was a single miner.

In 1917, on March 2nd, the Hotel Spiketon opened under new management. Mr. and Mrs. Snider became the new managers of the Company Hotel. It had seventy-five rooms, electric lights and hot and cold running water. Lillian Hudi was the waitress in the dining-room.

There was a lot of new construction under way and the head carpenter was George Marsh. He was well-known in the area.

The miners had organized their United Mine Workers of America Local and in 1918, the head men were Jeter Murphy Jr. as the President, Fred Roundberg as the Vice-president and Vernon Wells was the recording-secretary.

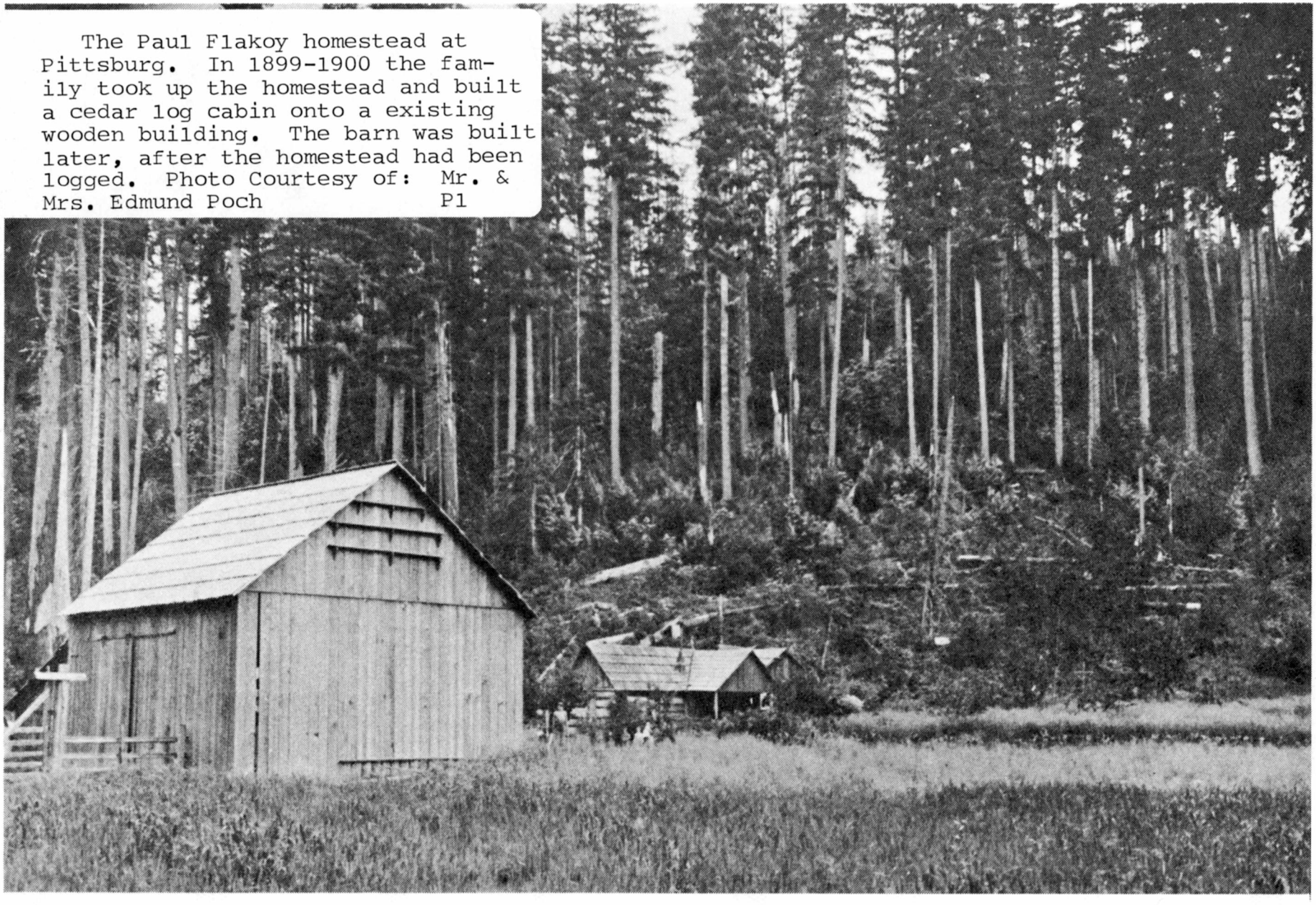
The mine was doing well and the coal was put out in many markets. It went to the Northern Pacific Railroad to feed their engines. Many logging camps in the area burned Morristown coal. The Tacoma schools all burnt the coal and the Old Soldiers Home in Orting, Washington, was a customer. The miners in charge of the mining were James Webb the

mine foreman, F. T. Dohres the out-side foreman, B. W. Westbo the master-mechanic and John H. Morris the office-manager.

In 1919, on November the 8th, the Morristown mines were sold. They were part of the Jefet Lindberg Coal properties. The American Coal Company had been purchased by Mr. Lindberg an Alaskan Capitalist and magnate. They were sold to the Peabody Coal Company of Illinois. It was the largest coal Company in the world. It owned the Black Mountain Mine in West Virginia and one-hundred and two other coal mines back East. It sent E. W. Lyon to the mine, as the General Manager of the operation. The mines had been producing about 250 tons of coal per-day, but the new Company expected to bring them up to 1,500 tons a day.

The Company's dreams were never realized. The same thing happened to this mine, as did all the other mines. The coal market hit rock bottom. The Company shut-down, in 1927, and the Northern Pacific Railroad quit maintaining their spur-line into the town. Morristown was no more. The people of the surrounding area, reverted back to calling the area Spiketon and so it has remained, until the present day (1980).

Almost nothing exists in the area from the old days. Even the home, that the pioneers Paul and Gunhild Flakoy built was torn down, in 1975. Their name remains in the area, as the County road, which still runs up to the old homestead, was named Flakoy Road in their honor.



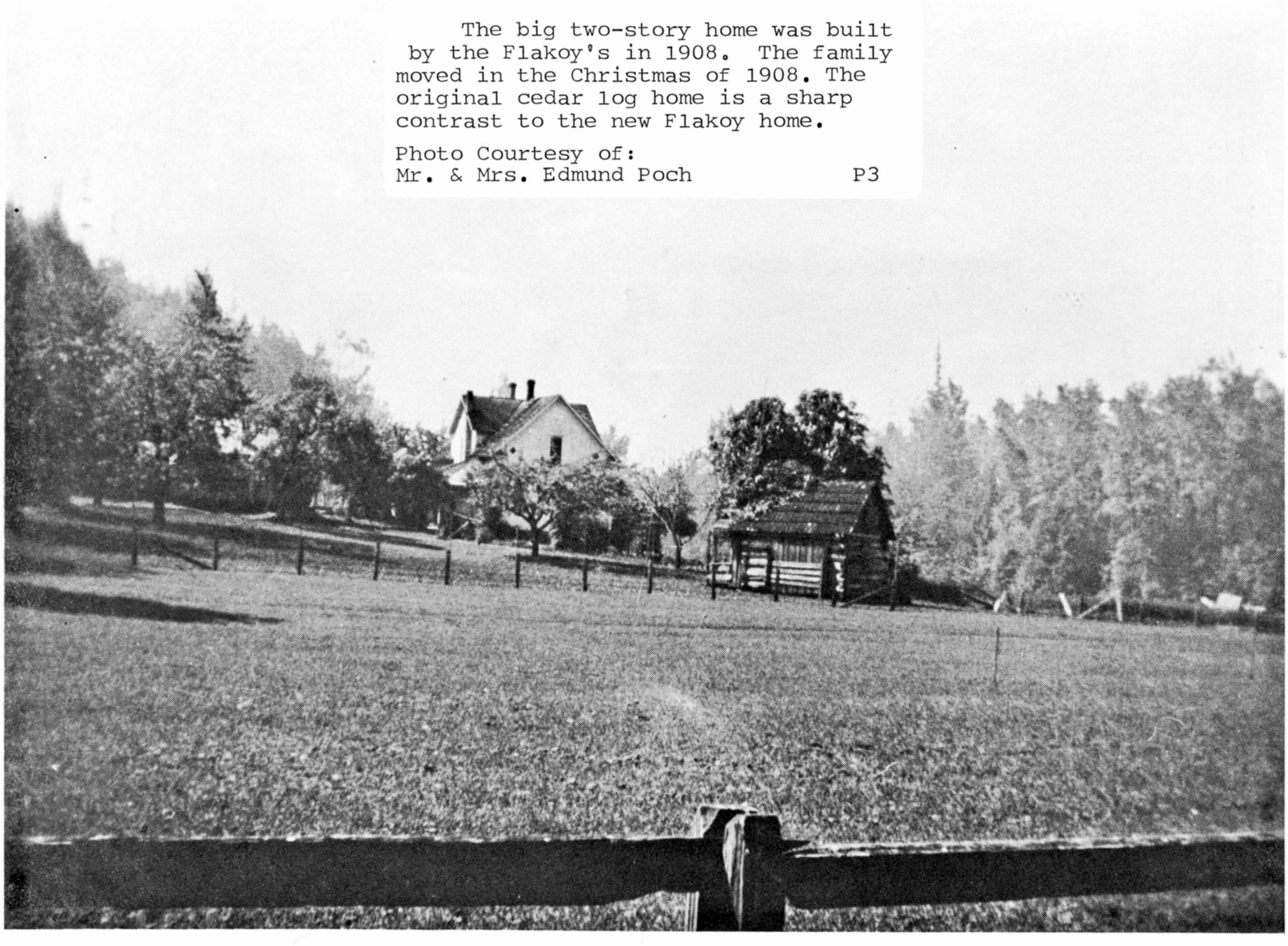
The Paul Flakoy homestead at Pittsburg. In 1899-1900 the family took up the homestead and built a cedar log cabin onto a existing wooden building. The barn was built later, after the homestead had been logged. Photo Courtesy of: Mr. & Mrs. Edmund Poch P1

The Paul Flakoy family. (left to right) Oliver, Ann, Ralph, Emma, Ivar, Christine, Evelyn and Gunhild Flakoy. These were the pioneer homesteaders of the Pittsburg area.

Photo Courtesy of:
Mr. & Mrs. Edmund Poch P2

The big two-story home was built by the Flakoy's in 1908. The family moved in the Christmas of 1908. The original cedar log home is a sharp contrast to the new Flakoy home.

Photo Courtesy of:
Mr. & Mrs. Edmund Poch P3



The Flakoy Homestead at Pittsburg. The original little cedar log home sits to the right of the large barn. They carved this lovely homestead out of timber covered land. They were true Carbon River pioneers. Photo Courtesy of: Mr. & Mrs. Edmund Poch

FAIRFAX

Tracks laid from Carbonado
to Fairfax, in 1897.

Photo Courtesy of:
Bonita (McCaw) Arnold FX14

CHAPTER EIGHT

Fairfax

In 1892, William E. Williams and his father discovered a coal lead about two and one-half miles above the Carbon River Canyon, and became the locators of Fairfax's coal. In 1896, the Western American Company began work on the coal prospect in Section 26, Township 18 North, Range 6 East, at 1,332 feet above sea level. In 1897, the Northern Pacific Railroad extended their spur from Carbonado, to the coal area. A new townsite was planned and it was named Fairfax, after Fairfax County, Virginia, which was a well-known coal producing area. The mine officially opened that year.

Without the Railroad, the removal of coal from Fairfax to market in Tacoma would have been impossible. Before the construction of the railroad the nearest shipping point the coal could have been shipped from was Carbonado some nine miles away. Between Carbonado and Fairfax stood one on the thickest fir stands in all of Washington State.

Through the dense forest cut the milky Carbon River. At the new townsite the river ran wide through a gravel bed, but as it neared Carbonado, down river, the river bed changed. Instead of a fordable river bed, it narrowed and constricted into a three mile long canyon. The once, almost peaceful river ran surging and pounding through the canyon made of solid rock. This canyon made river travel impossible, so the Northern Pacific Railroad became the 'life-line', for those who lived and worked above the canyon. There was only

one other way to reach Fairfax and that was on foot or horse back. Fairfax was the end of the Railroad line and there it came to an abrupt end. Switcher tracks were installed so the engine could turn around. Later a 'turn-table' was installed to turn the passenger train's engine.

Fairfax, like many other coal towns, had it's share of labor troubles. In the latter part of the 1890's labor strife was common in the coal mines. Miners were unhappy over wage and labor issues. When the owners could not get white miners to work the mine, they brought in Negro workers. The troubles continued and they tried Japenese workers in an effort to keep the mine open and on it's feet. The owners and white miners finally reached an end to their disagreements over wage and labor conditions. The troubles that had plagued the mine ceased. White miners returned and the mine became a producer in 1900. By this time inspite of all the difficulties, the Company had constructed twenty-five brick coke ovens. The years immediately following saw the increase of thirty-five more.

They used the 'chute and pillar' method of mining and it involved the continual use of high explosives, in order to blow the coal free. The Fairfax mine was a safe mine, if any mine could ever be considered safe. As a whole, things ran quite smoothly, and no major catastrophies were suffered.

This mine had a flume to move the coal from the mine across the Carbon River to the bunkers, which sat in the townsite of Fairfax. The flume was about one and one-half miles long. Water pressure ran the coal along the wooden flume at a rapid rate. The flume, itself, was twenty feet in height. The trough the coal ran through was eight feet wide, four feet deep and on the top a two foot walkway was placed. The flume started at the mine and ran down to the river. At the river the flume was attached to the side of

the railroad bridge. It crossed over the river connected to the side of the bridge.

In 1907, the Tacoma Smelting Company, a Gogenhiem concern run by W. R. Rust, bought the mine. All the coal mined was coked right in the town, in the long rows of brick coke ovens. The Tacoma Smelting Company continued to run this mine until 1911. In that year a good prospect found in Section 34 prompted the owners to open a new mine in that section. It was on the town's side of the river. The new mine produced some of the highest grade of furnace coal in Pierce County. It was capable of sending out one-hundred tons of coal per-day. The Company took the name Fairfax Mines Inc.

Just as the mine expanded, so did the town. It was considered, by most people, who had the pleasure of seeing it, to be the prettiest town in the entire Carbon River area. The side streets were lined with neat, white homes. At the far end of the residential area the Company had constructed a nice two-room wooden schoolhouse. In the town proper, along the main street was a store, railroad depot, modern hotel and past the hotel near the river's edge a cool beer could be bought at the saloon.

During Fairfax's some thirty years of productive existence, many people passed through the town. Some lingered only a short period of time, before moving on. It would be impossible to attempt to list them all, but a few families or individual people stood out. They played an important role in the social history of Fairfax. They did not rise to prominence in the town in the usual way, such as, being elected Mayor, or setting on the Town Council, or even becoming part of the towns police force, as Fairfax had none of the afore-mentioned. Fairfax, like all Company towns was Company owned and controlled. The laws governing the town were laid down by the mine owners, and a change of own-

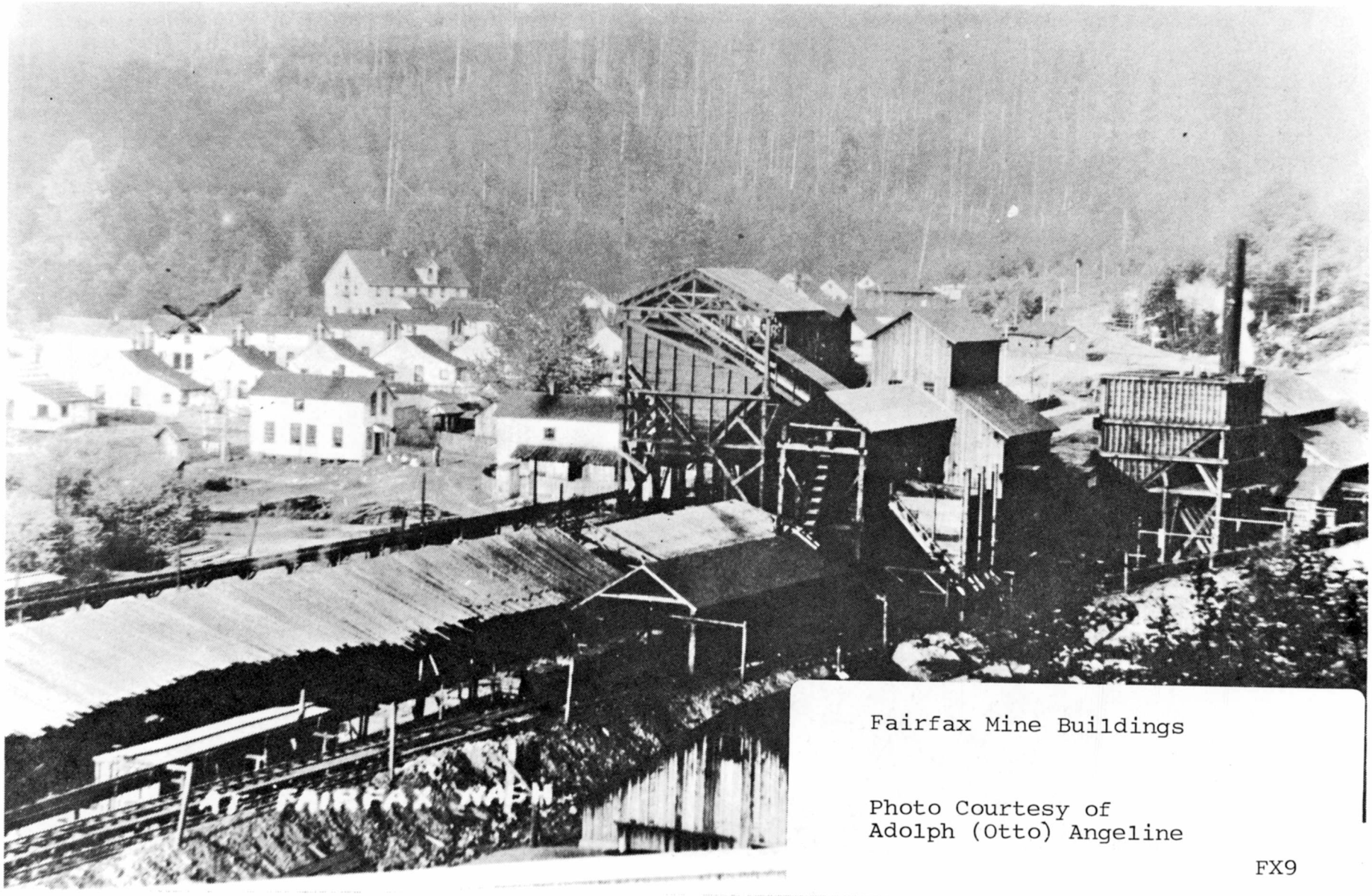
ership, often meant a change of laws.

Most of the people, who stood out, and gave so much to the history of the community, never owned any part of Fairfax. They were in the town because they worked for the Company or brought benefit to it in some other way. Only a limited few businesses were privately owned. Each businessman owned his respective business, but not the ground upon which it sat. He was subject to the Company's approval and laws.

There was no unemployment in Fairfax. If a person did not work he simply was not allowed to stay. All the homes were Company owned. If a person lost his job in the mine, or for some other reason suffered the disapproval of the Company, his problem was two-fold as he, also, lost his home. The same rule applied, when a person became to old to work or through some incurable illness or permanent injury, could no longer hold his job. If he had no one to take care of him, it was 'good-bye' Fairfax and 'Hello' parts unknown.

One of the earliest families to arrive, was the Demko family. In 1898, John Sr. was driving a team and wagon out onto the frozen Mississippi River near Minneapolis, Minnesota. It was a tough job cutting ice blocks and transporting them back to town. He was making a good wage at $1 per-day, but he heard the wage was better in some parts of Washington State. He loaded up his family and headed for Washington. The Demkos ended up in the budding town of Fairfax. He went to work in the gangway of the new mine and his wage doubled. He made $2 per-day, but he put in ten to twelve hours a day to do it. The Demkos, like most of the people around them, had a dream. It was to save enough money to buy a farm. It took money to buy property, so every penny they brought in was of the utmost importance.

John's young wife, Mary, pitched-in. To help add to the



Fairfax Mine Buildings

Photo Courtesy of
Adolph (Otto) Angeline

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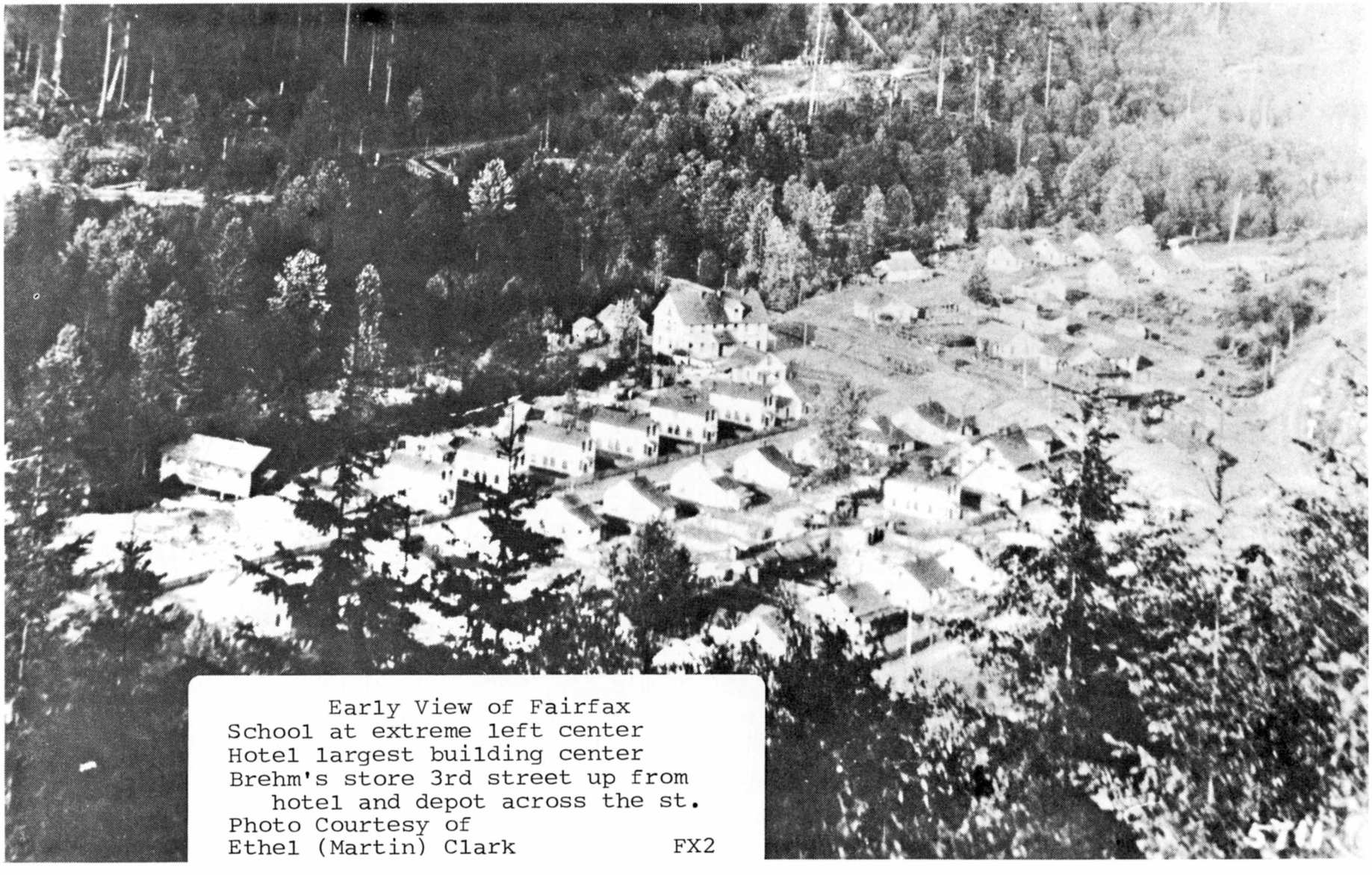


Early View of Fairfax
School at extreme left center
Hotel largest building center
Brehm's store 3rd street up from
hotel and depot across the st.
Photo Courtesy of
Ethel (Martin) Clark FX2

savings, she took boarders into the Demko home. She gave the Company $2 per-month for each boarder in her home. One strict rule of the Company was that all miners had either to stay in the Company hotel and pay room and board to the Company, or to rent a Company home, and likewise, pay rent to the Company. If anyone ignored the rule and took boarders in without Company permission, upon discovery, all members of the family employed with the Company, living in said home, were immediately fired. Mary was lucky, the Company allowed her to have boarders in her home, but she had to pay the Company for the privilege. She did all the work such as, cooking meals, changing beds, handwashing clothes and hanging them up to dry. The Company simply stood back and graciously accepted the $2 from Mary.

The Demko family had among it's posessions, one, which was considered a treasure. They owned a Red Durham 'milk-cow'. Milk, butter and cream were very valuable items to the people of Fairfax. The store did not carry fresh dairy products and they were at a premium. Those, not as fortunate as the Demko's, had to substitute lard for butter and canned milk for fresh. The Demko's, in-fact, had the first dairy herd of Fairfax, which consisted of one 'priceless' cow. She produced enough milk for the Demko family, and any extra was quickly sold to the mine Superintendant or the mine electrician.

The Demko's took an active part in community affairs and when it was possible lent a helping hand to their neighbors. The school-teacher lived about one-mile from Fairfax in the neighboring mining community of Montezuma. Her only means of transportation to and from school was her horse. She needed a place to keep her animal, while she conducted class. The Demko's loaned her a stall in their barn.

In 1903, the Demko's through a lot of hard work had managed to save enough money to buy their dream farm. It

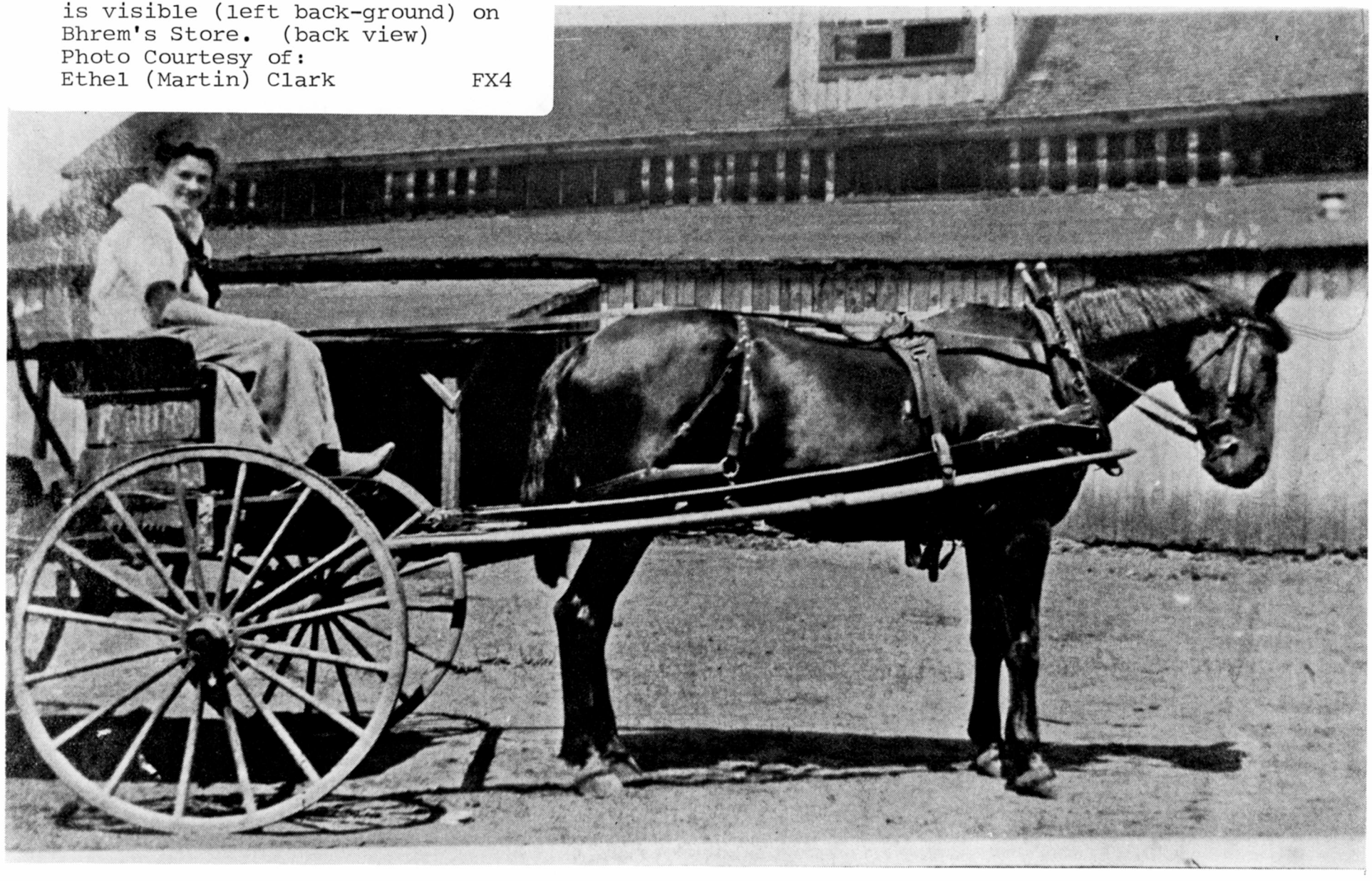
was in South Prairie. The move was conducted in typical Fairfax fashion. Everything the family possessed was simply loaded into one railroad box-car and that even included the cow. This method of moving was the only 'method of moving' either into or out of town.

Another man to make social contributions to the town was Charles Brehm. He was a very important part of the town as he owned the only store. He arrived only a few months after the Demko's. Charles was a merchant and so were his brothers. They opened a branch of their Wilkeson store, called Brehm Bros., in Fairfax in 1899. Charles took over the management of the new store.

Charles had seen a lot of country in his earlier years. He was born in Chicago, Illinois. Then the family moved to California and his schooling was completed in that State. Finally his path led to his brothers store in Wilkeson, where he went to work for his older brother in 1888. Before arriving in Fairfax, he had been a resident of Wilkeson for eleven years. While working in the Wilkeson store he learned a lot about the needs of the people who lived in mining towns. He was a very capable merchant and it wasn't long before he bought out his brothers interest in the Fairfax store and became the sole proprietor of the thriving business. Later he purchased the Wilkeson branch. After 1907, his home was located in Seattle, but he continued to spend considerable time in Fairfax. He loved the town and took pride in his store. He kept the store full of dry-goods, groceries, home-furnishings, general merchandise and even hay or grain for the local livestock. It was the biggest store found above Carbonado, and the easiest for the people of the surrounding areas to reach.

Almost everyone in the area used his store. It was a busy place. He, also, had a home delivery route throughout the surrounding area, which was typical of 'old' country

'Teddy' hitched to Brehm Bros's delivery-wagon with Madeline (Fox) Martin at the reins. His shelter is visible (left back-ground) on Bhrem's Store. (back view)
Photo Courtesy of:
Ethel (Martin) Clark FX4



Pat Gleason 'speeder' boss standing on left of 'speeder' with hat on. Ethel Martin peeking. Margaret Gleason girl in front. Three crew members, also, in photo. ca 1911
Photo Courtesy of:
Ethel (Martin) Clark FX3

stores all across America in the early 1900's. He employed two clerks to work inside the store. In one corner of the store was the town's post-office and he was the official postmaster for the community.

On the backside of his store, he had a shelter for his delivery horse 'Teddy'. Charles was a busy man, so he hired a local boy to do the delivering and take care of 'Teddy'. Young Leo Gleason had the honor of holding that job. It was a job every kid in town would have given their 'eye-teeth' to have. The job had a lot of added responsibilities to it, and besides the delivery route 'Teddy' and the wagon performed various interesting and important chores about the area. So, whomever, held the position was a respected kid among the local younger set, and an envy to all.

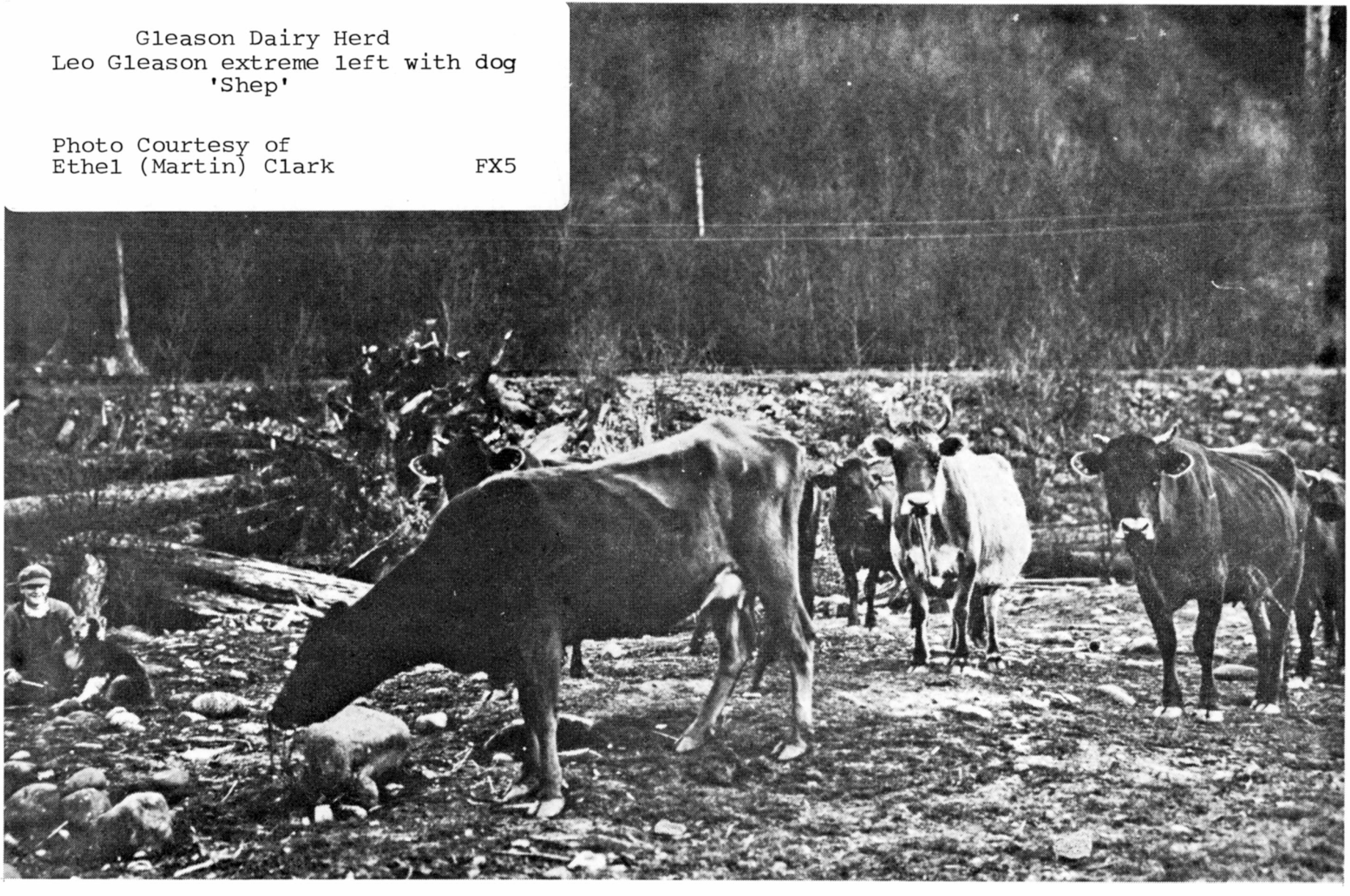
Pat Gleason, Leo's dad, was the 'speeder' boss. The 'speeder' was a hand-pumped railroad car, which ran the tracks making sure the tracks were kept clear and in good repair. If anything fell across the tracks and went unnoticed a train derailment could follow.

Pat Gleason and his crew ran the tracks day and night making sure they were clear of debris and in tip-top shape. After storms and sometimes during them, he and his crew labored long hours removing huge trees, which had blown across the railroad tracks. One freight train from Tacoma and one passenger train from South Prairie made the Fairfax run each day, and the weather in the mountain foot-hills was often a great deal more severe than that of the lower elevations. In winter months, when darkness fell early, if the train made the Fairfax run in the dark, it was almost impossible for the Engineer to see a tree across the track before it was to late to stop. Pat Gleason did his job well. The hill which runs from the old-townsite of Fairfax to Carbonado, on the Carbonado side of the river, is named: Gleason Hill.

Pat Gleason and his family were the town of Fairfax's

Gleason Dairy Herd
Leo Gleason extreme left with dog 'Shep'

Photo Courtesy of
Ethel (Martin) Clark FX5



local dairymen. They had a small herd of 'milkers'. These animals were left to 'open-range', during the day. They found ample forage most of the year, in the area surrounding the townsite. Every evening, before dark, they had to be rounded-up and brought home to milk. Mrs. Gleason usually sent the girls out to bring in the cows. They had a lot of patience and walked the cows slowly home. She dreaded sending the boys out for the herd. The boys were very energetic in their approach to herding. The townspeople witnessed more than one 'cattle-drive' conducted by the boys. The youngsters of town thought it was hysterical, to see five cows coming at 'full-steam' with 'full-bags' for the town. Mrs. Gleason, as some of the other older folks in town, did not appreciate this method, any more than the cows did. In any event, 'Bossie' the lead cow, 'Tootsie, 'Dolly', 'Brownie' and 'Blackie' were often seen streaking out of the forest headed for Gleason's barn. The family sold the milk locally at 5 cents a five-pound pail and 10 cents a ten-pound pail. Home deliveries were part of the business.

In 1911, Steve Poch and family arrived in Fairfax. Steve had been a homesteader, further up the Carbon River, since 1896. In 1909, he had sold the timber off the homestead to Manley-Moore Lumber Company, of Arlene, Washington. From the sale of the timber he had received enough money to purchase the 'Riverside Canteen' in Fairfax. It was the town's only saloon, and it sat down at the river's edge. He bought it from Lee Raillenger. He, as Raillenger before him, only owned the business and not the building, as it was Company owned. He hired Andy Raillenger, the former owner's brother, to help tend bar. He had a good business and it was not very long before he had it paid for. Then, the State went dry, and it put an end to his business venture. He tried to run a billiard hall for awhile, but it did not prove profitable. He moved his family back up to the old homestead.

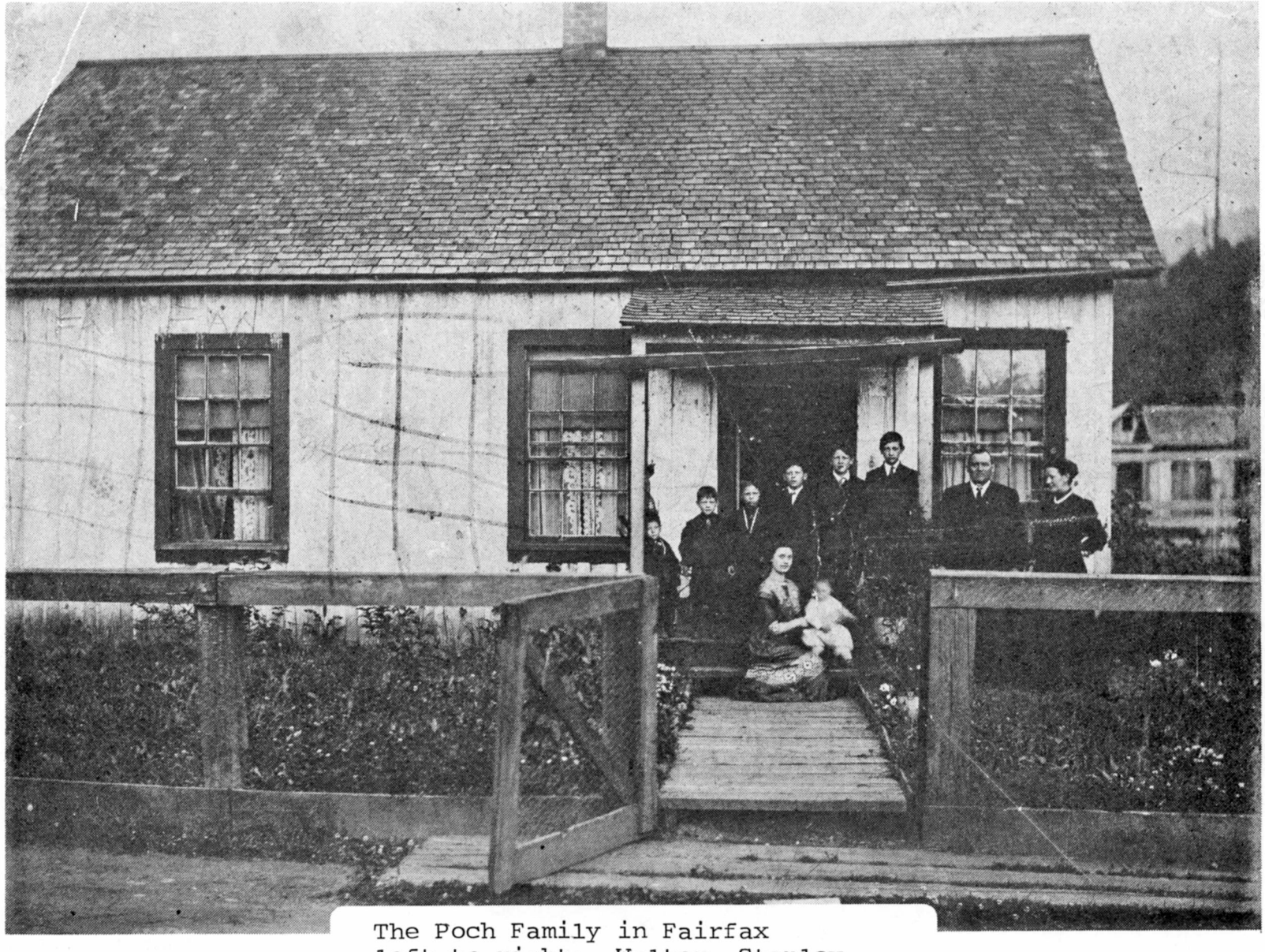
When the family arrived in 1911, it contained Steve the father, Mary the mother and eight children: Victoria, Edward, Edmund, Leon, Florian, Stanley, Walter, and the new baby Frank. In 1913, two years after the families arrival, Victoria married Stanley Atherton. It was a great event and people came from neighboring towns to wish them well. Some even rode up on a 'speeder', which had been sent down to get them. It took place in the Poch home and a Catholic priest from Wilkeson performed the wedding rites. Afterwards a reception was held at the schoolhouse.

Edward, joined Leo Gleason, as delivery boy for Brehm Bros'. store. During these years Annie Atherton was post-mistress and worked inside the store, as did Mr. Snider. Mr. Mulcahey ran the Company hotel and butcher-shop.

Just before the family moved back to the homestead, tragedy struck them, when Walter was accidently drowned in the Carbon River. Walter, his brother Frank and a friend Julias Kolisch were playing near the river bank, when Walter and Frank fell in to the water. Frank somehow managed to get out of the water, but young Walter was drowned. He was buried in the Wilkeson Cemetery.

The same year the Poch's had arrived, so had another family. Dr. C. E. Martin was hired, as the physician and surgeon by the Company for the town of Fairfax. His office and home were in Fairfax proper, but his territory took in the Manley-Moore Lumber-camp and Montezuma a neighboring mining community. He took care of the coal-miners, coke-oven workers, lumber-men and their respective families. He was a busy man and his territory was covered on foot. Those were the day's of house-calls. He even doctored Pat Gleason's dairy-cows. A cow was a valuable animal and instead of letting the animal die if it had ingested wire, Dr. Martin would perform surgery.

The night, Dr. Martin and his family arrived in Fairfax,



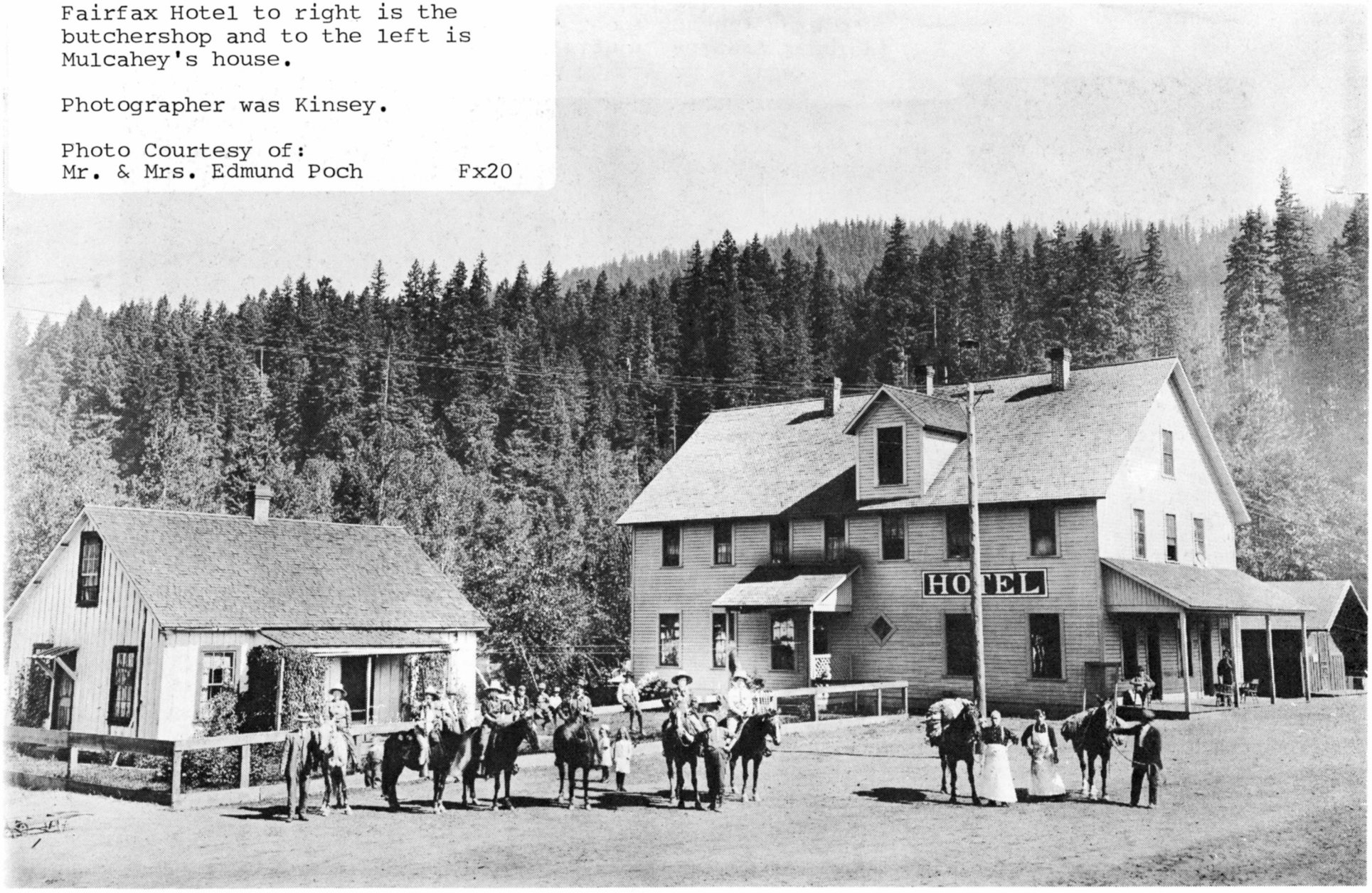
The Poch Family in Fairfax
left to right: Walter, Stanley,
Florian, Leon, Edmund, Edward,
Victoria seated baby Frank and
Steve and Mary in front of window.
Photo Courtesy of:

Mr. & Mrs. Edmund Poch FX19

Fairfax Hotel to right is the butchershop and to the left is Mulcahey's house.

Photographer was Kinsey.

Photo Courtesy of:
Mr. & Mrs. Edmund Poch Fx20



was something neither he, nor his family would ever forget. They had been residents of Seattle for two years and before that Bellingham, so they were 'city-slickers' and had grown use to big city life and the comforts and securities found there-in.

They boarded a steam-train at the Seattle depot headed for Fairfax and their new home. The children's excitement was soon changed to fear. A storm was raging throughout the timber in the Carbon River area. The train passed over a wooden tressel just before entering Melmont and as it went across the tressel it swayed and the tressel shuddered. Under the tressel was a swollen creek threatening to wash out the tressel itself. His daughter Ethel,age 9,froze in terror and clutched her little kitten to her chest.

Then came the news that the railroad track between Melmont and Fairfax had washed out so the train would have to remain at the Melmont depot, as it could go no further.

They noticed lights moving along the opposite river bank and across the Melmont Bridge came a wagon through the storm. It pulled up to the train and there sat 'Teddy' with Leo Gleason at the reins. If Leo thought his arrival brought any peace of mind to the family he was mistaken. The Martin family did not know that Leo and 'Teddy' had made the trip along the Carbon River many times and knew the road with their eye's shut. He was there to get them and having no other way to go they were forced to put their lives in his hands. Into the wagon they climbed, and off Leo sped across the Melmont Bridge, along the muddy wagon road and finally came to rest at the Fairfax hotel. Dr. Martin, his wife Mariam and daughters Madeline age 13, Virginia age 11, Ethel age 9, and one-year-old Mary, thankfully climbed out of the wagon and headed for the warmth of the hotel. They were wet, cold and shaken over the ordeal but none the worse for wear.

Dr. C. E. Martin family in Fairfax.
Doctor is kneeling, Mary and Ethel.
Mariam, Virginia and Madeline.
Taken between 1911-1914.

Photo Courtesy of:
Ethel (Martin) Clark Fx6

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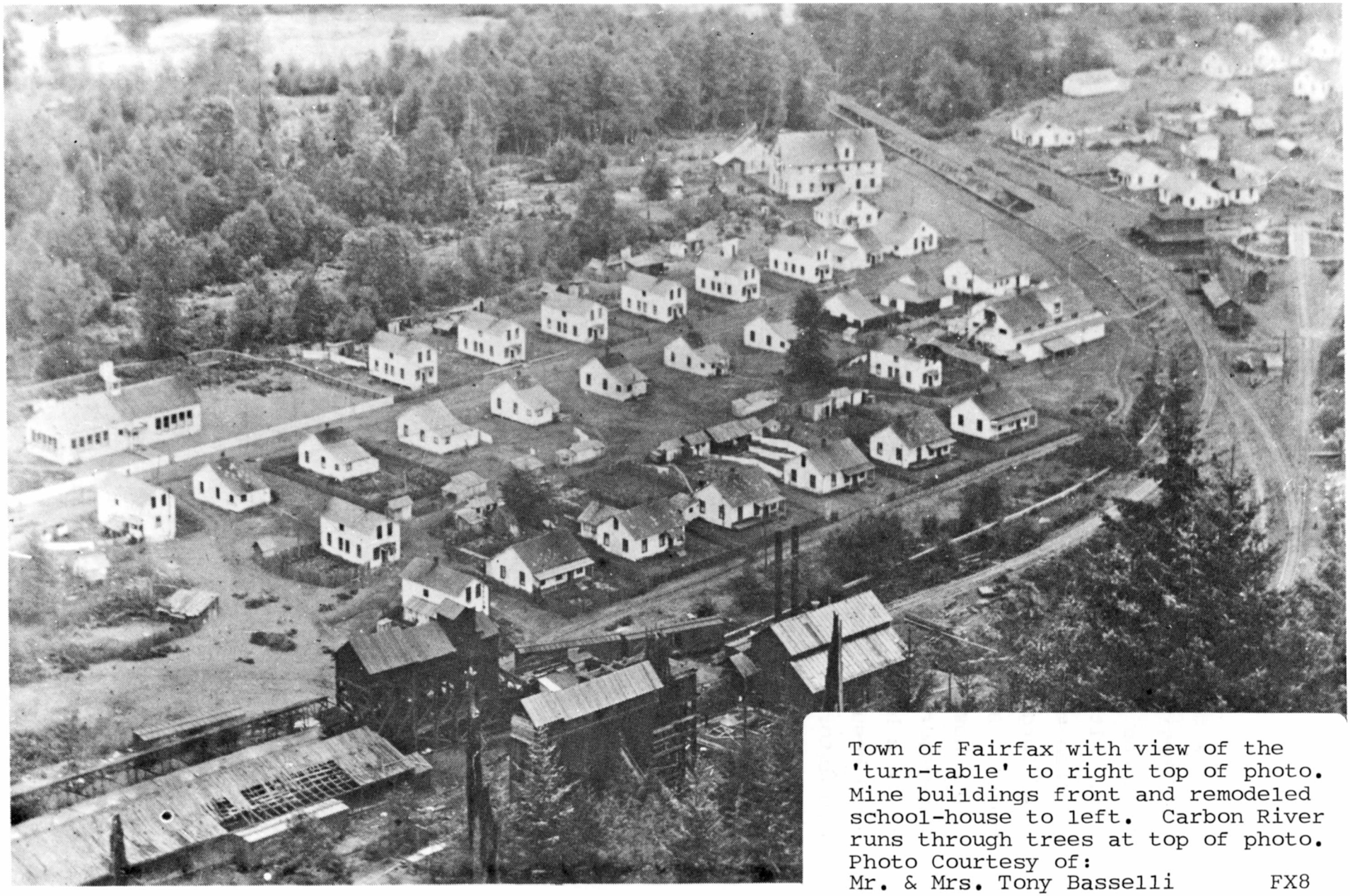


Town of Fairfax with view of the 'turn-table' to right top of photo. Mine buildings front and remodeled school-house to left. Carbon River runs through trees at top of photo.
Photo Courtesy of:
Mr. & Mrs. Tony Basselli FX8

The memory of that night may have been the force which moved Dr. Martin along his unstoppable path, to have Fairfax connected with the outside world, via a good safe County road. Although he only lived in Fairfax for three years, and then moved down to Wilkeson as the Company doctor, he never forgot the people, who lived above the Carbon River Canyon. Being the doctor in that area, he knew better than anyone how desperately the area needed a road. In an extreme emergency it was often a matter of life and death to get to a hospital. If the train was not available death could result as the proper medical attention could not be administered. So he fought a long battle to get the road built. Even though his practice in Wilkeson was very time consuming he took time to head meetings and meet with men who would come to talk with him from Tacoma. Finally in 1921 his prayers were answered and the highway from Burnett to Fairfax was completed.

For the twenty-five years before the roads construction in 1921, the seclusion of Fairfax, in some other respects, made it a great place to live. The townspeople developed a closeness rarely found in other towns. Small events, which went over-looked in a larger city, became an event of great importance in Fairfax.

The arrival of the train was 'the event' of the day. At train time the depot suddenly became a hub of excitement. People were coming home, the mail had arrived and best of all the train would be turned around upon the 'turntable'. The turning of the engine was a sight enjoyed by young and old alike. Fairfax had an invention known as a 'turn'table' and only three such magnificent tables were used in the entire area. Fairfax was lucky enough to have such a table right near the depot.

During the turning procedure the train's engine was disconnected from the other cars and run upon the 'turn-

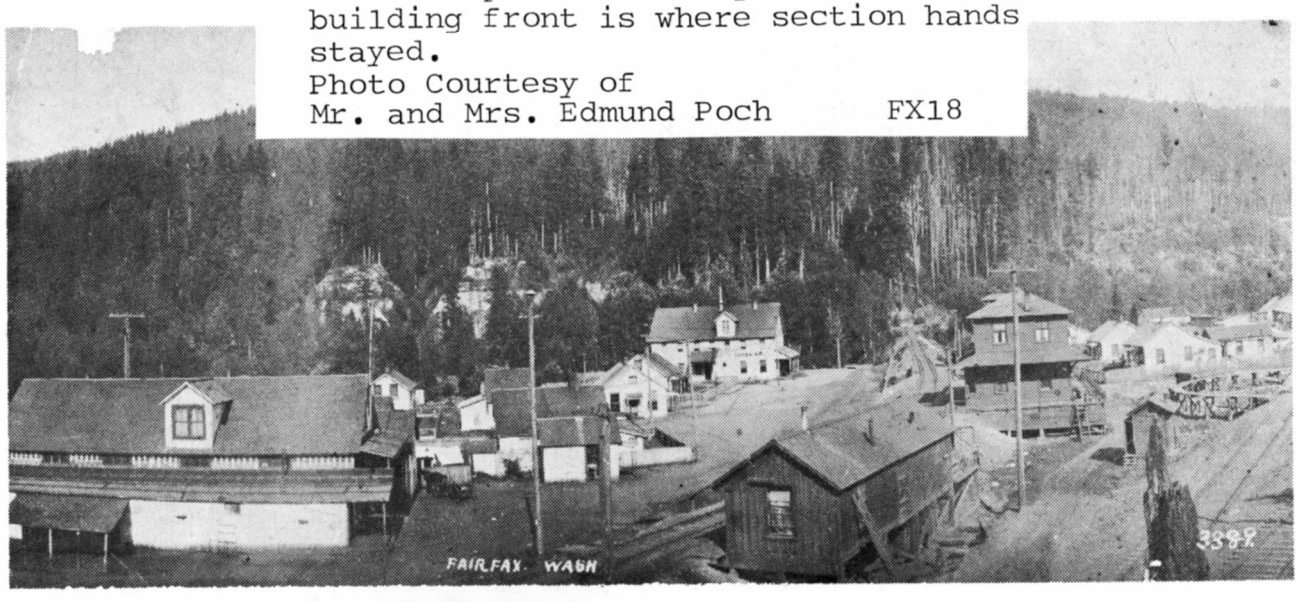
table'. The Engineer and a helper would take heavy metal bars and by pushing on the right spots miraculously turn the engine and table around. This feat was accomplished by the use of ballbearings placed under the 'turn-table'. The engine would then remain over-night in the town and go back down to South Prairie the next day.

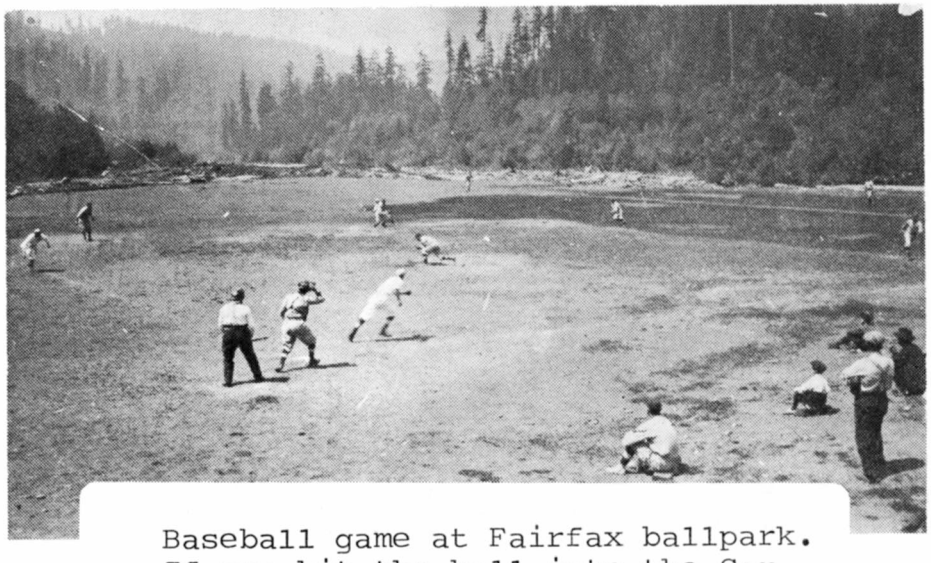
One most interesting person the train brought in and left at the depot, was a curious fellow known as 'the peddler'. Many such peddlers came to the town and each was given the proper amount of attention by the towns' children. The peddler carried all his wares in a huge pack upon his back. It contained every conceivable type of gadget he could stuff inside or hang outside without breaking his back while carrying it about town. His was not an easy lot, as going from town to town and house to house in rain, snow or heat of summer took a hardy constitution.

One, such, peddler rapped upon Mrs. Gleason's kitchen door one day. She called to him saying, "What is it you have? Man." He replied, in his best selling voice, "Chairs." Mrs. Gleason stopped her chores and went to the door and motioned him in. She pointed to the many chairs in the room and scoffed. "Chairs, is it!" "The rooms are full of chairs and I have no time to sit!" Needless, to say, the peddler went away without a sale, and Mrs. Gleason went back to her many chores.

In each year, the town celebrated two important events. The first was the 4th of July and it was a great celebration. The mine closed down and everyone joined in for a huge town picnic. Foot races were run between the children and the prize was 25 cents. That was a fortune to them. The 'topper' for the day was when the local horses were saddled-up and the main street of town became a race track. The bets were hot and heavy and the festivities continued far into the night.

Town of Fairfax ca. 1911 turn-table on extreme right. Brehm's on left. Depot center right. Long building front is where section hands stayed.
Photo Courtesy of
Mr. and Mrs. Edmund Poch FX18

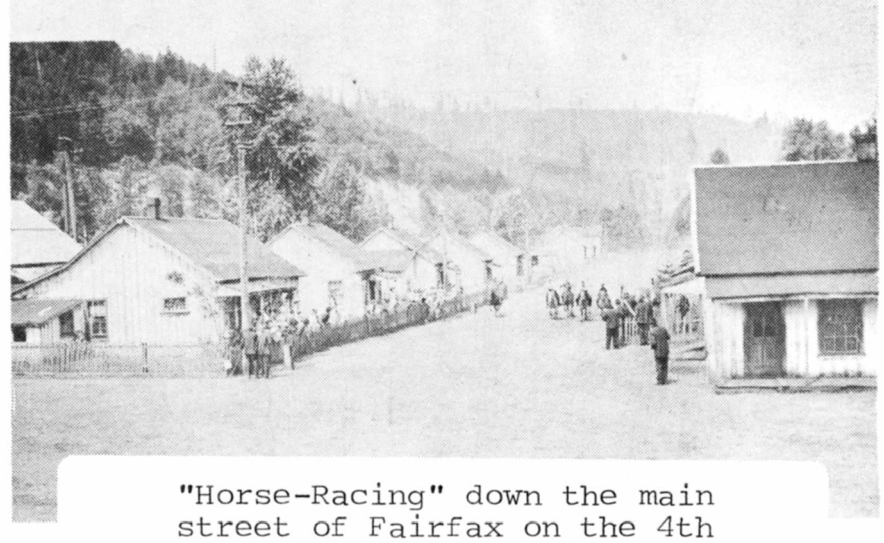




Baseball game at Fairfax ballpark. If you hit the ball into the Carbon River it was a 'home-run'.

Photo Courtesy of

Mr. & Mrs. Edmund Poch FX16



"Horse-Racing" down the main street of Fairfax on the 4th of July.

Photo Courtesy of

Mr. & Mrs. Edmund Poch FX15

Engine of the passenger train that made the South Prairie to Fairfax run. Madeline Martin (rt.) Maud Gleason (cen.) and Margaret Gleason (left)
Photo Courtesy of:
Ethel (Martin) Clark FX7

The main celebration took place at Christmas time. The miners took up a collection weeks in advance, and with the money collected they purchased a present for every child in the entire town. No child in Fairfax, ever went without a Christmas present on Christmas Day. In the schoolhouse a tree was decorated and there 'Santa' gave out the presents. It was truly a season to be jolly.

By 1915, Fairfax had become the center, for all the area above the Carbon River Canyon. The area contained two other separate communities, but their mailing address was Fairfax, as it had the main post-office. One community was Manley-Moore, a lumber town and every day a 'speeder' was sent down to Fairfax to pick-up the mail and return it to Manley-Moore. The other community was Montezuma, which was a cluster of houses, near the Montezuma mine at Evans Creek. For the years 1915-1916, the following persons were included in the Pierce County Directory, for Fairfax.

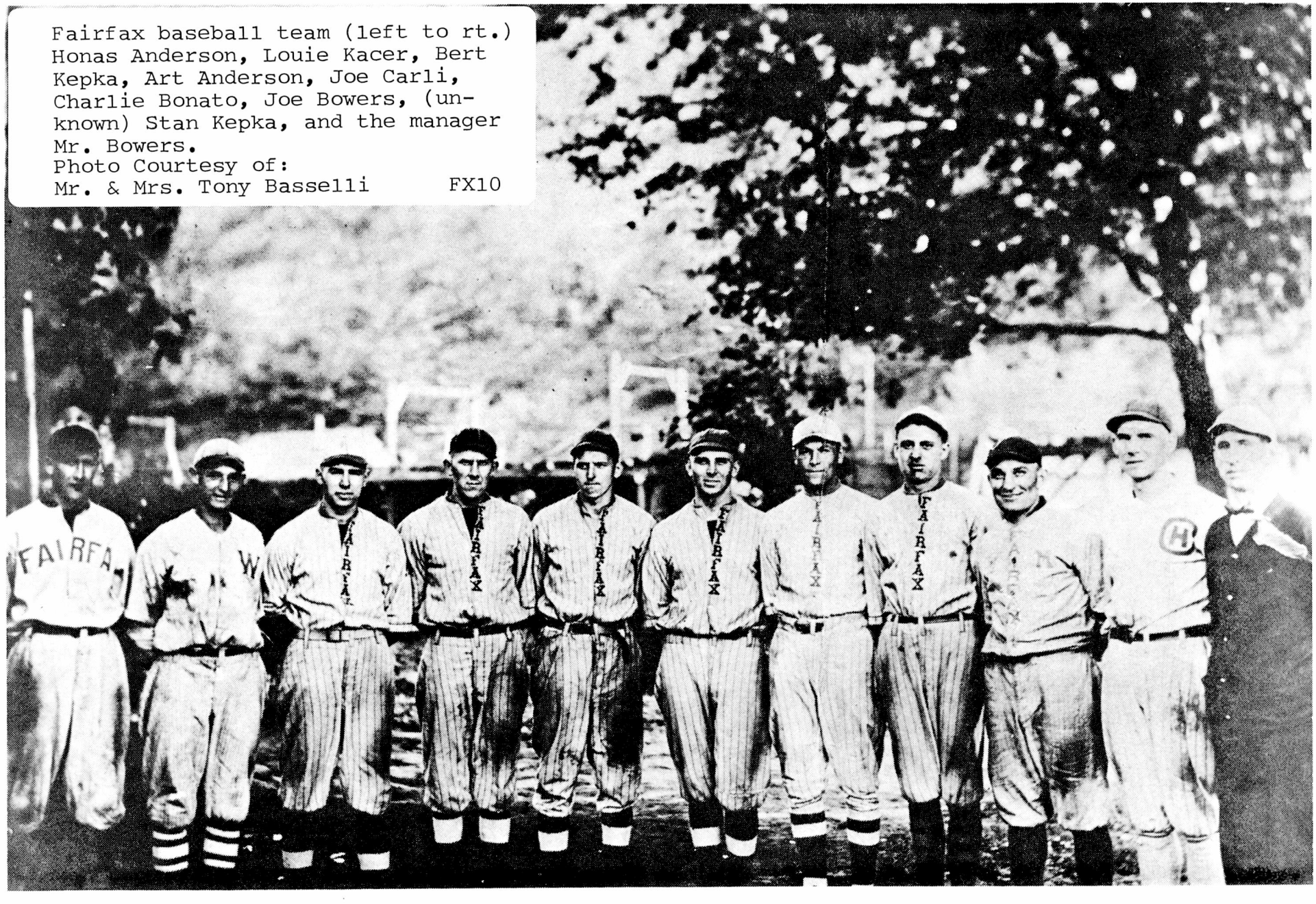
Brehm Brothers, General Merchandise.
Butler, M. C. Postmaster.
Fairfax Mine (Tacoma Smelting).
Gleason, Patk., Dairy.
Hudson, F. M., Painter.
Johnson, Albert.
Manley-Moore Lumber Company (R. D. Moore, Manager. Logging, lumber, Sawmill, and general store.).
Meredith, Morgan.
Montezuma Coal Mines.
Moore, R. D.
Noran, John, Orchestra.
Patzer, John R., Hotel.
Poch, John, Apiarist (Beekeeper).
Smith, V. S., Physician.
Tacoma Smelting Company.
Zavitsky, John, Dairy.

Fairfax had grown to a population of 500 people. The mine was running at it's peak. It employed over eighty men, with a payroll running at $15,000 per-month. Some sixty coke ovens burned day and night producing 2,500 tons of coke per-month. The ovens continually fed the Tacoma Smelter with a high grade of furnace fuel, necessary for the production of pig-iron.

Among the town's assets, was a dandy baseball diamond. It sat near the schoolhouse, only down by the river. The school had come a long way from the original two-room structure put up in the late 1890's. By 1915, it was the best school for miles around. The school had been remodeled and a gym had been added to the back. It's best feature was a heated swimming pool. Mr. H. L. Gloyde was the Principal. The area next to the school was a park and there sat the baseball diamond. Many lively games were played on that diamond. People came from miles around to watch the fun.

The miners worked hard and they put in long hours, but they were never to tired to play baseball. The games were between adult teams of the Valley League. The towns involved were South Prairie, Buckley, Burnett, Wilkeson, Carbonado and Fairfax. Some of the games were played away from home, but at a game held at home, in Fairfax, it was a fate worse than death to miss it. At game time the bet's were on and everyone turned out to cheer the team on to a hopeful victory. The mine hierarchy, of the different towns took the sport to heart and large bets were often placed on their respective teams. A good ball-player almost always got the easiest job in the mine. They couldn't take any chances that a star player might get hurt before a big game.

The 1921 strike hit the Fairfax mine, just as it did in the other towns. It had a heavy impact upon the miners and most were forced to leave the town and seek different employment. New miners were hired by the mine and by the



Fairfax baseball team (left to rt.) Honas Anderson, Louie Kacer, Bert Kepka, Art Anderson, Joe Carli, Charlie Bonato, Joe Bowers, (unknown) Stan Kepka, and the manager Mr. Bowers.
Photo Courtesy of:
Mr. & Mrs. Tony Bassel1i FX10

time the strike was settled in 1923, very few of the original miners were left in the entire area.

In 1925, the mine was sold to Wilkeson Coal and Coke Company, W. R. Rust's men were out and the hierarchy of the mine changed. Joe Lee took over, as the Superintendant. Frank Angeline became the 'mine-boss' and under him were Dan Frew as outside-foreman and Carl Sandine. George Lee became the timekeeper. Not long after the Company took over Dan Frew quit his job as outside-foreman, so Frank Angeline took on the combined jobs as inside and outside foreman.

Frank Angeline was Fairfax's last 'mine-boss'. He moved his family into the beautiful mine boss's house, which sat high upon the hillside, over-looking the town. From the town, rows of wooden steps led up the hillside to the home. It even had it's own private tennis court.

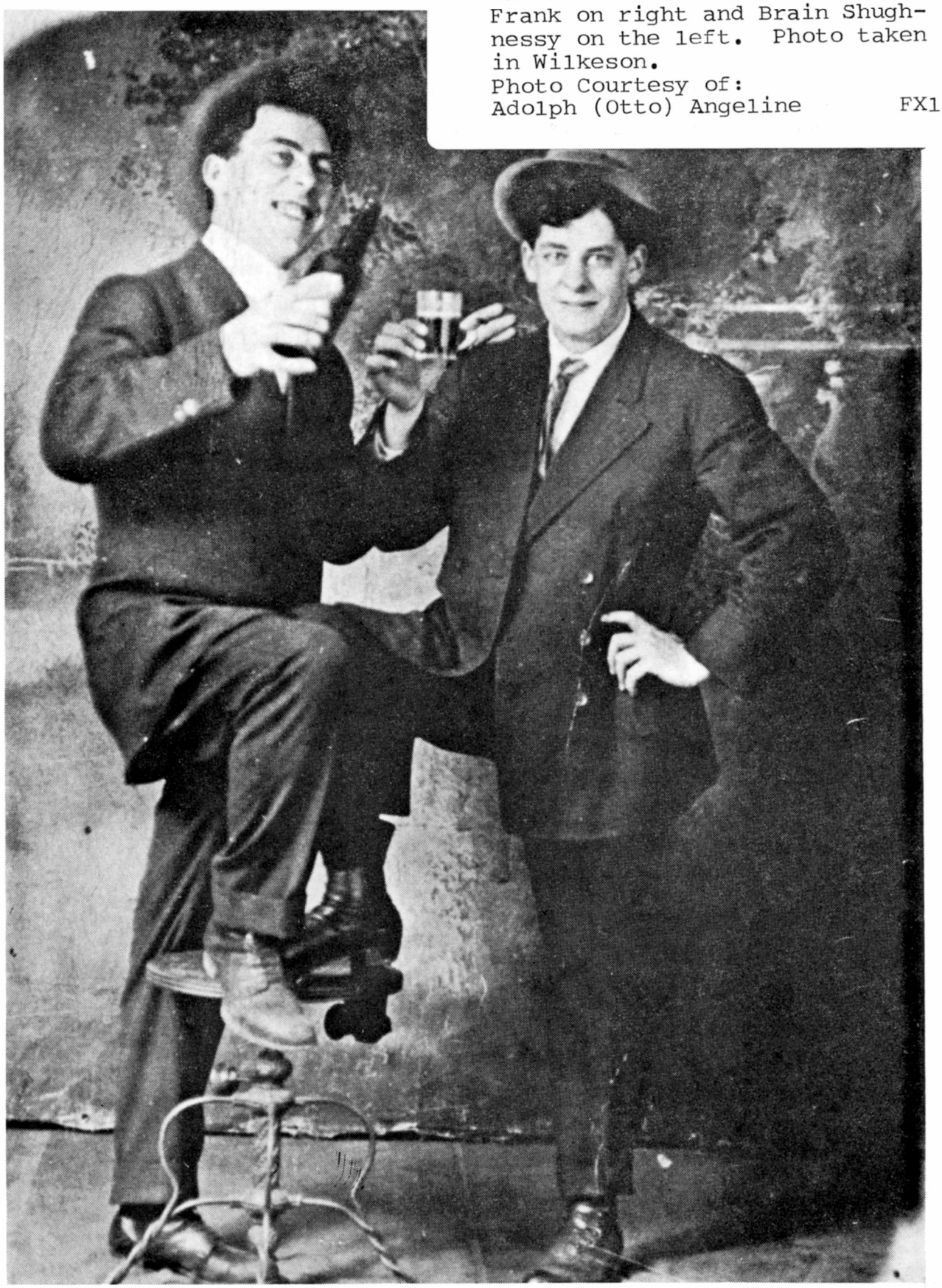
He had risen a long, long way in his thirty-six years of life. He was born in Wilkeson on May 28, 1889, the son of Alfonso Angeline. His father was an Austrian born coal miner. The Angeline family moved from Wilkeson to Carbonado a few months after Frank's birth, where his father worked the dangerous Wingate Hill. They remained in Carbonado until 1903, and then returned to Wilkeson, where his father had purchased a home.

At 16 years of age, Frank went to work on the washer, in the bunkers at Wilkeson. By age 18, he was mining with his father at the South Willis mine. He watched his father and learned the ways of a coal-miner, at an early age. His father was the'fire-boss' and he was a very experienced coal-miner. Like his father, coal-mining was in Frank's blood. He ate, slept and lived coal-mining, every day of his life. He left town during the strike years of 1921-1923 and after the strike was over he returned home, to the mines he loved.

Frank Angeline

The last mine boss at Fairfax. Frank on right and Brain Shughnessy on the left. Photo taken in Wilkeson.

Photo Courtesy of:
Adolph (Otto) Angeline FX13



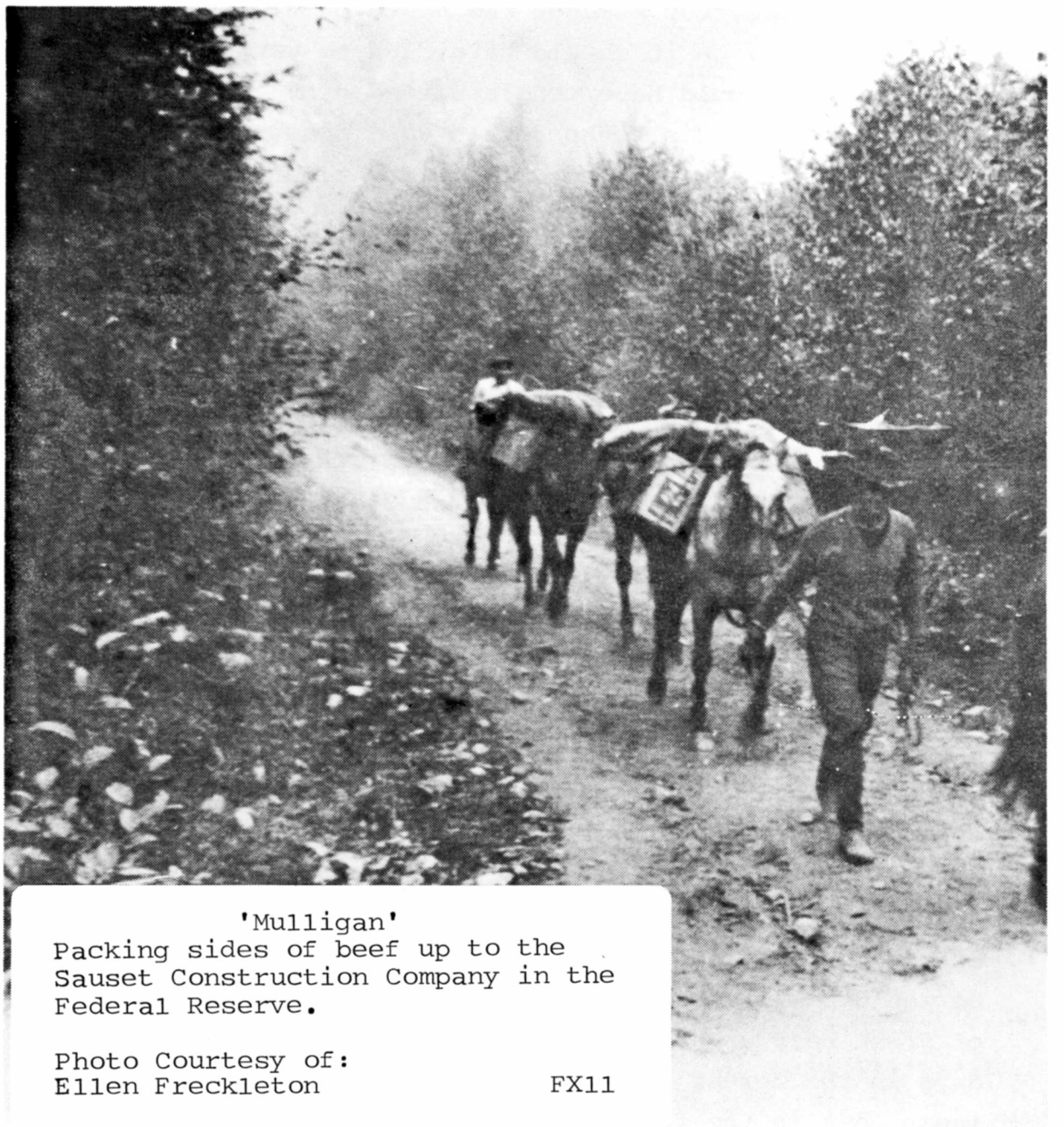
Then came his big chance, Wilkeson Coal and Coke Company hired him, as the new mine-boss of Fairfax. Finally, he was the boss, but somehow the taste of victory did not taste as sweet, as it should have. Where were the many friends, who should have congratulated him? The strike had taken them. His boyhood pals were gone, and, also, his coal-mining companions. The older miners he had looked up to and respected, for so many years, were spread all over the United States.

The long strike had taken it's toll.

His reign lasted only about five years. By 1929, the fires had been allowed to burn out and the brick coke-ovens were cold. Within, a few months, it was over. Fairfax mines were no more. No one needed it's coal, as the years of the 'depression' had come to the United States. His profession was becoming a thing of the past in Washington State.

The story of Fairfax would never be complete without mentioning one of the last people to live there. He was Mulligan. His trade was as a packer. He had about four or five pack horses, which he used to pack things up to the rangers, road builders or prospectors, who were in the Carbon River area. He didn't have an easy time of it and often was without work, but he loved the seclusion of the mountain, as his past life had been hard. For awhile he stayed in the basement of the Melmont school and then later moved up into Montezuma in one of the cabins left there. He would pack anything the people needed. He packed halves-of fresh beef up to the Sausets during their road building days in the forest reserve. When there was no more business left in the area, he moved on and ended up over in Eastern Washington, where his trail came to an end.

The people loved Fairfax and they believed it could never die. Even when the demand for coal stopped and the mine closed down, they still had faith.



'Mulligan'
Packing sides of beef up to the Sauset Construction Company in the Federal Reserve.

Photo Courtesy of:
Ellen Freckleton FX11

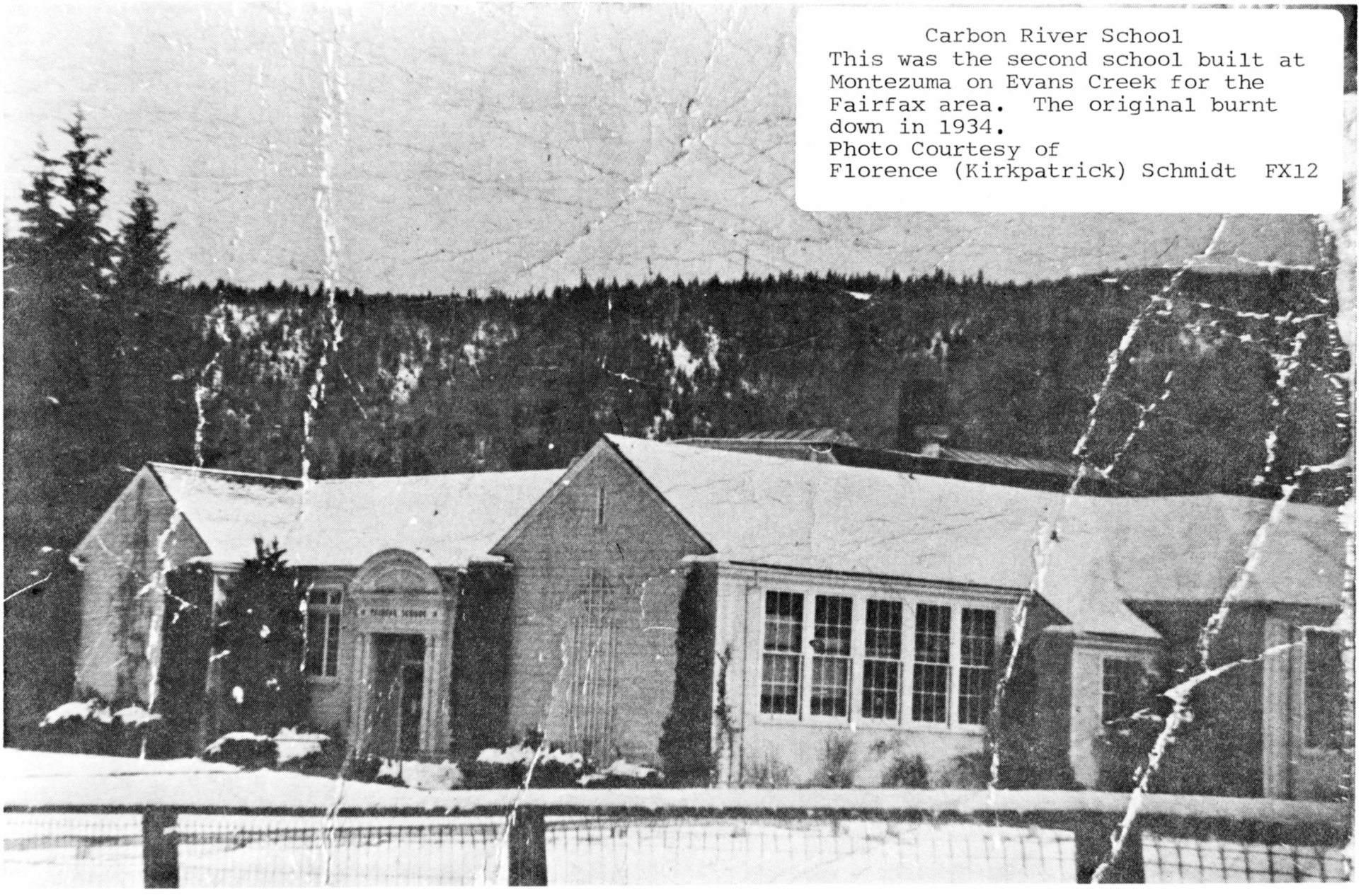
The Company pulled out of Fairfax, so a new school was built by Evans Creek, in 1930, and when it burnt in 1934 they replaced it, in 1936. It was called Carbon River School, but it was, too, late the fate of Fairfax and it's neighboring communities had already been sealed. Even the lumber industry was floundering and it could not keep the area alive and on it's feet.

By 1939, only twenty-four pupils and two teachers used the beautiful new Carbon River School at Evans Creek. Two years later, in 1941, the area looked like a ghost town. The once busy, Railroad depot was empty, rusting engines lay along the silent tracks. The mine-bunkers stood empty and gaping. The once beautiful schoolhouse in the town of Fairfax proper, the pride of the area was weather-beaten and forlorn. Brehm's store had been torn down for salvage, as had the mine-boss's home. The hotel had burnt down.

The population for the entire area, above the Carbon River Canyon was less than 200. Within, a few years, the children were bussed down to Carbonado and the Carbonado School District took over the abandoned Carbon River School. They sold it to Northwest Door and the Company parked their equipment upon the beautiful wooden floors. Then, it was town down for salvage.

The mines at Fairfax had put out an estimated 700,000 tons of coal and then it was over.

What is left of the most beautiful town on the mountain, Fairfax, today? One small house sits alone, along the long, abandoned railroad-grade. Long ago, the rails were removed leaving only a mound proving, where they once were. A few coke-ovens hide beneath under-brush, along the overgrown hillside. The crumbling cement shell of the once modern heated swimming-pool is surrounded by the protective covering of trees, hidden from sight. Water, slowly runs out of the mouth of the almost, unrecognizable mine-entrance.

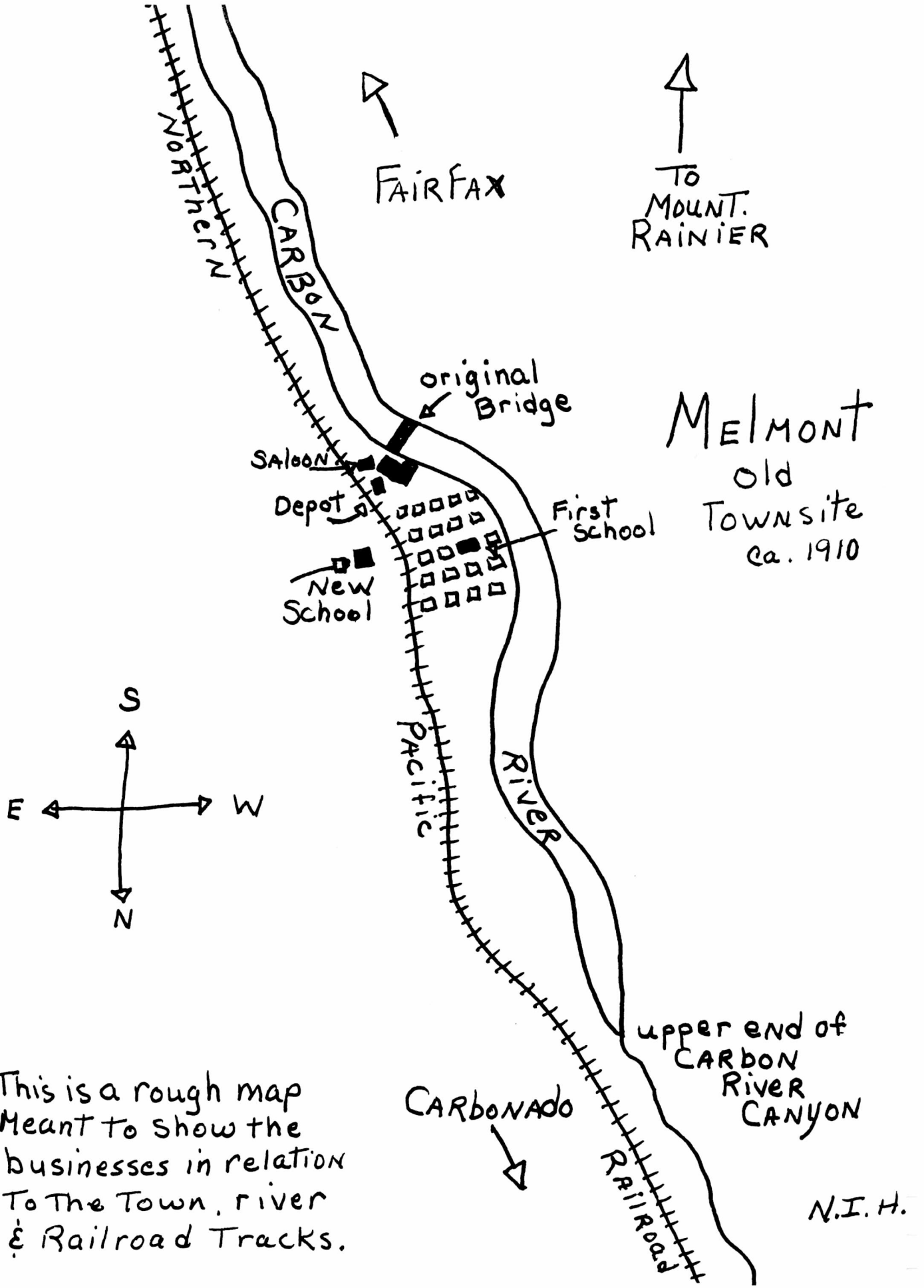


Carbon River School
This was the second school built at Montezuma on Evans Creek for the Fairfax area. The original burnt down in 1934.
Photo Courtesy of
Florence (Kirkpatrick) Schmidt FX12

Beneath it all lies, an estimated 21,000,000 tons of coal.

Burlington Northern the current owners, of the old townsite of Fairfax, lease to the home-owner, the property upon which, the one house sits. Before 1991, due to the new lease policy of Burlington Northern, the one remaining home will be town down by the owner and removed. If he chooses not to remove it, they will. Then, Fairfax will truly be no more, and the last remaining light will be shut-off forever, and the forest around Fairfax will once again be dark.

MELMONT



This is a rough map Meant to show the businesses in relation To The Town, river & Railroad Tracks.

CHAPTER NINE

Melmont

If you are looking for the spot, where Melmont once sat, go South past Carbonado on highway 165. After you cross over the high green bridge, which spans the Carbon River Canyon, continue about one-half of a mile further. Look to your left across the river and you will see a small, flat tree covered area, on the opposite side of the river bank. There over sixty years ago sat the town of Melmont, Washington at some 1,250 feet above sea level. It was a small coal-mining community.

Nature has restored the townsite back into the forest it once was. The trees, which cover the old townsite, today, are not the huge old-growth fir, which once lined the river bank. The trees there now, such as, alder, vine-maple and cottonwood are fast growing varieties, which quickly cover any abandoned clearing near the river bank. They love the rich, moist soil and grow very rapidly.

Three remains can still be found. Small monuments left to mark a townsite, which no longer exists. The first is the cement foundation of the second schoolhouse the Company built for the town. Second is a small powder-house once used to store the explosives needed to blast the coal free in the long abandoned mine. The third is a piece of the old bridge foundation. It still marks the spot where once a wagon bridge was used to ford the Carbon River above the canyon.

The only reason the town ever came into existence was through the Northern Pacific Railroad's need for coal. Mel-

mont's only product was coal and it was mined to feed the Northern Pacific Railroad's appetite. It was a good example of a Company town. Everything in the town was Company owned and built. It, like all other coal towns relied upon the coal market for it's livelihood. It suffered the same fate as many other coal towns, when the use of coal diminished. Diesel and electric power were being used to replace coal, as power sources, as they were cheaper and easier to use. When the Northern Pacific Railroad, no longer needed Melmont's coal, it had no further reason to maintain the town.

Melmont's story began in the year 1900, when the Northwest Improvement Company, owned by the Northern Pacific Railroad, began opening a good coal prospect, above the Carbon River Canyon. It was in Township 18 North, Range 6 East and the coal beds ran from Section 9, only three-fourths of a mile from the Carbonado field, all the way to Sections 21 and 22 not far from the Fairfax field. The mining Company took the name Melmont Mines Inc. The coal of the Melmont bed was among the highest grade of blacksmith coal mined in all of Pierce County.

To help in the preparations necessary for the mine opening, the Northwest Improvement Company sent in a mine Superintendant named, John McDowell. He was sent from their Roslyn Mine. Under his capable supervision the mine became a producer in 1902. During it's sixteen years of production it sent out some 900,000 tons of coal. This was 4% of Pierce County's total production. It was used for blacksmith coal and it's main consumer was the Northern Pacific Railroad.

The men, who mined Melmont's coal worked, as far beneath the surface as six levels and over 600 feet in places. The slope in the mine was about 55 degrees. They used the 'chute and pillar' method of mining. Their average output per-day was 750 tons of coal. One mule worked down on the

lower levels. He was used to tram the full or empty coal cars about the mine.

After the coal was pulled from the mine entrance, it went through the normal processing stages to ready it for shipment. An electric motor in the powerhouse, run by the Stationary Engineer, pulled the loaded cars out of the mine to the bunker area. There it was passed over shaking screens with 2" holes. These holes allowed the smaller lumps of coal to fall through and the over-size and under-size were seperated by this method. The larger coal was hand sorted or picked on a link-belt sorting table. The smaller coal, or under-size, was sorted through a set of revolving screens. The different sizes of coal were then washed by feldspar jigs. The finished products were ready for storage. Once a day the train would come to remove the finished product.

Some of the miners, who mined Melmont's coal were: Baganovich, Basselli, Bollinger, Cristel, Crivello, Duncan, Gianfortuna, Harts, Hotsko, Jonas, Kaminski, Kates, McDowell, McLaughlin, Merritt, Miket, Minnetti, Saltis, Semanski, Sides, Sivo, Ucovich, Wilson, Yech and Yazzalino.

They lived in the little Company built miners cottages which lined the river bank. These cottages sat a little ways apart from the mine related buildings. They were built in rows. Many different nationalities lived in Melmont and each, such as, Italian, Finn or Polish took a different row. They seemed to prefer it that way. Many were directly from the old country and language was a common bond, so they grouped together prefering to be near those who shared a common heritage. This type of social structure was common to most coal towns, where many different nationalities were involved in a short span of time.

The town was composed of the rows of miners cottages, a hotel, saloon, depot and schoolhouse.

Right next to the river bank sat the large hotel. It was larger than the Carbonado hotel, even though the towns' population was much smaller. Above the main level, were rooms where the miners stayed. Some were single and some were married. A married miner did not have to bring his family to Melmont to live if he chose not to. He could live in the hotel and go home when he had time off. The first floor of the hotel contained a store, butchershop and post-office. Mr. Jim Murch managed the hotel and was the town's official postmaster. In later years, the post-office was moved from the hotel into the Murch's private home. Hot meals were, also, provided in the hotel for the miners living there.

Mr. and Mrs. George Thurston ran the store. Mr. Lavine ran the butchershop. His wife and two sons Cyril and Paul were, likewise, residents of the town.

Another person well-known in the town was Ted Paulson. He was the bookeeper for the Melmont Mines Inc. He was responsible for the monthly payroll.

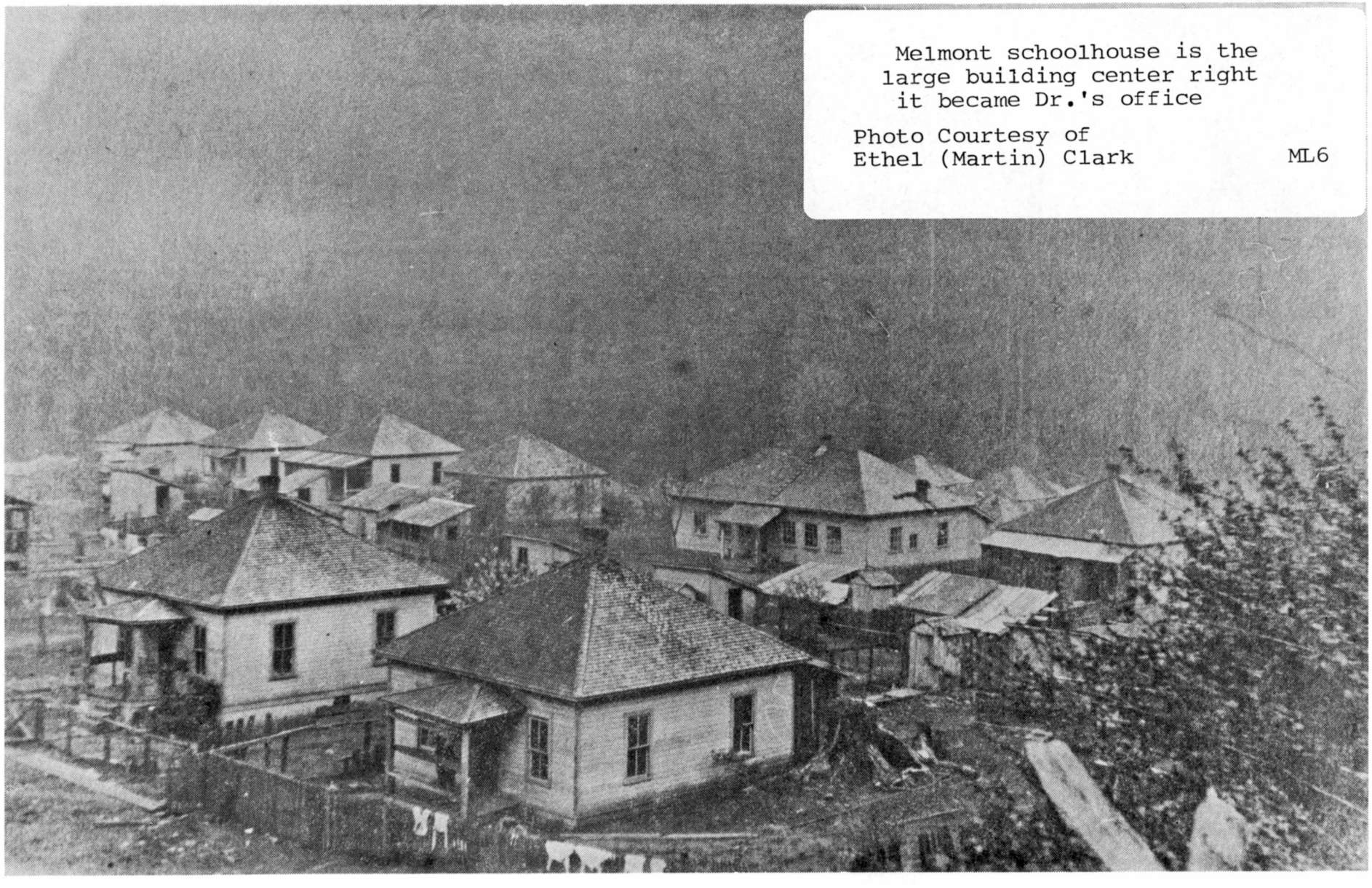
Next to the hotel was the saloon, where the tired miners sipped a few after work. It was always a good place for the men to gather to discuss the events of the day. On the bank behind the saloon, two sets of wooden steps led up to the town's depot. It was a little wooden shed, along the railroad tracks, where the townspeople could get in out of the weather, while waiting for the train.

Setting a little ways from the town proper near the mine buildings was the two story home of the mine Superintendant, John McDowell. It was the largest home built in the town.

Nestled amid the rows of miners cottages sat one larger building. It was the schoolhouse. The first to eight grades attended school there. Some of the small children, who attended school there had never heard a word of English and

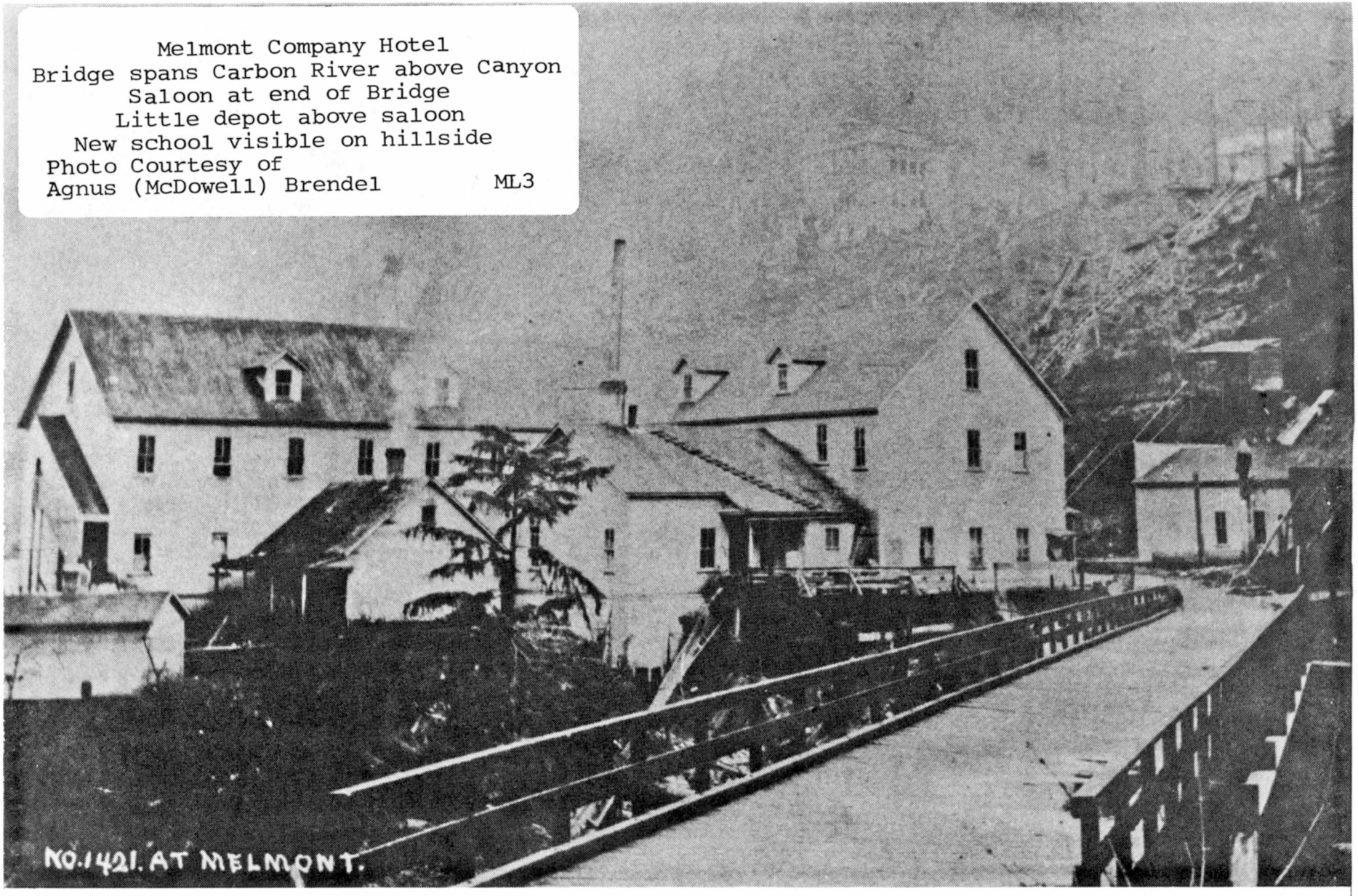
Melmont townsite
Large building 4th row from front is the first schoolhouse

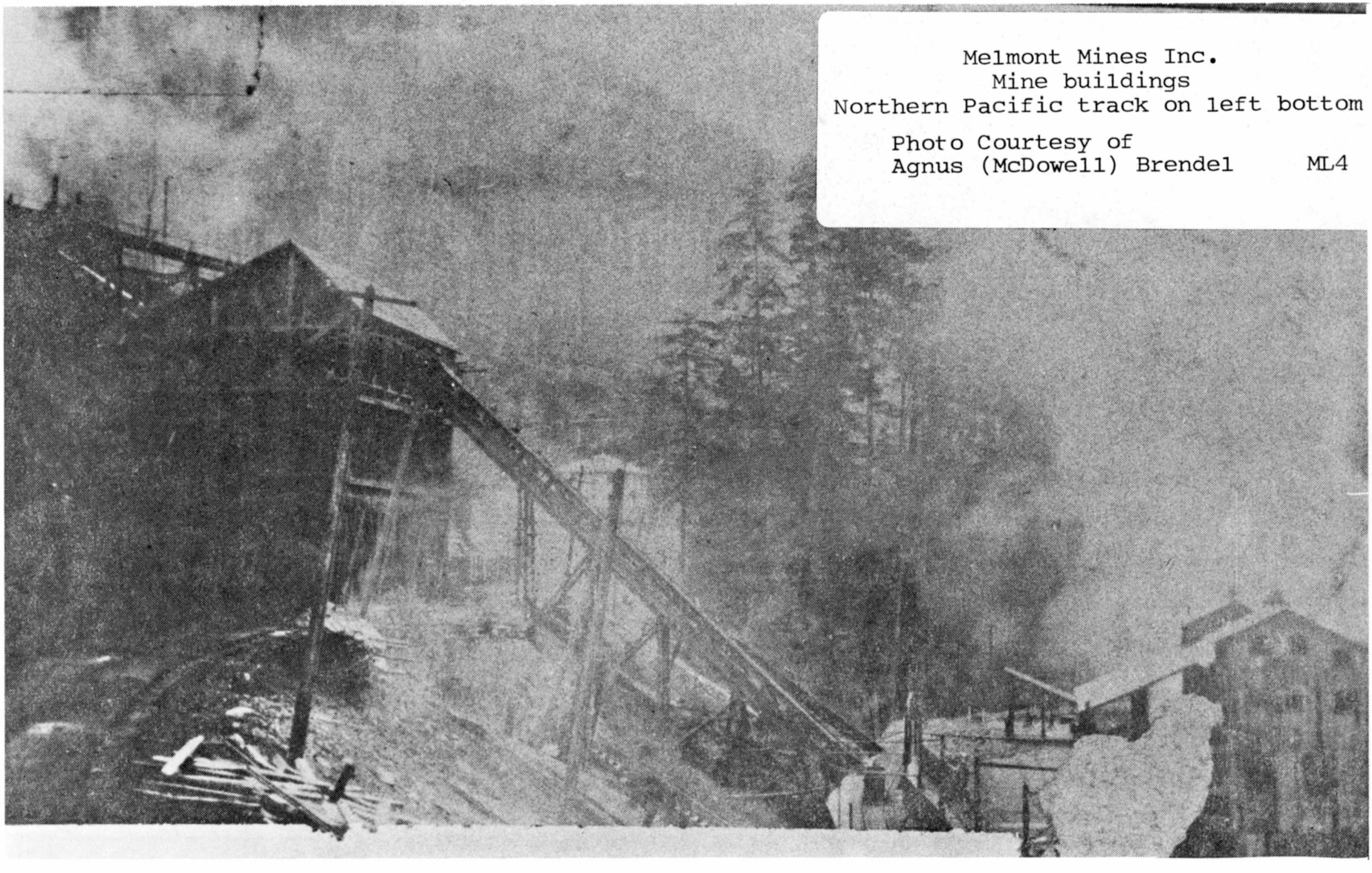
Photo Courtesy of
Agnus (McDowell) Brendel ML5



Melmont schoolhouse is the large building center right it became Dr.'s office

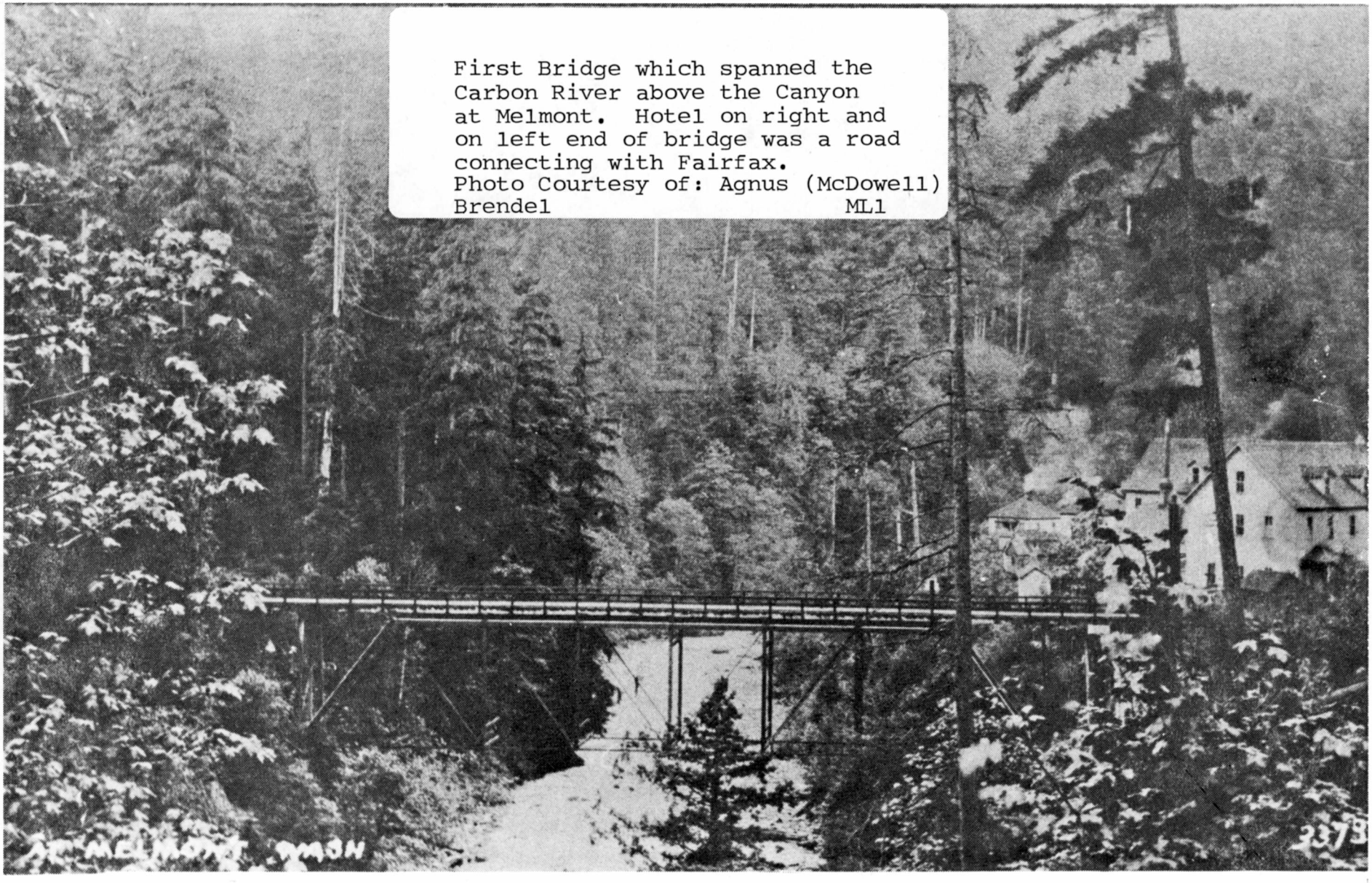
Photo Courtesy of
Ethel (Martin) Clark ML6


Melmont Company Hotel
Bridge spans Carbon River above Canyon
Saloon at end of Bridge
Little depot above saloon
New school visible on hillside
Photo Courtesy of
Agnus (McDowell) Brendel ML3
NO.1421. AT MELMONT.

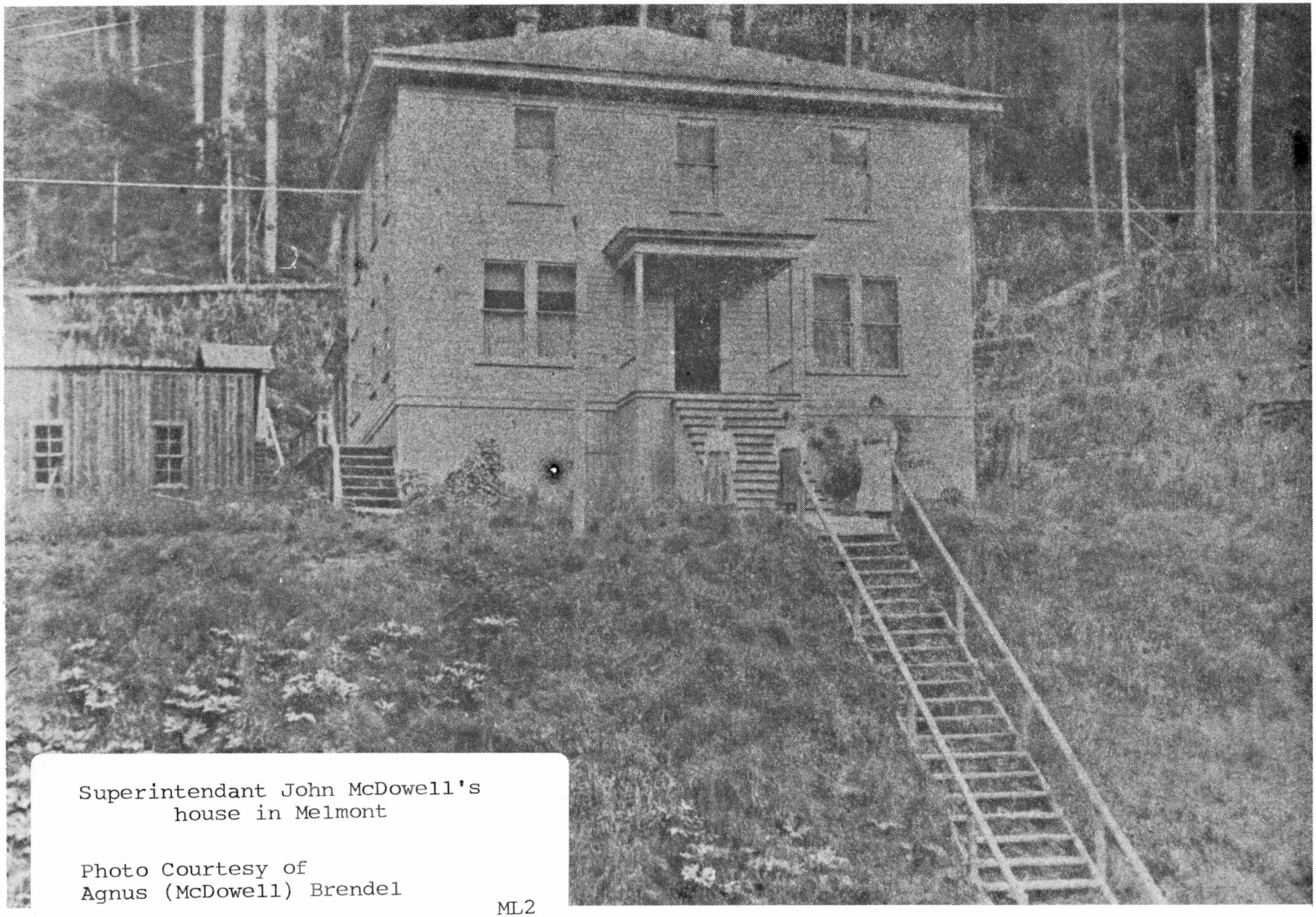


Melmont Mines Inc.
Mine buildings
Northern Pacific track on left bottom

Photo Courtesy of
Agnus (McDowell) Brendel ML4



First Bridge which spanned the Carbon River above the Canyon at Melmont. Hotel on right and on left end of bridge was a road connecting with Fairfax.
Photo Courtesy of: Agnus (McDowell) Brendel ML1



Superintendant John McDowell's
house in Melmont

Photo Courtesy of
Agnus (McDowell) Brendel

ML2

they had a lot to learn in order to keep up with the English speaking children in the schoolhouse.

The little town of Melmont was practically land-locked. No road led from the outside world to the townsite. There was only a horse trail along the rim of the Carbon River Canyon. It was used by hunters and packers, but it was not designed for family travel. It was dangerous and it could not be used much of the year, as weather did not permit it. The canyon started just below Melmont and it continued all the way to Carbonado some three miles down river. It made river travel impossible. If the townspeople wished to reach Carbonado they had either to take the train or they could walk down the railroad tracks. In an emergency a hand-pumped railroad car was used. It took a strong back and a lot of sweat to reach Carbonado.

Melmont did not suffer alone. She had a sister coal town two miles up river on the opposite bank. It was Fairfax. They were linked by a dirt wagon road. At Melmont, right by the hotel a bridge was built across the river. This bridge allowed the people to move freely between the towns without having to rely upon the train.

The passenger train only came to town once a day, and if you missed the train you were destined to wait twenty-four more hours before you could leave town. If a man was a little down on his luck and did not have the train fare his feet were his only means of transportation out of town.

Because of Melmont's brief years of existence, it was not a town filled with historical events, but it did contain people, and so, the history of Melmont lies in the people who lived there. To get some insight into how it was to live there, I have included the following stories, as examples. They are about the McDowell family, who among others, are considered Melmont's pioneers.

This families story began in 1904, when John McDowell, the Superintendant of the mine sent for his brother, Ed. Ed arrived alone, having decided to leave his family back in Scranton, Kansas until he could provide a home for them. Between 1904 and 1906 he made trips back to Kansas when ever his job permitted. Then in 1906 a house was available for them. He sent for his family which consisted of his wife, Ida (Wilkins) McDowell, and seven young children.

The short story following, about the young mother, Ida McDowell, pays a small tribute to all coal mining pioneer women, who left their established homes and relatives far behind, and entered a coal town, such, as, Melmont.

Ida was in Scranton, Kansas, hundreds and hundreds of miles from her husband. He asked her to come and join him so they could be a family, once, again. He had taken a job as Stationary Engineer for the mine and his brother John, the mine Superintendant had a home he could provide for the family. Ida packed up her six young girls and her baby boy, Edwin, who was only one-month-old, still a babe-in-arms. The little group made it's way to the depot in Kansas and boarded a steam-train headed for Washington State.

It was Thanksgiving and the weather was below freezing high in the mountain passes of Washington. In some places the snow lay deep on the tracks ahead. It was a very frightening and treacherous journey for the young mother alone. At one point, a wreck occurred in front of their train. In order to clear the tracks ahead, so they could pass, the engine from their train was disconnected and went ahead to remove the wrecked engine from their path. While the engine was disconnected, all heat was cut off to the car they were in and the small family huddled together to keep warm. It was hours later before any heat was felt by the McDowell's.

The group finally reached Melmont at Christmas time.

It had been an extremely long and tiresome journey, to say the least. Ida's first reaction to the secluded town was the same, as many of her neighbor ladies had reacted, before her. She became filled with sorrow and home-sickness. In the winter, the area around Melmont was a foggy, damp and cold place to live. Ida cried for weeks, but her will to keep her family together was stronger than her disappointment, once her tears dried. She recuperated just as the other women had done and got down to the business of raising the children, the best that she could, under such hard circumstances.

Their family was blessed with a new member, another girl, whom they named, Ida. The baby was born at home with the assistance of the town doctor. Because of the seclusion of the town a doctor was a necessity. During Melmont's life three doctors graced her townsite, at different periods. They were Dr. Roberts, Dr. Tom Runnals and Dr. Shaw. Like Ida, only a few people, could or can say that they were born in Melmont, Washington, among them are Tony Basselli, Anne Cristel, Bill Merritt and Anna Audrey Yech.

Birth is a joyous event for any town, but just as people are born, so they in turn have to die. It was no easy task to bury a family member for those, who lived in Melmont. It had no cemetery. The nearest one was down in Carbonado. The nearest undertaker was either in Buckley or after a few years Wilkeson. The burial process hampered by the lack of transportation other than the train, was long and the added pressures quickly drained any remaining strength the family might have had, to face the sorrowful event.

While residing in Melmont, the McDowell family, was touched by the sudden death of a family member. Their sorrow was compounded, by the fact, that the member lost was the only boy in the family unit. Edwin, had died. The McDowell family was forced to face all the difficult steps

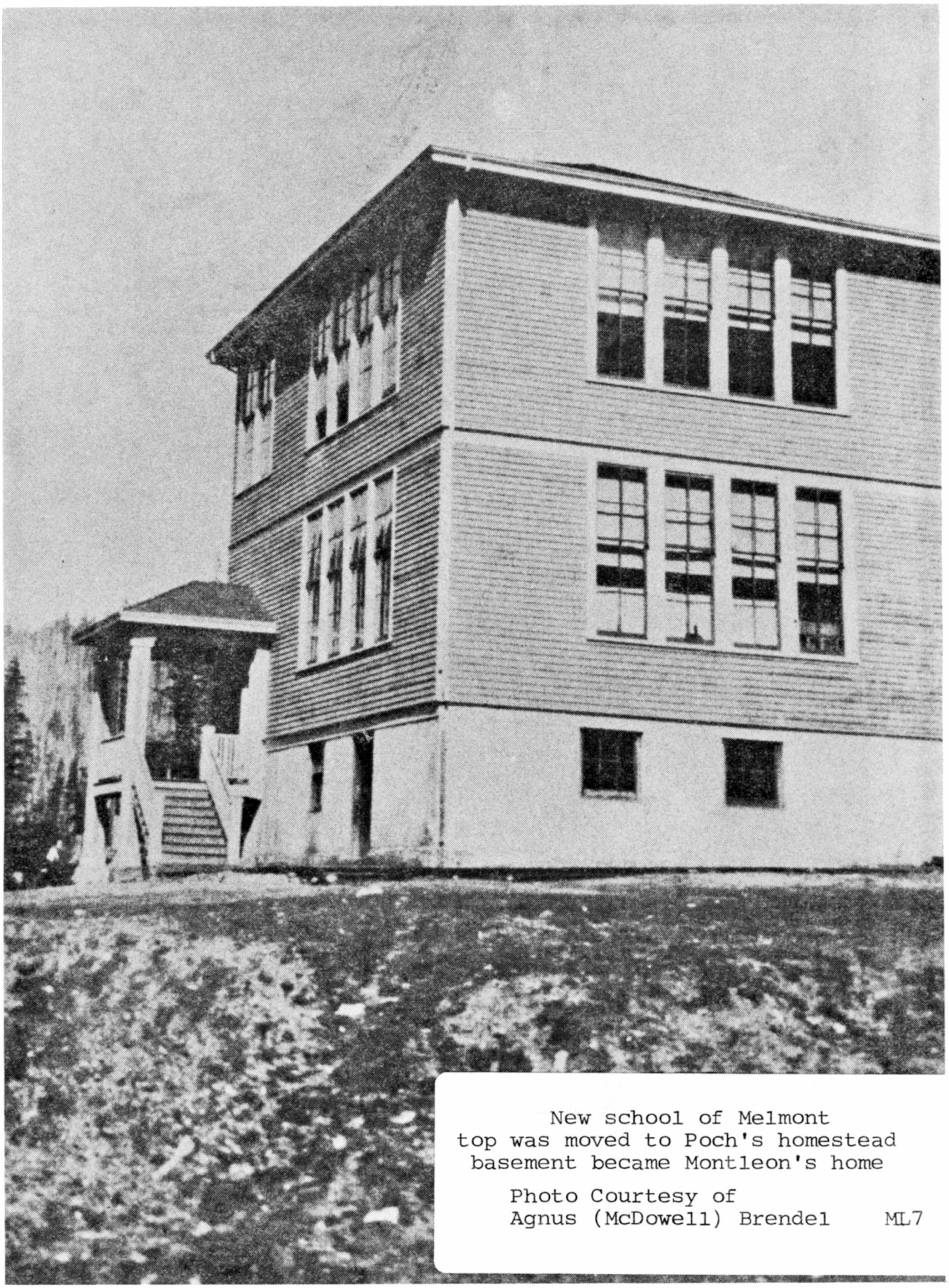
necessary to bury the boy. Edwin, was by no means the only child to die in the area above the Carbon River Canyon, but by relating the steps leading up to his burial in Carbonado, it is possible to get some idea of the many hardships faced by each and every family, this happened to.

The Buckley undertaker was notified. He gathered his necessary equipment, including the small coffin and caught the train up to Melmont. At the depot, willing neighbors helped carry the coffin to the McDowell home at Melmont. There, in the home, the young boy was tenderly prepared for burial. In the morning, the undertaker, helped again by willing neighbors, loaded the coffin, with Edwin inside, onto the train. At the depot, in Carbonado, townspeople met the train and carried the little coffin to the church, where it remained until the services.

In Melmont the McDowell family took advantage of the hand-pumped railroad car. They all climbed aboard the car and pumped their way down to Carbonado. From the depot, they walked to the church for the services. After the services they walked behind the hearse, surrounded by their neighbors, all the way to the Carbonado Cemetery, which sat quite a ways outside of the town.

Like all the other children in town, Ed McDowell's children, attended school in the town's schoolhouse. The first schoolhouse, only went to the eight grade. His daughter, Agnus, upon graduation from the school, decided to go on to Bellingham Normal School and complete three additional years of schooling necessary to obtain an elementary teaching certificate. The certificate allowed her to teach all the elementary grades. Teaching was a profession many of the young girls in the Carbon River area chose, and some like her, would return to teach in their respective home towns.

By the time she returned to Melmont, a new schoolhouse



New school of Melmont
top was moved to Poch's homestead
basement became Montleon's home

Photo Courtesy of
Agnus (McDowell) Brendel ML7

Melmont school teachers
1911-1913
Agnus McDowell on left
Ethel Anderson on right
Photo Courtesy of
Agnus (McDowell) Brendel ML8

had been constructed, upon the hillside, behind the town. The 'old' schoolhouse had become the office and home of the town doctor. It was a steep climb up wooden steps to reach the new school. It was two stories high, not counting the basement, which was made out of cement. On the first floor, the first through third grades were taught. Up on the second floor the fourth through eighth grades attended class. Agnus, loved the younger children and so she asked to teach the first through third grades. In 1911, her first year of teaching, she was only eighteen years of age. Some of her twenty-five pupils were only eight years her junior. She was a very enthusiastic teacher and well remembered, by her students. She lives in Carbonado, now, and after some seventy years, her former Melmont students still remember her with fondness.

The other teacher was Ethel Anderson. She taught the fourth through eighth grades up on the second floor. She had been a classmate of Agnus's during her studies at Bellingham Normal School. Agnus was instrumental in obtaining a teaching position, in Melmont, for her friend, Ethel. As Ethel had no where to stay, she became the only woman, who was ever allowed to stay in the Melmont Hotel. Mr. Murch gave her a little room near the back of the hotel.

About 1918, the Northwestern Improvement Company pulled out of Melmont. The Carbon Hill Coal Company opened a few new mines on the Melmont property.

The original Melmont miners had formed local #2963, of the United Mine Workers, this local continued, when Carbon Hill Coal Company took over the area. In 1919, the Melmont officers of the Union were Andy Raillenger, as the President, J. McCauley, as the recording-secretary and J. Yazzalino, as the financial-secretary.

The coal they mined was taken down to Carbonado on the Northern Pacific train and processed there. The mine only

continued to operate for a few years longer.

During that time, Steve Poch, a homesteader living further up the Carbon River, bought the lumber, from the new schoolhouse and he tore it apart. The Northern Pacific Railroad, took the lumber up to Fairfax on railroad cars and from there, Manley-Moore pushed the lumber on up to the Poch homestead. In 1923, the Poch's completed a home made out of the lumber, from the schoolhouse, and it sits, where the Poch's built it, over fifty-five years ago. It is not far from the Tolmie Creek Bridge.

A fire wiped out the remainder of the town, in the early 1920's. Aside from the remains, mentioned in the first part of this chapter, there remains, something else, at Melmont. It is the same thing, that once, gave birth to the town, and was responsible for it's death: Coal. In sixteen years of mining, they only managed to put a small dent into Melmont's coal reserves. There is an estimated 16,000,000 tons of coal left in the area around the townsite of Melmont.

It would not be right to tell a story, about Melmont without including a tale, about the last man to live there. He was born, Andrew Montleon, but the people, who knew him called him by his last name only.

He made his home in the abandoned basement of the once new schoolhouse. Poch's had already removed the lumber from the top two stories, so he had to put up some type of an adequate roof. He weathered out many a mountain storm, in that cement-shell he called home. He was a well-known character in the mountain area for years.

Montleon, loved his seclusion, almost as much as, he loved his goats. He did not have time for many people. He chose the companionship of his animals, over any human form. People still tell stories, about his 'watch-horse'. A cantankerous hunk of horse flesh, as ever was born, who was not

above attacking any unsuspecting interloper, into it's master's domain.

Montleon, was sometimes considered eccentric, unhospitable, unsociable and if crossed 'down-right-mean'. He'd take pot-shots at anything he thought might injure one of his beloved animals. When it came to the young children, who lived up in the upper Carbon River area, he had a soft-spot in his heart. He loved to give them rides upon the back of his horse or mule.

When he became to feeble to take care of himself, he was placed in a resthome and the owner's of the property burnt the place he had called, 'home' for so many years.

Thus ended the days when people lived in Melmont.

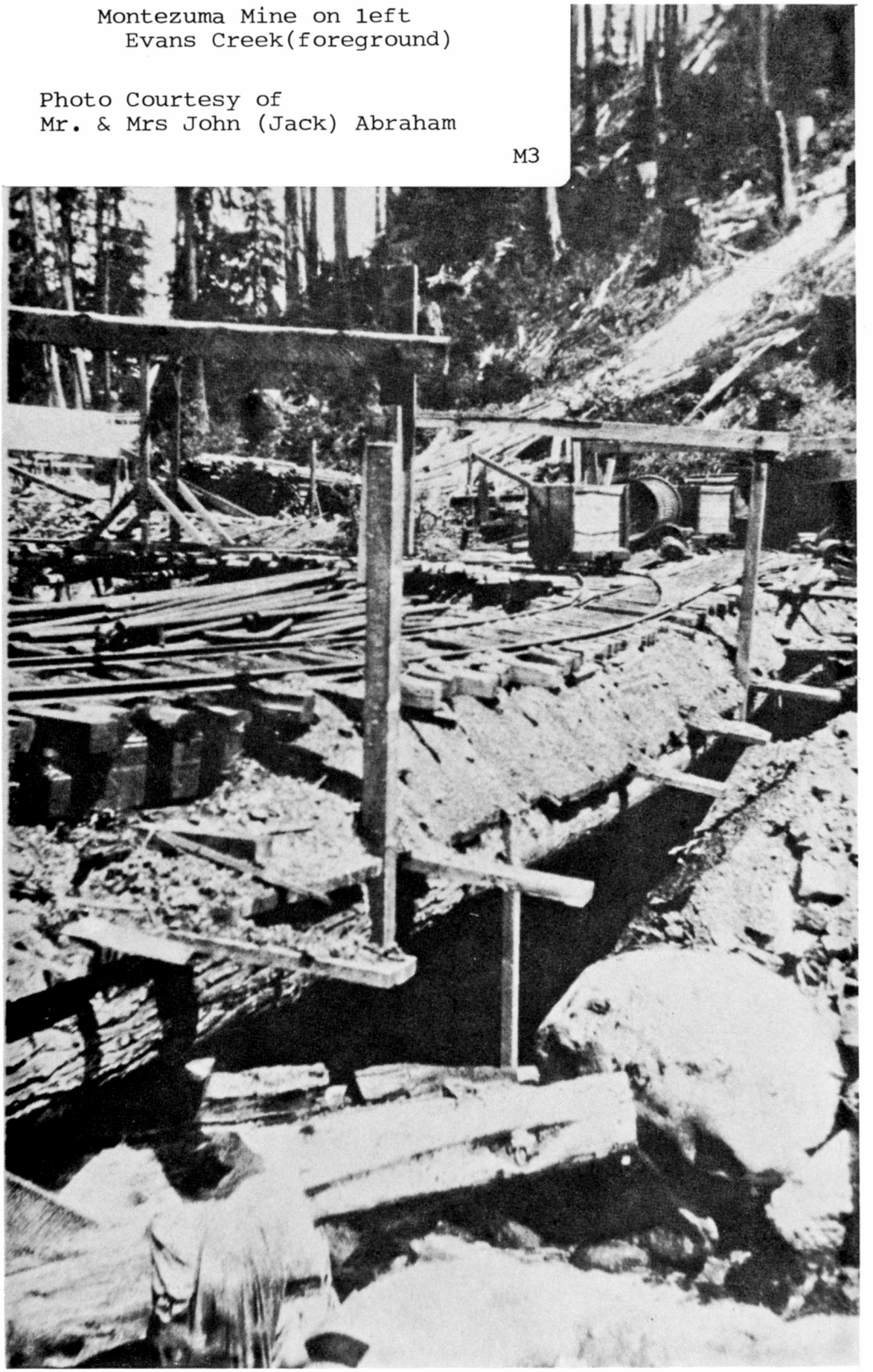
Montleon, may be gone, but he left his mark. To this day, once in a great while, a strange colored deer can still be seen, in the Melmont area. It is heir to the colors of one of it's forefathers, one of Montleon's goats, that went wild and bred, with the native Carbon River deer.

MONTEZUMA

Montezuma Mine on 1eft
Evans Creek(foreground)

Photo Courtesy of
Mr. & Mrs John (Jack) Abraham

M3



CHAPTER TEN

Montezuma

Montezuma sat deep in the heart of the Carbon River forest. A wagon road was punched in from Fairfax, to the coal-mine. It went South one-half of a mile up from Fairfax, some 500 feet in elevation higher than Fairfax to the new mine site, which was right on the bank of Evans Creek.

Evans Creek, which was named after a man named Evans, who had a cabin on the creek, begans high up in the Mountain Meadows. It runs Northeast, some seven miles before it empties its waters into the main stream of the Carbon River, just above the old townsite of Fairfax. The coal found along Evans Creek was some of the best blacksmith coal in the State of Washington. It, also, had good coking properties.

The Northern Pacific Railroad was never connected to the mine site at Montezuma, so the Company, which opened the mine, in 1901, known as Montezuma Mines Inc., had to devise a method of getting their coal to the railroad at Fairfax. They built a 4,000 foot long coal-flume. By using the water of Evans Creek, they were able to run the coal down the 4,000 foot coal-flume to a point near the railroad track. It was down-hill all the way from Montezuma to Fairfax, so the water and coal ran swiftly through the wooden coal-flume. At the bottom of the coal-flume the Company built twenty-five brick coke-ovens and a bunker. From the bunker the coal was taken to the ovens and

coked and when the coke was ready it was loaded aboard the Northern Pacific Railroad for shipment to market.

At the mine the men drove a rock-tunnel. They used the 'chute-and-pillar' method of coal-mining in the four beds, which required the use of explosives to blow the coal free.

The Montezuma mine had it's own power-source. By channeling Evans Creek into a seventy-five foot tall wooden stand tank they were able to control the water and use it's power to run the mine.

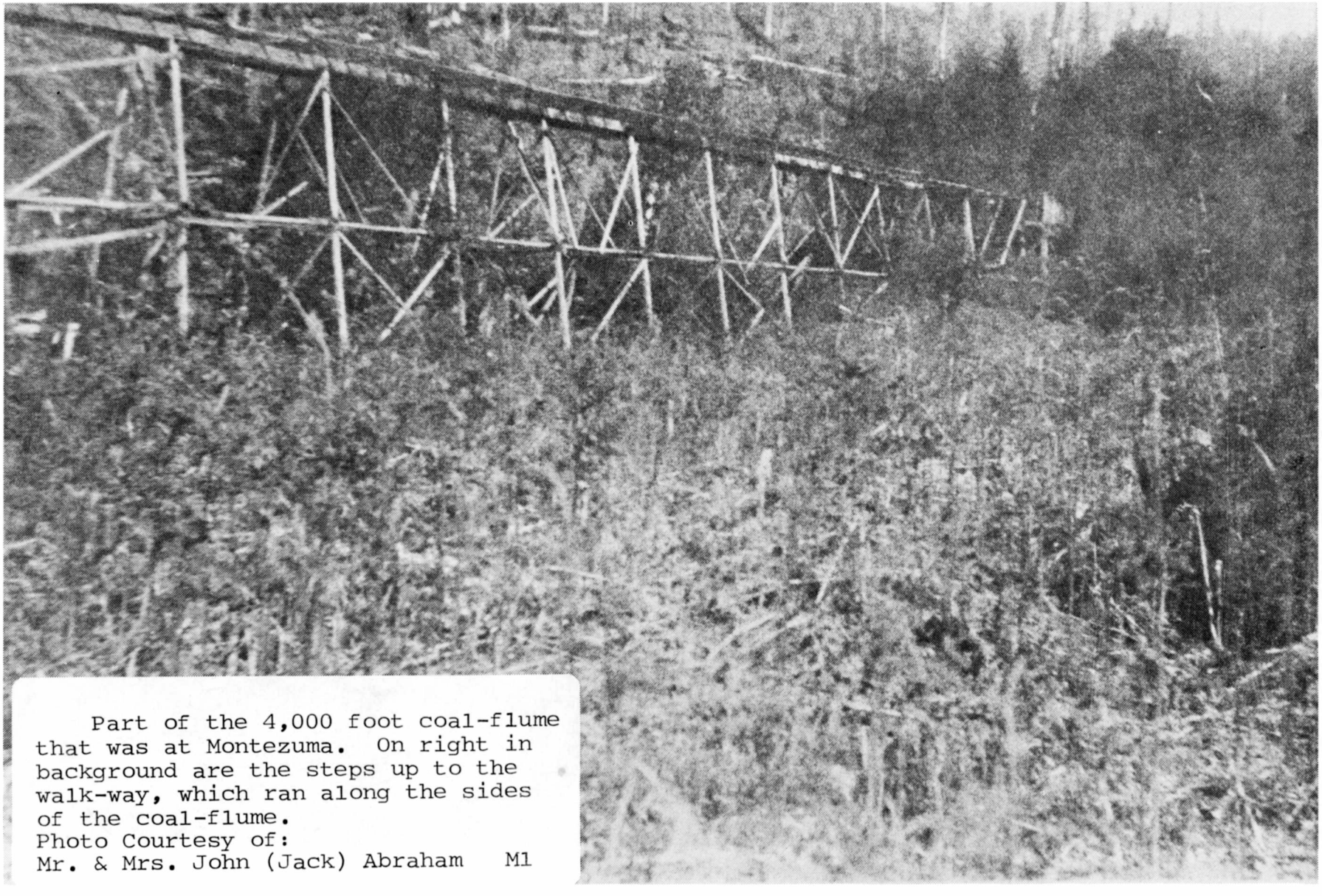
Only the under-size coal was sent down the coal-flume to the waiting coke-ovens. The coal over one and one-half inch in diameter was sorted and washed by feldspar-jigs at the mine area. Then it was sold for black-smith coal or used as domestic and steam coal.

The mining years of Montezuma lasted only nine years. The mine was shut-down in 1909. During the years of production the Company built a store not far from the mine area. It sat on the West bank of Evans Creek. They, also, built a few coal-miners shacks. The post-office and voting precinct were down in Fairfax proper.

Walter Ross was the Superintendant of the mine. His parents William and Mary Ross had a little home in the town. In 1903, their daughter Mary was born in Montezuma. The day she was born, John Sr. Abraham walked all the way to Montezuma from Wilkeson to see the Ross family. He was married to Walter's sister, Marion. She had just given birth to her daughter, Gertrude.

The Ross family, also, contained William, Jim, Tom, and John.

Walter was in Wilkeson one evening for a visit with the Abraham family. As he went by the railroad tracks in town he heard a commotion. He walked over to take a look.



Part of the 4,000 foot coal-flume that was at Montezuma. On right in background are the steps up to the walk-way, which ran along the sides of the coal-flume.
Photo Courtesy of:
Mr. & Mrs. John (Jack) Abraham M1

View of the top of the coal-flume of Montezuma. It is in a state of disrepair. Photo taken in 1919. Note tree which had fallen down the hill and broken through the coal-flume.
Photo Courtesy of:
Mr. & Mrs. John (Jack) Abraham M2

Typical Miners shack
at Montezuma

Photo Courtesy of
Mr. & Mrs. John (Jack) Abraham

He found two burly police-officers attempting to pick a drunken miner up off of the ground, so they could take him off to the local jail and get him to pay a stiff fine. One of the officers was holding a lit-match, in-order to help them see what they were doing. It made Walter mad. He figured they should have something more important to do besides harass some poor miner, who was just enjoying his time off. So Walter piped-up and said, "Pretty good! Two men and a match to arrest a drunk miner!" Immediately the pair stopped harassing the drunk and grabbed Walter. It was a lot easier to walk Walter to jail, than it was to get the rubber-legged drunk to the jail. The police hadn't thought much of Walter's remark. It cost him fifteen-dollars in fines before they would let him out of jail. He went back up to Montezuma. He never thought very much of Wilkeson's hospitality after that. Fifteen-dollars was almost a weeks wages in those days.

After the mine pulled out and the shacks were abandoned Joe Amidaio moved into one of the little coal-shacks. He was born in Italy and had come to Washington in about 1900. He took over the abandoned store-building and started a saloon, of sorts. It was really more of a 'boot-leg-operation', during the 'dry' days of Washington State. He was quite a character. Everyone in the mountain area knew him and they gave him the nick-name of 'Piggy Joe'. He had sort of a nasal way of speaking, and made half-grunt like sounds. He opened his own coal-mine. All he had to do was to take a wheel-barrow and go out behind the shack. In a matter of minutes he was back with a load of coal for his fire.

There was one humorous story about the 'chicken-rancher of Montezuma. It took place during the 'boot-legging' days at Montezuma. The story had circulated about the lower towns, that there was a new 'chicken-rancher' at Montez-

uma. Every once in awhile, a big load of grain was ordered from a neighboring town and sent up to Montezuma to the 'chicken-rancher'. Everyone down below the Carbon River Canyon were waiting for the day that the fresh chickens would arrive at their local butchershops. One man, tired of waiting for the chickens, so he decided to go up to Montezuma and see for himself what was holding up the show. When he got to Montezuma he found a total of six scranny chickens in a coup, and the biggest still he had ever seen in his life。 Such was Montezuma's famous 'chicken-ranch'.

'Piggy Joe' was not alone in the abandoned coal-town. He had a neighbor only two doors down called Joe Fix. When 'Piggy Joe', Joe Fix and Mulligan, the packer from Fairfax, got together to enjoy a little 'moon-shine' it was a sight for sore-eyes. They would go up the tracks howling like coyotes and scare the lights out of anyone who did not know the trio. While Ann Flakoy was teaching at the Cox's School she was serenaded more than once, by the Montezuma boys, as they passed the schoolhouse on their way up the tracks. They never bothered anyone, they just had a good-time.

'Piggy Joe' left Montezuma and opened a little store in Puyallup. He passed away, while a resident of that town and is buried in the Puyallup Cemetery.

After he left Andy Railinger from Fairfax lived in his house for awhile and he mined the coal-mine a little bit.

George Pasero had built a nice home in Montezuma and he lived in the town for many years. He had been a Fairfax coal-miner when he first came to the area. He liked Montezuma and decided to stay there.

When the Montezuma mine was dismantled in 1918-19, a group of Wilkeson men were hired for the job. Two of them were related to Walter Ross the one-time Superintendant, as they were sons of his sister, Marion (Ross) Abraham. They August or Gus Abraham and his brother John Jr. or Jack, as

everyone called him, and a small crew went up to Montezuma and tore the mine apart. They removed the rails and cables. All the good materials were loaded aboard horse-drawn wagons and taken down to Fairfax, where they were loaded aboard a Northern Pacific Railroad car and shipped out of the Carbon River area in that manner. They took many loads of good materials out of the mine and the area surrounding it.

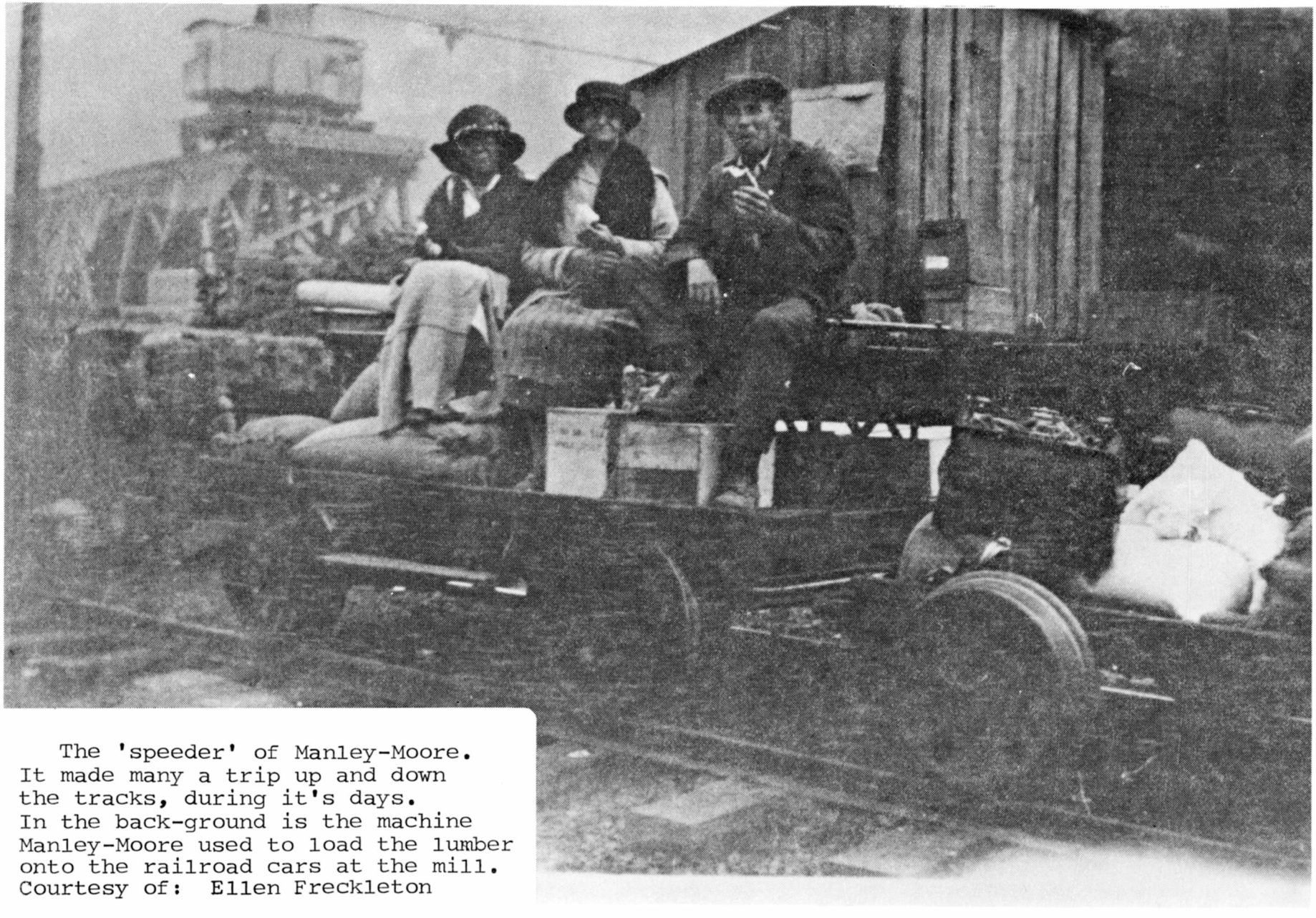
The store was torn down much later and on the spot on which it once stood, the Carbon River School was built in 1930. When it burnt down in 1934, they rebuilt it. It finally was torn down for salvage, just as the rest of the town had been years before.

If you want to see what is left of Montezuma you had better look quick. Before 1991, all the remaining structures are scheduled for removal. The remains of the town sit just before the new Evans Creek bridge. As you come into the town on the left is Joe Fix's home, also inhabitated for a short period by Mulligan. The second home on the left is George Pasero's old place. The large greenhouse on the right was not an original Montezuma home it was put there later. Just past it to the right is the fallen down remains of 'Piggy Joe's' home and behind it the caved in mine entrance. Just before you cross over the new Evans Creek Bridge on the left-hand side of the road is where the store sat. The crumbling cement foundation of the Carbon River School marks the spot.

These buildings, like the one home in Fairfax, will be torn down before 1991 either by the owners or by the land-owner, Burlington Northern.

Then Montezuma will join the ranks of the long list of Washington State's towns that do no longer exist.

MANLEY - MOORE



The 'speeder' of Manley-Moore.
It made many a trip up and down
the tracks, during it's days.
In the back-ground is the machine
Manley-Moore used to load the lumber
onto the railroad cars at the mill.
Courtesy of: Ellen Freckleton

CHAPTER ELEVEN

Manley - Moore

In 1907, August Von Boecklin, Robert D. Moore and J. E. Manley organized the Manley-Moore Lumber Company. They obtained a saw-mill, at Arline, Washington, which sat about three miles from South Prairie.

August Von Boecklin was the first President of the new Company. Robert D. Moore was the Vice-president and J. E. Manley became the secretary-treasurer.

Robert D. Moore had, had quite a childhood. He had been born in China, in 1878. His father, Marshall Moore, had been a tea merchant, in China, for some years. Marshall went on to become the secretary and treasurer of the Rapid Transit & Bridge Company, in New York City. His son Robert had attended the University of Minnesota. He had been a civil-engineer for the Great Northern Railroad for a time. He married, Eleanor Von Bodenstedt, in St. Paul, Minnesota, in 1907, and the couple migrated to Washington State. The same year, he went into partners with Von Boecklin and Manley. He located at Arline, Washington. He ran the lumber-mill part of the business and his partners took care of the financial part, from their office in Tacoma.

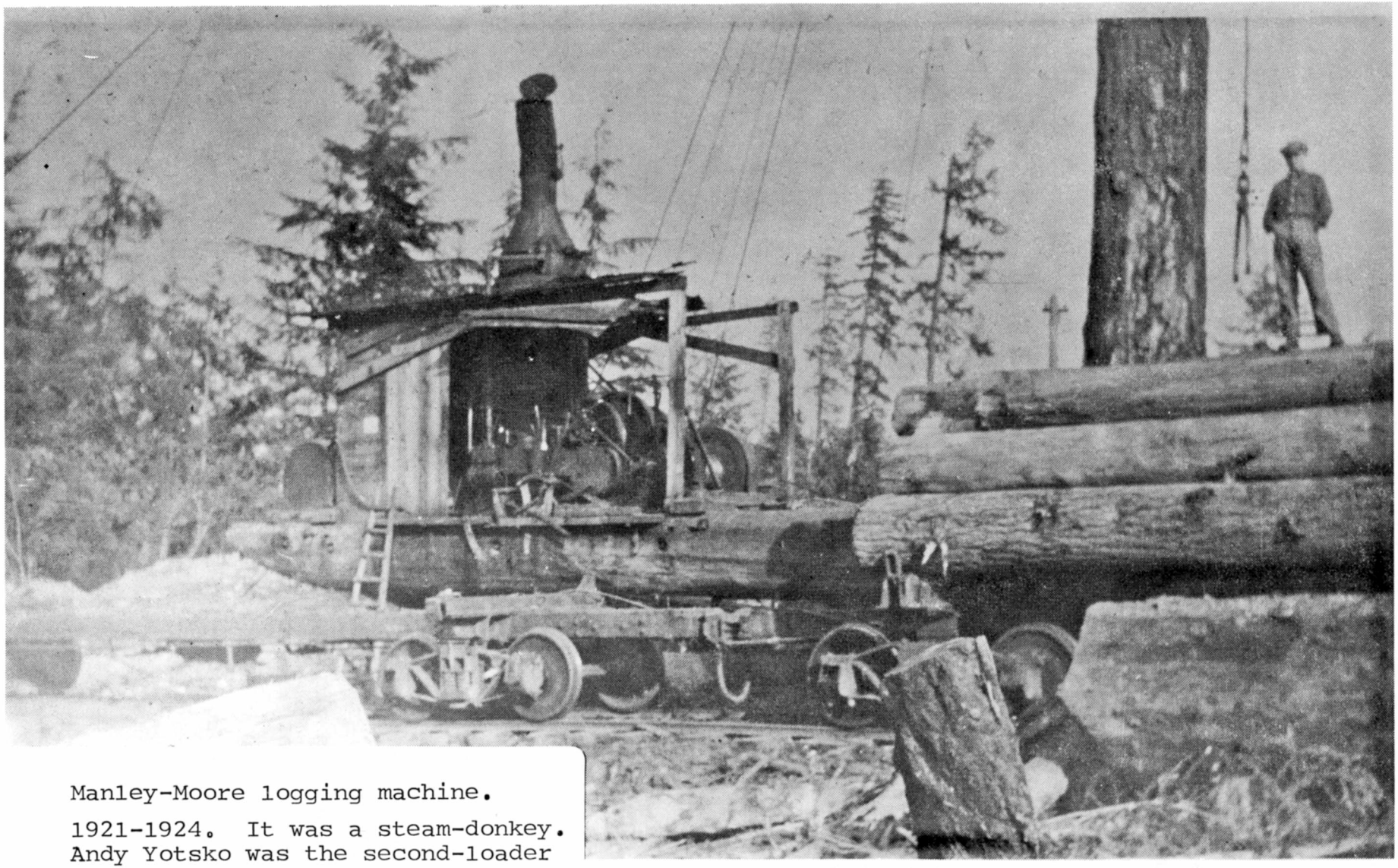
J. E. Manley the secretary and treasurer had been born in Wisconsin, in 1876. He had attended the University of Minnesota's law school and graduated, in 1899. He had migrated to Washington State and entered law practice in Seattle. He married, Rose Henriot, in 1904, in Tacoma. In 1907, he

entered the partnership.

The lumber company worked the saw-mill at Arline, until 1910. At which time, they sold it to Merrich Robb Lumber Company. The Manley-Moore Lumber Company had purchased a considerable amount of old-growth timber in the upper Carbon River area. It included the timber off of the Steve Poch, John Janeski and John Zavitski homesteads. Manley-Moore built a lumber-camp on the Steve Poch property, in 1909. It was their first camp in the area. They constructed a cook-house and a bunk-house for the workers.

They started the construction of their big new saw-mill down river from the Poch homestead. Axel Hansen and John Panick were their head carpenters, during the construction period. The mill was in Township 18 North, Range 6 East, in Section 35. It was 1,600 feet above sea-level. There was no other mill in the State of Washington higher than Manley-Moore. They built on the south bank of the Carbon River and they diverted some of the flow of the river into a mill-pond, just up from the mill area. On the other side of the mill, they cleared an area for their lumber-yard. Behind the mill, ran the standard gauge railroad track,they had constructed, which ran from up at the Poch's homestead, down across Evans Creek and into Fairfax proper. All the timber products were shipped out on the Northern Pacific Railroad to market. Behind the mill and across the tracks, they built a cook-house, a little store and office combination and a bunk-house, where the mill-workers and loggers stayed.

Manley-Moore had their own engines, which ran on the standard gauge railroad tracks, which they had constructed. During their period of milling, they had two Heisler engines and one Climax. Al Tromer was the engineer for one. Another engineer was Victor Gago. He was later killed in an accident at the mill.



Manley-Moore logging machine.

1921-1924. It was a steam-donkey. Andy Yotsko was the second-loader for Manley-Moore for four years.

Photo Courtesy of:
Mr. Andy Yotsko

on the top of the hill down from the mill five homes were built, for the top officials in the mill. The largest home was that of one of the owners of the Manley-Moore Lumber Company, Mr. Robert D. Moore. His wife Eleanor and two sons Robert and Richard lived in the home. Mr. Moore took care of the milling end of the partnership and the other men took care of the financial responsibilities. Mr. Manley and Mr. Von Boecklin were never residents of the town of Manley-Moore.

In the home behind Mr. Robert Moore was the Roberts family. Mr. R. R. Roberts was the woods Superintendant for the Manley-Moore Lumber Company. His wife and two sons Robert and Richard lived in the home. Next to them was the Bill Davis family. Bill Davis had married the daughter of Mr. Collins the mill-right. Next to them was the home of Dr. Harry Hall. He was the physician and surgeon for Manley-Moore. In the end house was the H. G. Cowling family. He was the woods engineer and surveyor. His wife and three children Harry and twin daughters Louise and Lucille lived in the home.

These homes all sat high up on top of a hill, which over-looked the rest of the town and the mill area down below.

When the first store-office, bunk-houses and cook-house burnt down, in the early years of Manley-Moore, the office was moved across from the lumber-yard in a large two-story building. The offices and supply room were on the lower level and on the top level lived one of the book-keepers named Mr. Parker, who was a bachelor.

Next to the office a small one-room store-post-office combination building was constructed and Mr. and Mrs. C. O. Brown ran the store. Their home was a large home, just in back of the store. They had three children Ethel, Lewis and Perry. The store carried general merchandise and groceries. Dr. Hall took the 'speeder' down to Fairfax proper every-

day and picked-up the mail for the town. Brehm's Store in Fairfax proper was the official post-office for the area above the Carbon River Canyon.

Behind the store and next to the home of the Brown's was the home of the Calahan family. Mr. D. L. Calahan ran the turning-mill. In this mill the main products were porch columns. The Calahan family was composed of his wife, Maillafer, who was of French heritage and three children De Lona, Viola and Archie. Mr. Calahan had a side-line, besides being a lumberman, he was a magician. He was a member of the Magicians Association. He performed locally and, later, State wide. He was responsible for saving the townsite of Manley-Moore from total destruction, after the mill shut-down. His wife had been born in France. When he brought her to Manley-Moore, she expected to find an Indian behind each tree. She was very frightened, but she soon came to love the town and she remained in the town, until her death.

Next to the Calahan home was the Manley-Moore school-house. It was a large two-story structure. The lower level had a wooden divider and it was sectioned off into two separate rooms. The first through the sixth grades were taught their lessons in the school-house. In the back of the school-house were the teacher's quarters. Two of the teachers, who took their turns teaching the children of Manley-Moore were Margaret Drisie and Miss Turner. Margaret Drisie later, married one of the Company's book-keepers, Mr. Shotwell. Silent movies were shown in the school-house on Friday night. The big wooden divider was rolled back and the school-house became a motion picture theatre.

Behind the school-house near the river's edge were two homes. In one lived the head book-keeper, Mr. P. B. Taylor. His wife and three children Charlotte, Tom and Martha lived in the home. Later, when Mr. Parker the bachelor book-keeper was killed in an automobile accident, Mr. Jackson took his

We are looking forward to an evening's entertainment of magic that has been so much talked about.

Anne Anderson,
Secretary, Scandinavian Fraternity
Enumclaw, Washington

* * * * * * *

Will you please put on your magic tricks again for the benefit of the Ladies at Kiwanis Club? The members are still talking about your last show.

Sincerely,
Gunnar Gustafson
Program Committee

* * * * * * *

EXCERPTS OF SEVERAL NEWSPAPER ARTICLES—

Magician Calahan of Fairfax highly entertained the gathering with clever sleight of hand maneuvers and tricks of magic. Mr. Calahan made a great hit with the crowd.

Service Club—Eatonville

* * * * * * *

The Kiwanis Follies will feature "Feats of Magic by Calahan the Great."

Enumclaw Courier-Herald.

* * * * * * *

Exhibition of modern magic by Mr. Calahan, assisted by his daughter, will be presented at the next meeting of the P. T. A.

Mr. Calahan showed some of his magician wares at a service club meeting last year and anyone who was present on that occasion will tell the world that Mr. Calahan is a wizard when he reaches down into his bag of tricks.

Eatonville Dispatch

* * * * * * *

From the Courier-Herald, May 6th in regard to a show at Wilkeson—

Miss DeLona Calahan drew some very interesting and amusing chalk pictures and gave a mystifying mind reading act. Mr. D. L. Calahan, assisted by his daughter gave an hour of interesting sleight of hand tricks. Everyone is still wondering how he took a live duckling out of a pop bottle, tied knots and had them disappear, found twenty-five cent pieces where he didn't put them, took bottles out of empty containers and many other queer things.

Mr. Calahan had a side-line. He was, also, an accomplished magician. He performed locally and State wide.

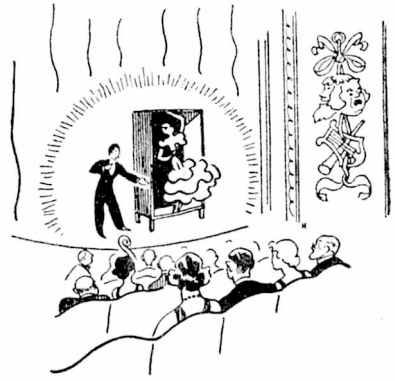
Courtesy of:
Mrs. Viola (Calahan) Morris

An Hour of Magic

presented by

Mr. D. L. Calahan, Magician

Member
International Brotherhood of Magicians



Miss DeLona Calahan

Chalk Talk Artist and Mental Reader

Entertainment by Appointment for Schools, Clubs, Lodges, Churches, Private Entertainment

Fairfax, Washington

PHONE: MONTEZUMA, WASHINGTON

BELOW IS A LIST OF SOME OF THE TRICKS PERFORMED DURING "THE HOUR OF MAGIC"

Amusing Chalk Talk Pictures .....

Mental Reading .....

Sympathetic Handkerchiefs .....

Mutilated Parasol .....

Cobra Handkerchief Trick .....

Miracle Penetration—Solid Through Solid .....

Famous Hindu Rope Mystery .....

Oriental Rings .....

Coin Vanishes, Found in Nest of Boxes .....

The Passe-Passe Bottle and Glass .....

Cut and Restored Necktie from Spectator .....

Silks and Rabbit from Production Box .....

The Torn and Restored Newspaper .....

The Multiplying Golf Balls .....

A Dove from a Bottle .....

Sensational Milk Miracle .....

The Afghan Bands .....

The Bewitched Fan .....

The Vanishing Wand .....

Baffling Cross Escape .....

Testimonials from Several Shows

FOLLOWING ARE EXCERPTS TAKEN FROM LETTERS RECEIVED—

I wish to express the appreciation of the Kiwanis Club in general and members of the vodvil committee in particular for your splendid performance at the vodvil. We enjoyed your act and it rated as one of the brightest spots of the program.

We hope that sometime in the near future we will be able to have you with us again.

Sincerely yours,
C. M. Boundy,
President Kiwanis Club
Principal Enumclaw High School

* * * * * * *

Your show is one of the best shows of magic I have ever seen.

Dr. C. V. Englund,
Dentist, Enumclaw

* * * * * * *

I wish to express our appreciation for the fine entertainment you furnished our Boys' and Girls' Club recently. After you had presented the show for the boys, the second invitation was extended to you for the second showing to the girls at the insistance of the students.

Their enthusiastic reaction to your program indicates it was found "mystifying" to them.

The program was good, clear, worthwhile entertainment.

W. E. Daniel,
Supt. Buckley High School

* * * * * * *

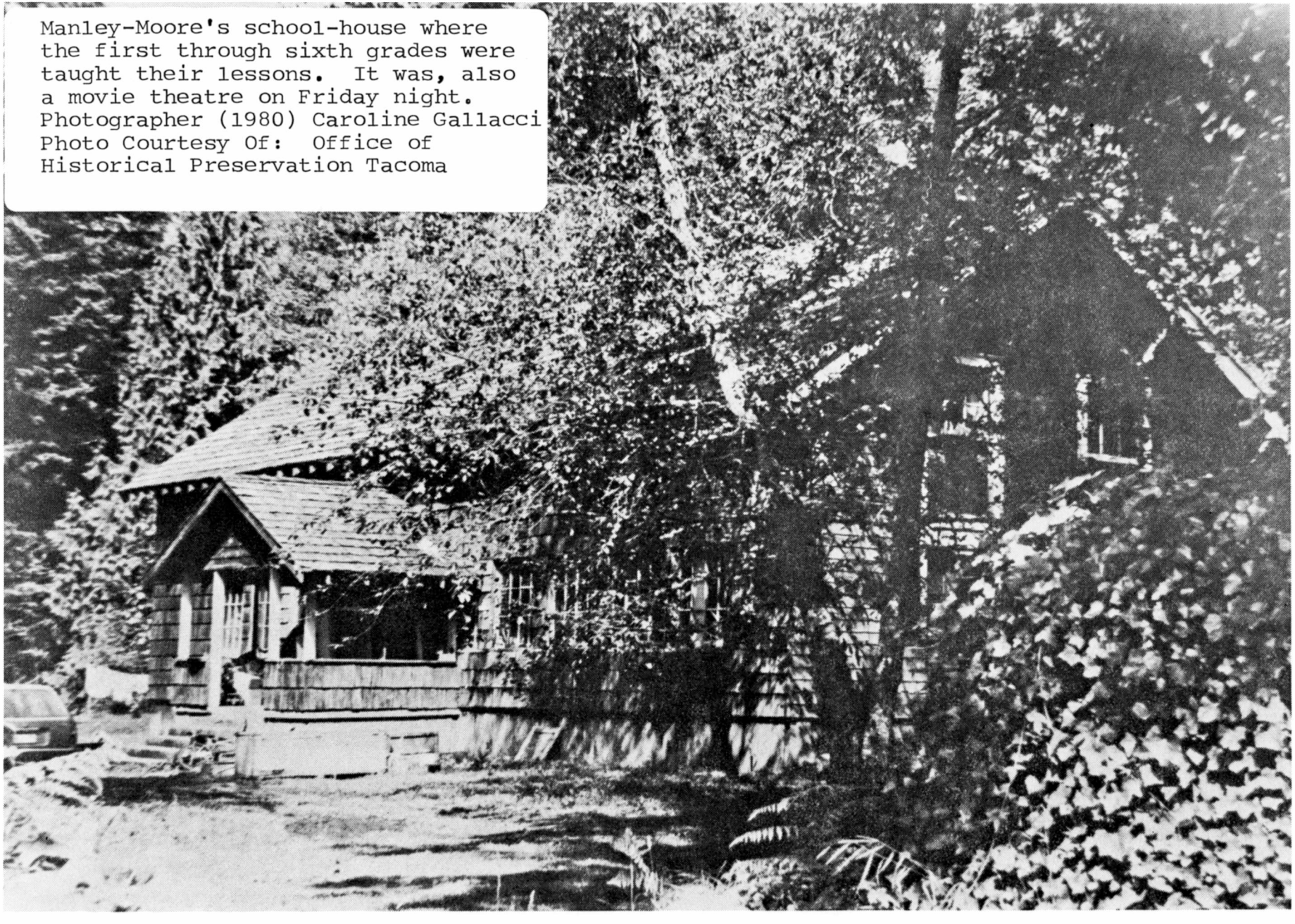
We greatly enjoyed your performance of magic on Dads' Night and wish to thank you for your part of the program. Your magic tricks are immensely popular with students and are always well received and appreciated.

Sincerely yours,
Emily McFarlane,
Principal Grade School, Fairfax

* * * * * * *

We are looking forward with keen anticipation to your program.

Joseph Larin,
Sec. Eatonville Service Club



Manley-Moore's school-house where the first through sixth grades were taught their lessons. It was, also a movie theatre on Friday night.
Photographer (1980) Caroline Gallacci
Photo Courtesy Of: Office of Historical Preservation Tacoma

position and moved into one of the two homes near the river's edge. His wife, Lottie, and daughter Shirley became residents of the town. Up river, just behind the office, was the home of Victor Paroso. He was the section boss for the railroad. He had a wife and two children.

On the Evans Creek side of the school-house were four homes. In the first one lived, the John Gurley family. His wife, Regina, gave birth to the first child born in the camp. She was named, after Mr. Calahan's daughter, De Lona. The next child they had was named after Eleanor, the wife of Mr. Robert Moore.

Down the line of houses were the homes of the Sanford brothers O. D. and Clyde. Then on the very edge of Evans Creek sat the home of Guy Howard. He was the Superintendant of logging. He had a wife and two children Helen and Guy.

Along the tracks right in back of the mill and on up past the mill-pond were the homes of the Japenese workers. The homes sat very close to the track. The Manley-Moore Lumber Company thought very highly of these industrious workers. The Company imported special foods for the Japenese workers and their families. One particular food was a fish preparation. It was shipped in by rail on the Northern Pacific Railroad and left off at the Fairfax depot. It came in huge tubs and had the consistency of cottage-cheese. It was a main food item for the Japenese. Sometimes in the heat of the summer months, when the weather was good and hot the depot at Fairfax gave off a fishy aroma, from the tubs of fish sitting on the dock waiting for the crew from Manley-Moore to come down and retrieve the delicacy. It would intermingle with the aroma of the quarters of beef, which had been shipped in wrapped in burlap, which were also, waiting to to transported up to the cook-house, where they would be cut up by the cooks.

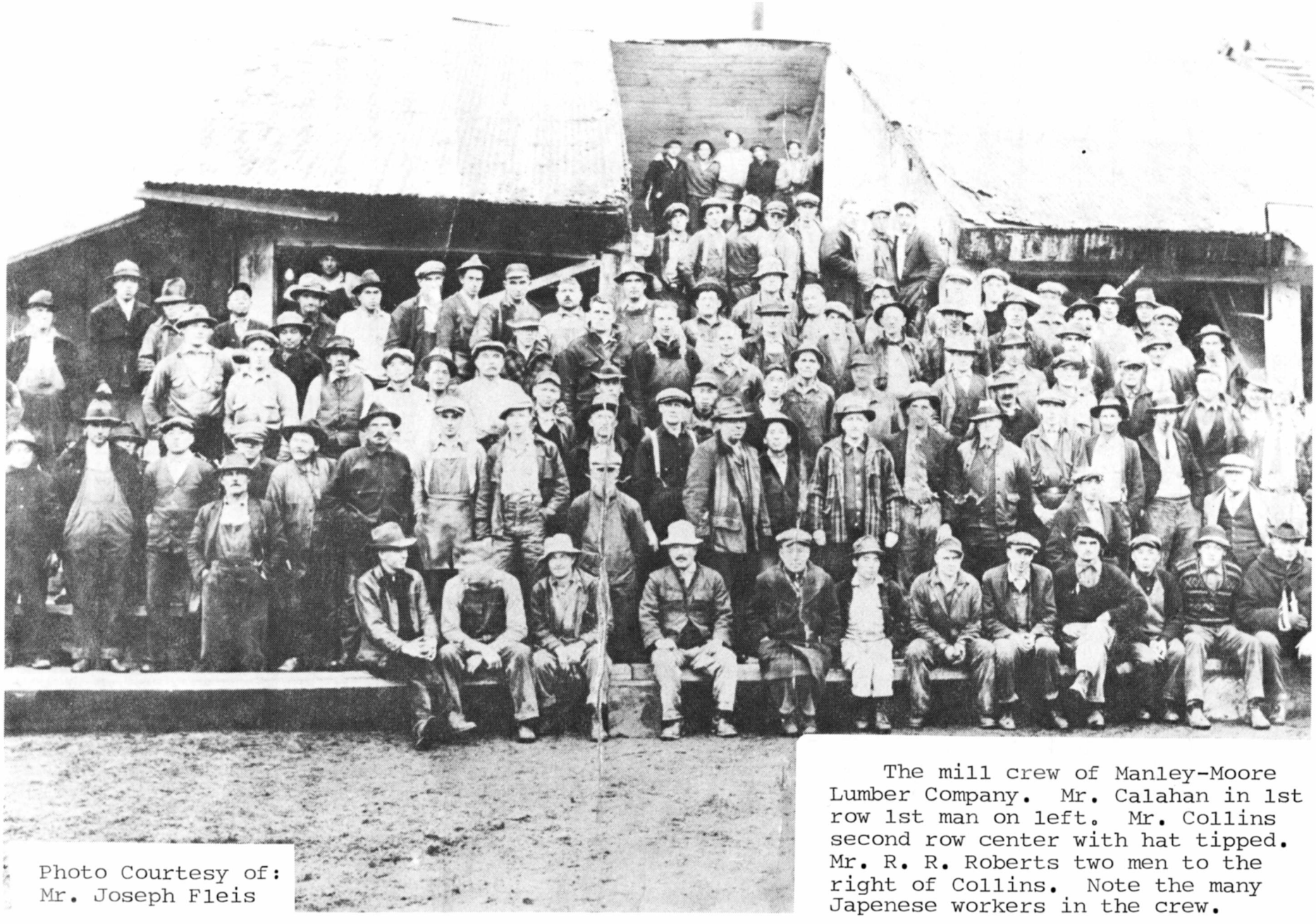


Photo Courtesy of:
Mr. Joseph Fleis

The mill crew of Manley-Moore Lumber Company. Mr. Calahan in 1st row 1st man on left. Mr. Collins second row center with hat tipped. Mr. R. R. Roberts two men to the right of Collins. Note the many Japenese workers in the crew.

The Poch's delivered the milk to the town of Manley-Moore. Steve Poch built a wooden 'speeder', which ran on the tracks. The boys delivered the milk early in the morning or late in the evening, when the tracks were vacant. They would put two five gallon cans and two ten gallon cans on the speeder and head down the tracks for Manley-Moore. Many times they did not make it as the 'speeder' would derail and it was a mess for sure. The many successful trips made provided the town with it's fresh milk supply. The method of milk delivery was quite simple. The boys would stop the 'speeder' at the homes as it came down the tracks. At each home a container had been left on the porch, which was usually a pail with a lid. The quart of milk was measured out of the bigger can on the 'speeder' and then poured into the pail. The people paid once a month and no one ever skipped on a milk bill.

After the first fire, which had taken the cook-house and bunk-house behind the mill, a new cook-house and bunk-house were constructed up on a hill, above the residence of Mr. Robert Moore. In the cook-house Mrs. Phillips was the head cook. She had a sizable crew to assist her with the many necessary preparations she had to perform in order to feed the men, who bunked in the bunk-house. Her son, Stanley and his wife, Victoria (Poch-Atherton), helped in the cook-house. There were six families of Russian nobility living in camp and some of them were employed in the cook-house. The supplies for the cook-house were brought up to the area by a engine. The Company had constructed a set of tracks up to the area and the engine would push the necessary supplies up to the cook-house. There was, also a set of stairs leading from the town level up the hillside to the cook-house and bunk-house.

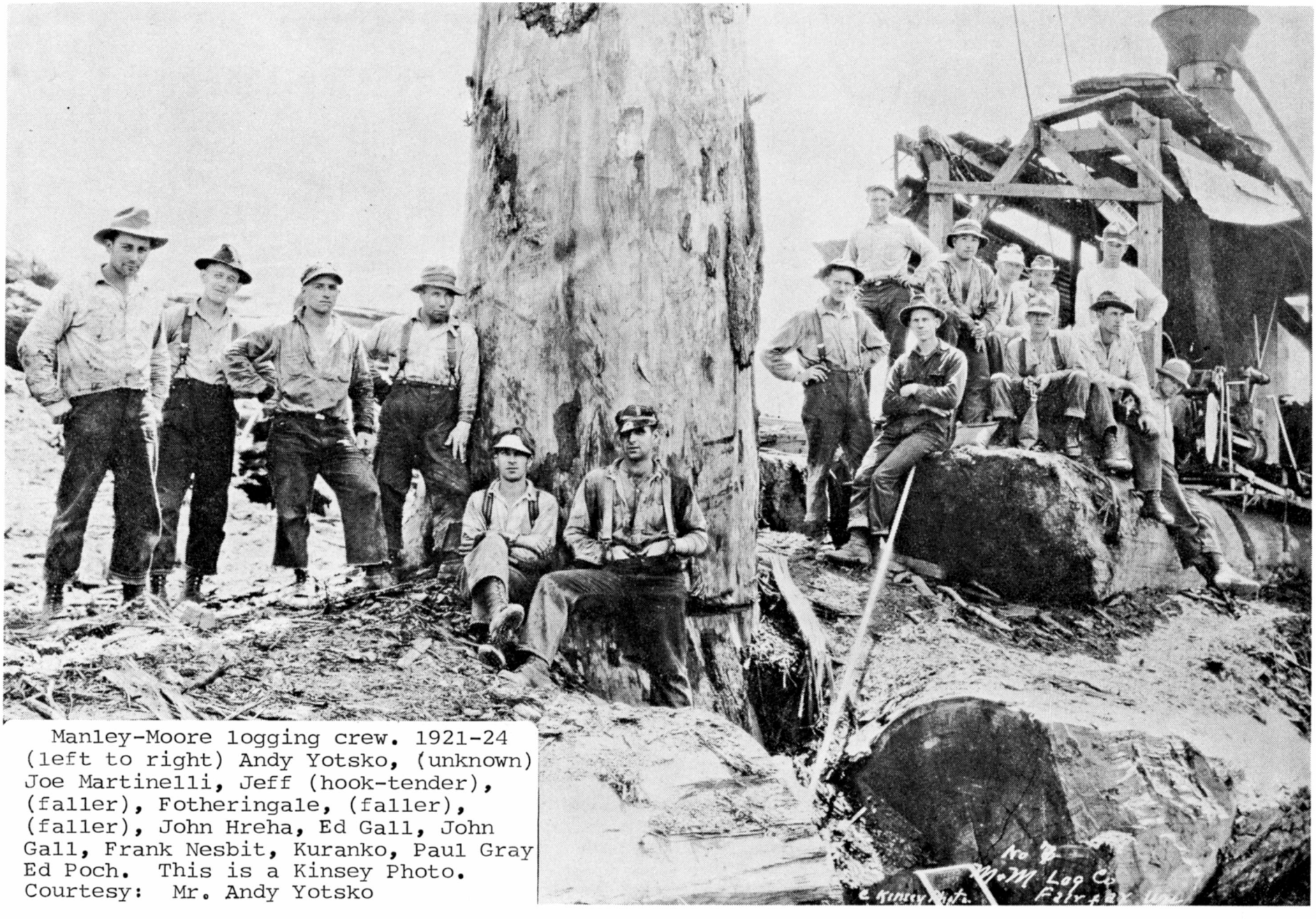
The home of Mr. D. H. Collins the mill-right was down on the bottom level, right across from the four homes,

on the Evans Creek side of the school-house. His wife, Amy, and four children Dolly, Dave, Norris and Andrew lived in the home.

The Japenese workers in the mill had a habit, which always shocked the men of European heritage. They had a love of consuming the live bodies of the native Washington 'grub'. These 'grubs' lived under the bark of certain logs brought into the mill. When such a log, came into the mill all the Japenese workers would gather about the log and take particular delight in indulging in a snack. When the bark flew and the 'grubs' were exposed the men had a grand time trying to out-wit the others and get the tasty treat for theirselves. This custom disgusted some of the Europeans, as some of the 'grubs' grew to a considerable size. Many were about three inches long and very fat. The shocked looks on the faces of the Europeans did not bother the Japenese workers, as they found equal disgust with the European workers habit of eating oysters raw.

Manley-Moore had grown to a considerable size and was one of the biggest in-land mills in the State of Washington. When they had first started out they had subsidized a logger, named McCash, for some of the logging between Pochs' and the boundry of the National Forest of Mount Rainier's park lands. McCash set up a logging camp near Tolmie Creek. It had a portable cook-house and bunk-house, which were moved upon the railroad, when it was necessary to break camp on move on. The second camp was set up near where Poch's Creek enters the Carbon River. The third camp was on the north side of the Carbon River, and a bridge had to be built across the river. The camp was set up on the far side of the river. The fourth and final camp sat near the park boundry on the north side of the river. From that camp they logged the bottom of Burnt Mountain.

Manley-Moore soon established it's own logging crews,



Manley-Moore logging crew. 1921-24 (left to right) Andy Yotsko, (unknown) Joe Martinelli, Jeff (hook-tender), (faller), Fotheringale, (faller), (faller), John Hreha, Ed Gall, John Gall, Frank Nesbit, Kuranko, Paul Gray Ed Poch. This is a Kinsey Photo. Courtesy: Mr. Andy Yotsko

One of Manley-Moore's engines.
They had two Heislers and one Climax.
These engines ran the standard-gauge
railroad tracks, which ran through
the townsite of Manley-Moore.
Photo Courtesy of:
Mr. & Mrs. Michael Smith MM1

HEISLER GEARED LOCOMOTIVE

HEISLER LOCOMOTIVE WORKS

ERIE, PA., U. S. A.

and employed one-hundred men on the crews. The Company had purchased a considerable amount of old-growth timber from the Northern Pacific Railroad, off of it's land-grant holdings in the upper Carbon River area. One of the bigger camps was behind the old townsite of Melmont. The men parked their cars by the Carbon River bridge and walked in over the hill about one-mile. They were picked up on the engine and taken into the area they were logging.

Two local boys were killed in the Manley-Moore camps during the day's of logging. One was young Teddy Pete of Wilkeson and the other was 'Peddy' Arsanto, another Wilkeson boy.

Many men lost their lives, while in the dangerous business of logging. Because of the transportation difficulties, during those days, the body had to be set aside until the end of the logging day. Then the crew took the body of their fellow companion down and out of the woods with them. It wasn't until the end of the day, that the family was finally notified of the death of their loved one.

In 1924, the Hueling Brothers, Roy and Harry, of Willapa Harbor built a shingle-mill to the east of the millpond at Manley-Moore. They had made an arrangement with Manley-Moore, where-by, they would be provided with cedar for their mill, by the Manley-Moore Lumber Company and when the finished cedar products were marketable, they and Manley-Moore would share the profits of the shingle-mill 50-50.

The Hueling family was a large family and very closely-knit. Their history of shingle-milling and logging went back many years. The first Hueling to start a mill was their father, Nelson Hueling. He and his brother-in-law, Elmer Case, had started the first shingle-mill at Willapa Harbor. They had gone on to build up a very successful business. The first one had sat on Wild-cat Creek and many mills had followed, that first one. Nelson had, had five

sons and seven daughters. The sons followed in their father's foot-steps and entered the shingle-mill business. Nelson and his wife, Blanche, went to Manley-Moore with the sons and Nelson took an active part in the business. Due to his advanced age, he held the position, as the watchman for the shingle-mill. The homes of the Hueling families were up above the shingle-mill. It was a very profitable mill and the relations with Manley-Moore Lumber Company were always excellent.

All the people of the community of Manley-Moore enjoyed one another very much. There were many social gatherings. The children never lacked for something fun to do and they made up their own entertainment.

The community got together and built a very nice community-hall, just up from the school-house. It had a beautiful dance-floor and a great river-rock fireplace. Many dances were held in the hall on Saturday nights. In the back was an area for showing movies. It was a great place. From the store down past the community-hall a boardwalk was built and everyone headed down the boardwalk on Saturday night.

Before 1923, the only means of transportation was by 'speeder' down to Fairfax and then catch a train out to Tacoma. In the 1921-23 era, some of the people purchased cars and parked them down in Fairfax, in rented garages. They still had to ride the 'speeder' from Manley-Moore to Fairfax, but at least they could motor from there down the new highway at their own leisure. A trip back up to Manley-Moore, after dark was not so much fun, as many times they had to walk back up the tracks to the town in the dark.

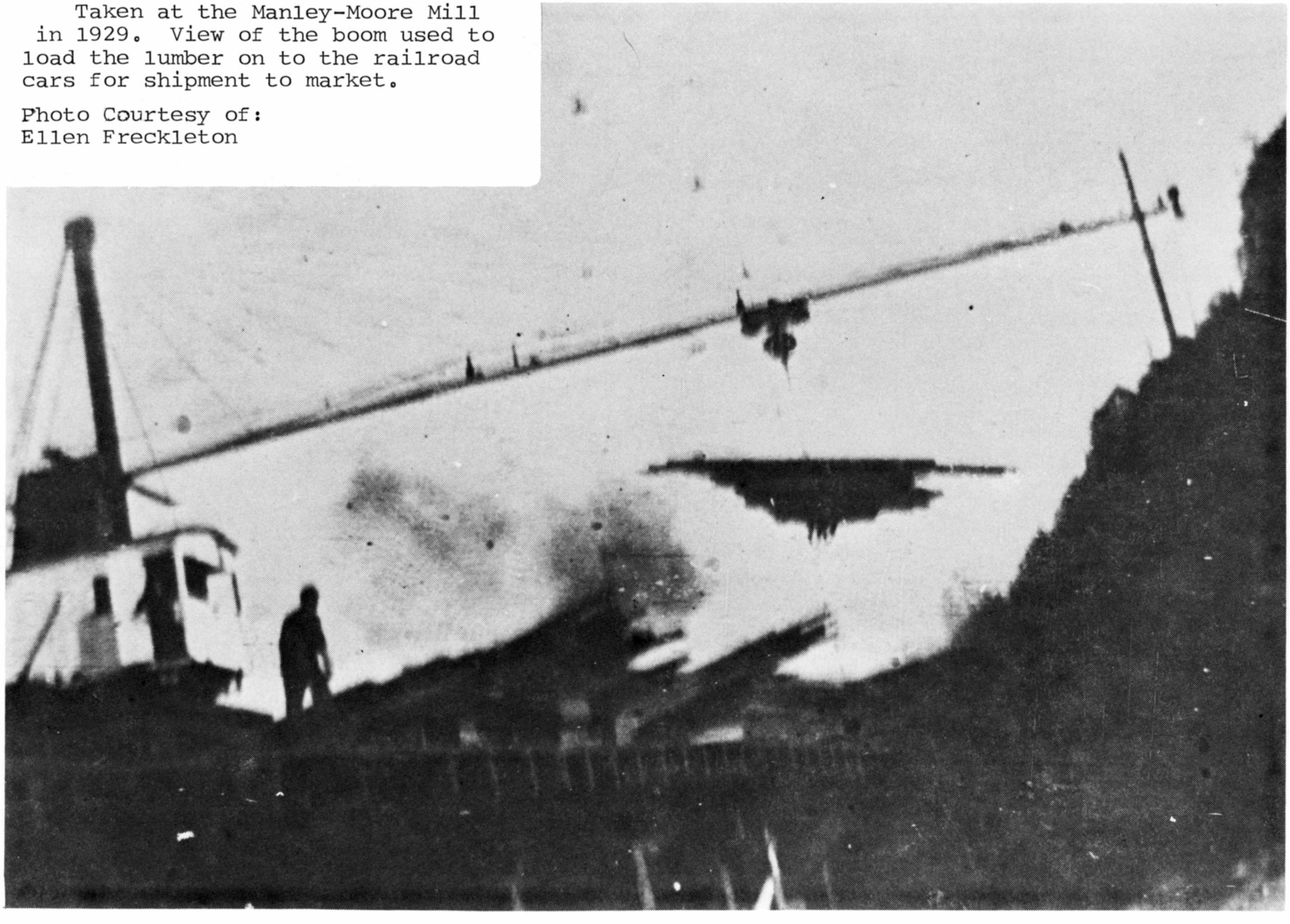
After the road was extended up past Manley-Moore to the park area, the people built a long row of garages. Sadly, they were built in the area of the community-hall

Manley-Moore Lumber Company's saw-mill. It was the highest saw-mill in the State of Washington. It sat at 1,600 feet above sea-level.

Photo Courtesy of:
Mrs. Viola (Calahan) Morris

Taken at the Manley-Moore Mill in 1929. View of the boom used to load the lumber on to the railroad cars for shipment to market.

Photo Courtesy of:
Ellen Freckleton



as it had burned down. The mill had suffered a fire, in 1918. A large part of the mill had burned down including the turning-mill of Mr. Calahan's. He continued to take an active part in the leadership of the mill, even though his part of the mill was gone.

In 1925, Manley-Moore was one of the largest mills running in the State of Washington. The mill could produce some 150,000 feet of lumber per-day. Car after car full of lumber were shipped out from Manley-Moore's lumber-mill. It's future looked bright. It had a lot of timber left to cut, in the surrounding area. Even the death of August Von Boecklin, in 1926, did not stop the other two partners. They continued to run the company with business as usual. Mr. J. E. Manley stepped up and took over the Presidency of the Company.

The 'depression', which hit in 1929, killed the market for lumber. It happened at a particularly inappropriately bad time for the Manley-Moore Lumber Company, as they had many new things going on and had quite a large number of outstanding debts. The Company went into the hands of a receiver. They were forced to sell the Company. Mr. Gailbraith from the Eatonville Lumber Company picked up the Manley-Moore Lumber Company. He put Mr. Calahan in charge of the mill and Mr. Calahan moved into the big home on top of the hill, which had been the home of the Robert Moore family for so many years.

There were labor troubles and the mill had a hard time. The Hueling Brothers Shingle-mill pulled out of the camp. Their supply of cedar had been cut off and they had been frozen out. They went to Forks, Washington and set up another mill. Roy's two sons Dale and Daryl helped their father set up the new mill. They went on, Manley-Moore did not. In the early 1930's the mill shut-down for good.

Mr. Calahan and his wife stayed on in the town. They

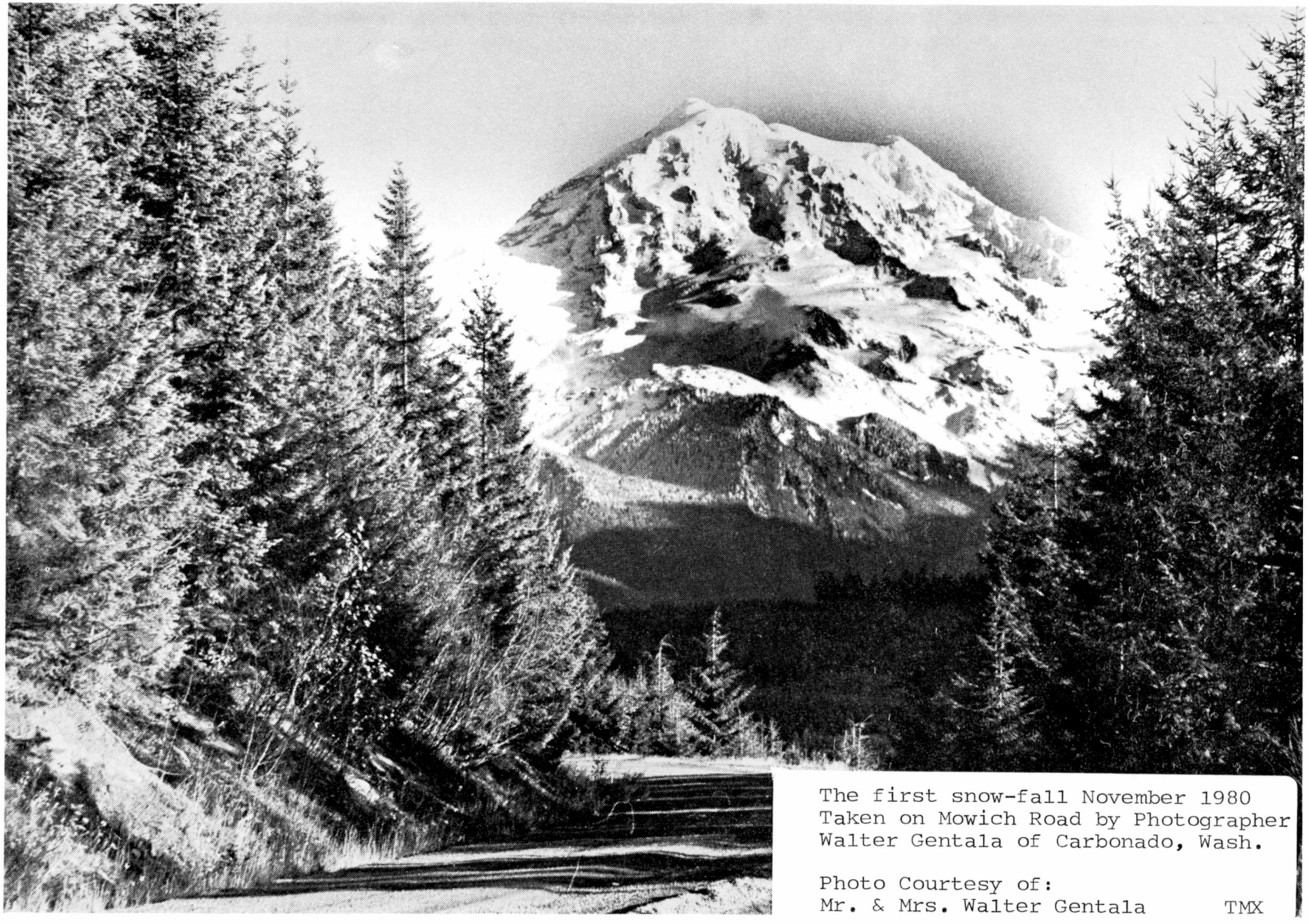
acquired a lease from the Northern Pacific Railroad for 40 acres of land, on which the townsite of Manley-Moore sat. He was determined not to see the town destroyed. He began selling the homes to private individuals, so they would not be vacant reminders of the good old day's.

In 1980, the old townsite of Manley-Moore had fared better than her sister towns of Montezuma and Fairfax . There are still a few structures left from the day's of the lumber-mill era. New people have purchased the homes and have made many improvements to the old structures.

Of the original buildings, those, which still remain, are the office, which was the second one built by the Company, the little one-room store and post-office building, the home of Victor Paroso, who was the section-boss for the railroad, the first home of Mr. Calahan and his family, the school-house of Manley-Moore, with it's teacher's quarters, the home of John Gurley and family, incidently it was the home of the first child born in camp, and it may very well be the home of the last child born in the town, as the current owner's wife gave birth to a little girl in that house just about one year ago, the home of Mr. Collins the mill-right, and on the top of the hill the original home of the owner of the old Manley-Moore Lumber Company, Mr. Robert D. Moore remains in-tact, though somewhat remodeled.

What is ahead for Manley-Moore? The future is just as bleak, as it is for the one remaining home in Fairfax and the two original structures in Montezuma. All the homes scheduled for removal, by 1991. The current home owner's are all aware of the sad fact, but they keep right on hoping and remodeling the structures. Burlington Northern Inc. has put into effect it's new lease policies concerning the old leases it acquired, when it became the owner of the Northern Pacific Railroad's properties. The demolition of the buildings will be complete before September of 1991.

THE MOUNTAIN



The first snow-fall November 1980
Taken on Mowich Road by Photographer
Walter Gentala of Carbonado, Wash.

Photo Courtesy of:
Mr. & Mrs. Walter Gentala TMX

CHAPTER TWELVE

The Mountain

This final chapter is written, about past events, which have had a historic effect, upon the Carbon River's side of the Mount Rainier National Park, and about present day facts, which effect the area.

The mountain, itself, is classified, as an explosive volcano, such as, 'Vesuvius'. There is no assurance that the now quietly sleeping energies will stay so, and not suddenly be revitalized. It has had a history of ash eruptions and mud-flows. The last big eruption is placed somewhere in the area of 2,000 years ago. Between 1820 and 1854, there is evidence of another large ash eruption. This was seen by white men. The Indian race, which lived near the mountain had many legends, about the mountain. They passed them down generation to generation. They all contained many stories about the 'lake of burning fire', near the summit of 'Tachoma'. Tachoma was the Indian word for Mount Rainier, it meant 'snow or ice-peak' in Chinook Jargon.

Of the mud-flows, the 'Osceola flow' was probably the largest flow, to ever issue, from the mountain. It's mud oozed down the mountain, about 5,800 years ago. It continued down both forks of the White River, some forty-five miles and then spread a river of mud three to ten miles wide and twenty-miles long, out past the present day town of Enumclaw. Some fifty-five lesser flows can still be seen.

The Carbon River Glacier is a living-force. It advances and retreats. Between 1913, and 1960, the glacier shrank some 1,300 feet. It is currently in a period of advance. The glacier has moved forward, some 250 feet over bedrock and gravel. Nature has great control over the glacier. Any abnormal warming can cause the glacier to melt swiftly and the result is flooding, along the Carbon River. The trees near the glacier face have an approximate age of seventy-three to seventy-nine years of age. This signifies a major flood during, the early 1900's. A flood, so great, that all the trees were uprooted and carried away down the Carbon River.

Warm weather, chinook-winds and heavy rains can turn the water of the Carbon River, in the early spring or late fall, into a milky-brownish raging torrent. These conditions, also, cause heavy flooding, along the Carbon River and it's tributaries.

On January 9, 1903, the flood conditions were so severe in the Carbon River area, that the river and it's trib-, utaries caused considerable damage to the Carbon River area.

The mighty muddy Carbon River washed out the Northern Pacific Railroad bridge at Crocker.

The South Prairie Creek crested and took Doud Brother's Logging camp damn at Spiketon and left the logging company a muddy mess to clean up. It went on and eroded the supports to the Lower Burnett County Bridge so badly, that one side gave way and fell into the creek. A log jam formed, above the partially destroyed bridge and Burnett men had to blow the bridge to prevent any worse damage.

In Wilkeson, Gale Creek and Wilkeson Creek rushed over their banks and logs were carried down the main street of the town. The depot in 'Up-town' was picked up by the swift waters and carried quite a distance, before being set free.

In November of 1932, the Evans Creek Bridge washed out,

and Charles E. Peck age 18, son of Burdette S. Peck, was killed. His truck had just driven upon the bridge, when the washout occurred.

The following year on December 7, 1933, John Griggs 40 years of age was caught in a huge mud and rock slide in the Carbon River Canyon. It occurred on the Carbonado side of the canyon, not far from the Carbon River Bridge. His crushed body was taken down to Carbonado to the miner's hospital and Dr. Wicks worked trying to revive the man. From there he was transported to Tacoma. All efforts were in vain and he died as a result of his injuries. The men from the C. W. A. Camp at Manley-Moore were called out to clear-out the slide, and did so with extreme peril to their own lives and the conditions were extremely hazardous.

On November 23, 1959, once again floods brought by the warm chinook-winds and heavy rains flooded the Carbon River area.

The last large flood of the Carbon River was in December of 1977. During a flood, such as, the 1977 one, the awesome power of the Carbon River was clearly visible. Huge trees, along the banks of the river were uprooted and swept into the muddy raging waters, as if they were nothing more than 'match-sticks'. They were soon stripped of their limbs and carried down-stream, where they were thrown in great piles, all along the river banks. They were accompanied by huge boulders, that the river had picked up and rolled along. The sound of those boulders grinding and pounding along in the swift current was a deafening sound. It was during, this flood, that the little schoolhouse built in 1912, known as Cox's School, or School District #120, was washed away from it's sixty-five year old homesite and the angry Carbon River turned it into nothing more than kindling, in a matter of minutes. The homeowners barely escaped with their lives. That night, will never be forgotten by the family.

For most of the year the Carbon River has a milky-color. This is due to the melting of the glacier. During warm weather the melting of the glacier fills the river with silt and glacial debris. In the colder months, the river clears up and becomes a greenish-color. This change of color is due to the freezing of the flow, from the glacier and then the main part of the rivers water is supplied by it's tributary creek waters, such as, Cataract Creek, Spukwush Creek, Ipsut Creek, Chenuis Creek, Ranger Creek, Falls Creek, Cayada Creek, June Creek, Tolmie Creek, Poch Creek and Evans Creek. These are the creeks found above the Carbon River Canyon.

The glacial ice on the Carbon Glacier, as the other glaciers of Mount Rainier, and the ice-cap itself, provide a climate, in-which, artic plants and animals can survive. In our now, temperate enviroment, this is one of the last safe-havens for these ancient life-forms. If something were to change the temperature on that frozen island area, these last remaining remnants of the 'ice-age', would be lost forever.

The mountain, which towers, 14,410 feet in height, a good 6,000 to 8,000 feet, above her neighbors, is a many splendored thing. From 9,000 feet to her top, she is covered by a thick, solid mass of ice. Timberline begans down at her 6,000 foot level. It is no wonder that so many people worked years trying to have her declared a National Park, and in doing so, preverve her and the area around her, for mankind to enjoy.

Committees were organized, as early as 1893, with their main goal, to make Mount Rainier a National Park. Senator Squire introduced a bill to Congress in 1893, but it failed. There were many reasons, against the bill brought up at that time. Two of the reasons given against making it a National Park were a failure to settle land-grant claims, given to the Northern Pacific Railroad, by the Government. Some of those land-grants would lie within the proposed park boundries.

A second reason, was the idea, that the area should not be used for tourism, alone. There was mineral wealth and timber wealth, inside the area proposed. It was a simple case of 'greed' versus 'nature-preservation'. After, five-years of struggle, 'nature-preservation' won out. Mount Rainier became the fourth National Park, in America and the first, to be declared so, because of a mountain's beauty.

Edward S. Hall, was the first Superintendant of the park. Two pioneer park-rangers, in the Carbon River area, were William McCullogh and Alfred Conrad.

Perhaps, Carbon River's most famous ranger, was Thomas O'Farrell. He was born, in 1875, in the small neighboring town of Orting, to Mr. & Mrs. Robert O'Farrell. His parents were Orting pioneers, and they arrived there at the early date of, 1868. Thomas entered the park service, in 1908, under Superintendant G. F. Allen. Thomas's headquarters were in Fairfax. In 1916, he was raised, in rank, to Chief Park Ranger. It was the first, such position, in park history. He was responsible for stringing the first telephone-lines into the area. He pioneered, most of the familiar trails, now used by park goers. His greatest achievement was accomplished, when he waged a personal war against, some 98 private mining claims staked, inside the park boundries. These claims had been staked before the National Park was created. If the claims had been allowed to remain in-force, the owners could have began mining at any time. Hundreds and hundreds of acres of park would have been destroyed. He won the war against, about 90 of the claims, so only, about 8 remained, when he left the park service, in 1924.

He was honored by the naming of O'Farrell look-out, after him, and Lake Ethel and Lake James, after his children. The lakes, afore-mentioned, are in the northern portion of the park.

The most important man made structure in the Carbon

River area is the Carbon River Bridge, which spans the Carbon River, above Carbonado. This bridge was the last link necessary to connect the mountain area, with the outside world, by a road. The road had been desperately needed, for almost twenty-five years. Many of the people, who lived in the Carbon River area, and it's surrounding areas, worked hard for years trying to prod the County into constructing the road.

The bridge over the Carbon River Canyon was named in honor or James R. O'Farrell. He had been elected, as a County Commissioner of District #1, in 1914. He was from Orting, Washington. He had been a general contractor and had constructed, among other things, the Kapowsin High School and the Eatonville Gym. He, also, had been a postmaster in Orting for fourteen-years, before taking his job as Commissioner. It was through his supreme efforts that the raod and the bridge were finally constructed.

Plans for building a county road from Burnett to Fairfax had been approved, in 1918, and then because of WWI, they were shelved. When the war ended and things settled back to normal, the people began to prod the County into keeping it's word and building the road. The money appropriated before WWI, was not sufficient, during the post-war years, as material and labor had taken a sharp rise. There was a lot of opposition to the road construction. Some of the County Commissioners, thought other projects should have priority, above the road. When a statement made by the County Commissioners stating that fact became public, the Carbon River area became enraged. A meeting was called on February 2, 1921 and seventy-five people attended, at the Wilkeson Slavonian Hall. The towns represented were Orting, South Prairie, Buckley, Burnett, Spiketon, Carbonado, Puyallup, Sumner, and Montesano. Poor Fairfax tried, but failed. A delegation of twenty-five crammed themselves, aboard a gas

'speeder' and made a heroic attempt to attend the meeting. The deep snow, which covered the railroad tracks made the trip impossible, and they had to give up the project and return to their homes to await word on the out-come of the meeting.

At the meeting Dr. C. E. Martin was the Chariman. He organized the establishment of certain committees. A road committee was appointed and Robert D. Moore of Manley-Moore Lumber Company and William Carli, head of the Miner's Union, were appointed the chairmen. Dr. Martin was chosen as the Chairman in charge of the programs. The towns appointed their main delegates, some were, R. J. Wulzen and David Jones for Carbonado, Joseph McCaskey and Gus Patrick for Wilkeson, J. E. Bergin and John McInnis for Burnett, J. E. Jackman and John Wells for Spiketon.

On February 12, 1921 the Wilkeson Delegation took a 10 piece band into Tacoma and stood at the north entrance of the Courthouse and serenaded the County Commissioners, as they voted for or against the road construction. Needless, to say, it passed.

It was decided the road would be constructed in sections, and the money would come from different places. The bridge over the Carbon River and the one-mile of highway, up to Fairfax, would come out of the State highway funds appropriated for Pierce County. They gave $60,000 for that construction. Union Iron & Bridge Company out of Seattle, under M. M. Caldwell got the contract.

The second unit was the road from the bridge back down to Carbonado. It was given money from the general fund at a total of $40,000. James R. O'Farrell's District #1 was to chip in $10,000 for the rest of the construction.

In May of 1919, money in the amount of $20,000 were approved by the Government to construct a road from the end of the Fairfax County road, on up to the park. The National-

Park Service and the Forest Service engaged in extending the road from Fairfax on up to the park boundry. They had a total of $50,000 available for the three and one-half of a mile stretch.

So the construction began and in the last week of April, in 1921 the Burnett Bridge over South Prairie gorge was opened. The bridge had been the idea of James R. O'Farrell. The bridge cost $100,000.

The road construction cost more than originally planned. The estimate had been set at $250,000, before it was over $450,000 had been paid out.

The completion of the Carbon River Canyon Bridge, which was the last link, was heralded by a great celebration. Dr. C. E. Martin was the chairman of the program committee.

Dr. Martin had organized the festivities, in Wilkeson weeks previous to the event. Two, of the local girls, had the honor of being chosen to provide the main entertainment for the 'gala' affair. They were Gertrude Abraham, daughter of Wilkeson pioneers Mr. & Mrs. John Abraham Sr., and Myrtle Rowe Abraham, the new wife of John Abraham Jr. and the daughter of Elijah Rowe of South Prairie.

In Wilkeson, Alfonso Tilenda's flat-bed truck had been decorated and a piano tightly secured to it's bed. After the ceremonious cutting of the ribbon the truck drove out upon the new 250 foot bridge spanning the Carbon River. There, in the center of the bridge, over 300 feet above the wild untamed Carbon River, Myrtle's voice rang out in song, as Gertrude played the piano, in accompaniment. The two sounds blended and echoed across the canyon, as the many dignitaries and local people looked on. The memory of the day lingers on nearly sixty-years, in the memories of the two girls, who performed. It was one of the greatest days, in their lives.

The bridge was named in James R. O'Farrell's honor. It cost nearly $80,000 and the road nearly half of a million.

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Blotters
Circulars
Invitations
Posters
Folders
Checks
Blanks
Notices
Labels
Legal Blanks
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Placards
Dodgers
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Programs
Receipts

Prompt, careful and efficient attention given to every detail

Don't Send Your Order Out of Town Until You See What We Can Do

PROGRAM

Carbon River-Fairfax Road and Bridge Celebration at Fairfax, Saturday, Dec. 17th.

1. Visiting automobiles will leave Wilkeson at 1:00 P. M. sharp for the new bridge where exercises will be held.

2. Dedication address by James R. O'Farrell, Orting, County Commissioner, Afternoon.

3. Address—W. H. Paulhamus, Sumner, President Puyallup-Sumner Fruit Growers' Canning Co., Afternoon.

4. Davis Brothers Famous Vocal Quintette, Carbonado, Afternoon and Evening.

5. Selections by the Orting Brass Band provided through the courtesy of Band Master, I. G. Harmon, and associates, Afternoon.

6. Proceed to Fairfax, Gateway to the north side of the Mountain, for the balance of the afternoon program and evening entertainment and the dance.

7. Address of Welcome—Charles Hollister, Fairfax, Afternoon.

8. All exercises of the day will be filmed by Asahel Curtis, noted photographer of Seattle.

9. Guests will leave Fairfax, geographically the Hub City of Pierce County, on a special train furnished by the Manley-Moore Lumber Company personally conducted by Vice President R. D. Moore to view the beauties of Rainier National Park, locations of the New Government Roads and the unlimited resources of the Fairfax District, Afternoon

10. Soprano selections by Madame Myrtle Abraham, Wilkeson, accompanied by Mlle Gertrude Abraham, Pianist, Fairfax Auditorium, Afternoon and evening.

11. Musical Program—The Mount Rainier Sportsmen's Association Orchestra, Fairfax Auditorium, Evening.

12. A musical entertainment—Speaking and Singing will be given in the Fairfax Auditorium, Evening.

13. Address—Earl A. Fry, Seattle, Executive Chairman Washington State Sportsmen's Association, Fairfax Auditorium, Evening.

14. Address—Robert B. Nason, Tacoma, Secretary Washington State Sportsmen's Association, Fairfax Auditorium, Evening.

15. Address—Lloyd Spencer of the Seattle Post-Intelligencer, Fairfax Auditorium, Afternoon and Evening.

16. Addresses—Federal, State, Counties, Municipal, Press, Good Roads Clubs, Labor, Automobile Clubs, Transportation, Rotary Clubs, Kiwanis Clubs, Rainier National Park Company, Commercial Clubs Representatives, Fairfax Auditorium, Afternoon and Evening.

NOTE:

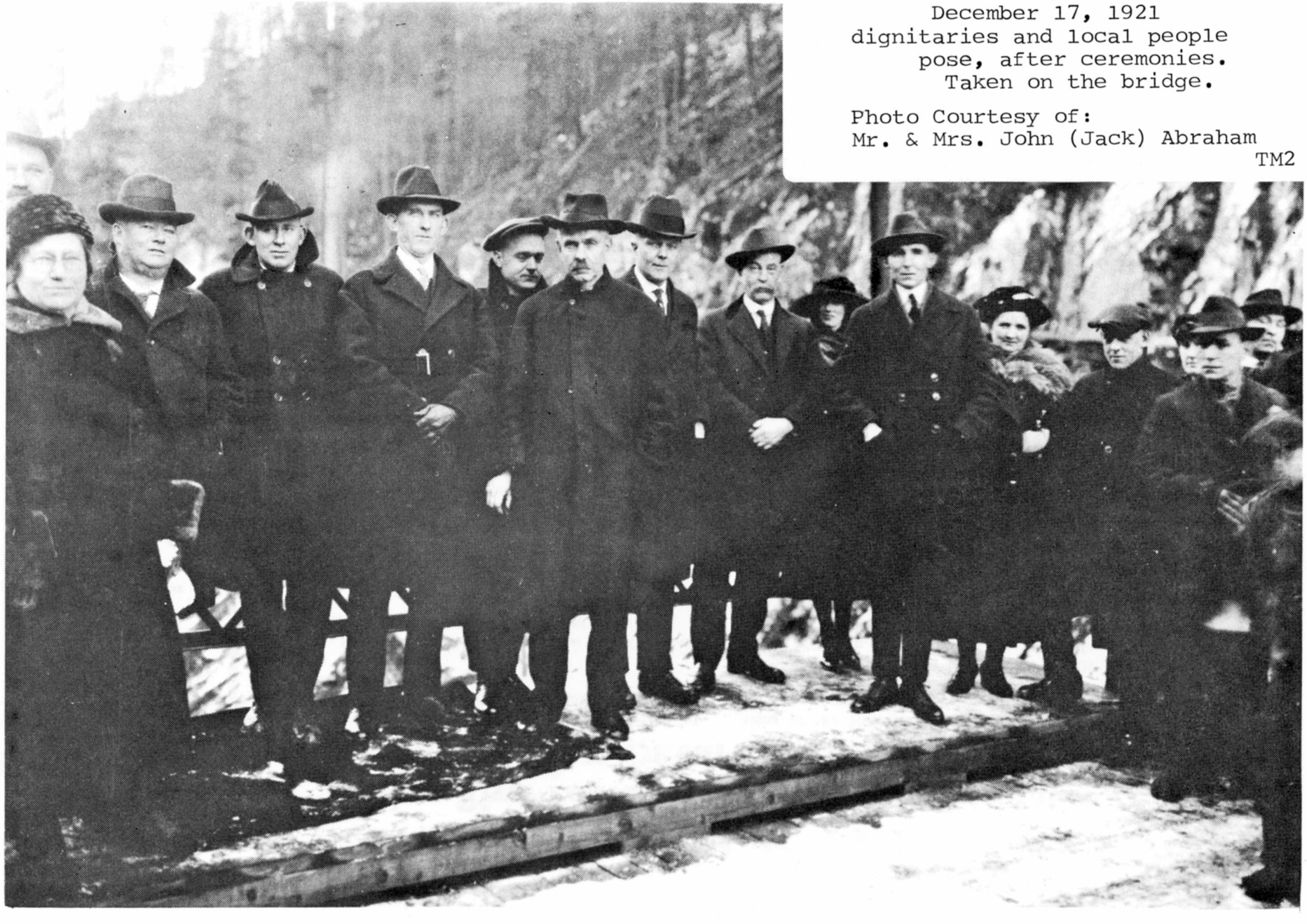
1. Meals and lunches will be served throughout Saturday, December 17, 1921, by the Management of the Hotel Fairfax.

2. Automobiles to take the people of Fairfax who have been without a road for 20 years to and from the new bridge will be furnished by the Tacoma Automobile Dealers through the courtesy of James H. Davis, President of The Pacific Car Co. of Tacoma.

3. The new road is in excellent condition and to assure all who come of absolute safety the road will be amply guarded by Traffic Officers.

Taken from the back issues of the Buckley Banner.

Courtesy of: Courier-Herald Publishing Company



December 17, 1921
dignitaries and local people
pose, after ceremonies.
Taken on the bridge.

Photo Courtesy of:
Mr. & Mrs. John (Jack) Abraham

TM2

The road put an end to twenty-three years of almost, total dependence, upon the Northern Pacific Railway, for transportation, above the Carbon River Canyon.

At Fairfax, on December 17, 1921, a huge celebration took place. The school closed for a day and W. H. Peters the Superintendant of the park spoke to the townspeople in the schoolhouse. A 20 piece band from Orting gave a concert. Manley-Moore Lumber Company gave guests rides and a sight seeing tour all the way to the park. In the evening, there were speaches and a dance. Eighty autos took the new road that day.

It would be another two-years, before the road would continue from Fairfax, almost to the Carbon River entrance to Mount Rainier National Park, itself. The government hired a road-building company owned by Mr. Sauset. They built from the point where the County had left off at the forest reserve boundry on up towards the park entrance. Mr. Sauset's wife, cooked in the cook-house, which had been constructed by the Company, during the road construction period.

Another famous building constructed during that time was, one which, was attached to the O'Farrell Bridge, on the Fairfax side. It was a 'joint', so they called them in those bone-dry days. It was quite a busy place in those days. An extra car was put on the train on payday and all the lumber men and road workers were let off by the 'joint'. They usually all carried a bottle of 'moon-shine' in their pockets and it was a place of much going's on. When the road was completed and the bridge opened, to the public, the local people became concerned and about two-years later, it was torn down and removed.

Between 1921 and 1923, the pioneer families, who lived up in the forest reserve, still had to rely upon other methods of transportation to get them down to Fairfax and the new road. They, in many ways, had come a long way, since

the horse-back days. They had new and modern methods of transportation. After Manley-Moore had built it's standard gauge railroad-line up through the area, the families had, had an easier time commuting down to Fairfax. They were able to use a 'speeder' or later, a 'gas-car speeder', to get them down to civilization. They even invented an ingenious mode of transportation, which was a real automobile with iron wheels, which could run up and down the railroad tracks. After the roads completion, in 1923, it became somewhat easier to go to town. The road was still pretty primitive in places and many deep ruts and huge boulders had to be skirted, but at least they could park their cars near their respective homes. The families had purchased automobiles, during the prior years, and they had rented garages down in Fairfax proper. This had allowed them to be able to motor in their private cars, from Fairfax down the mountain highway.

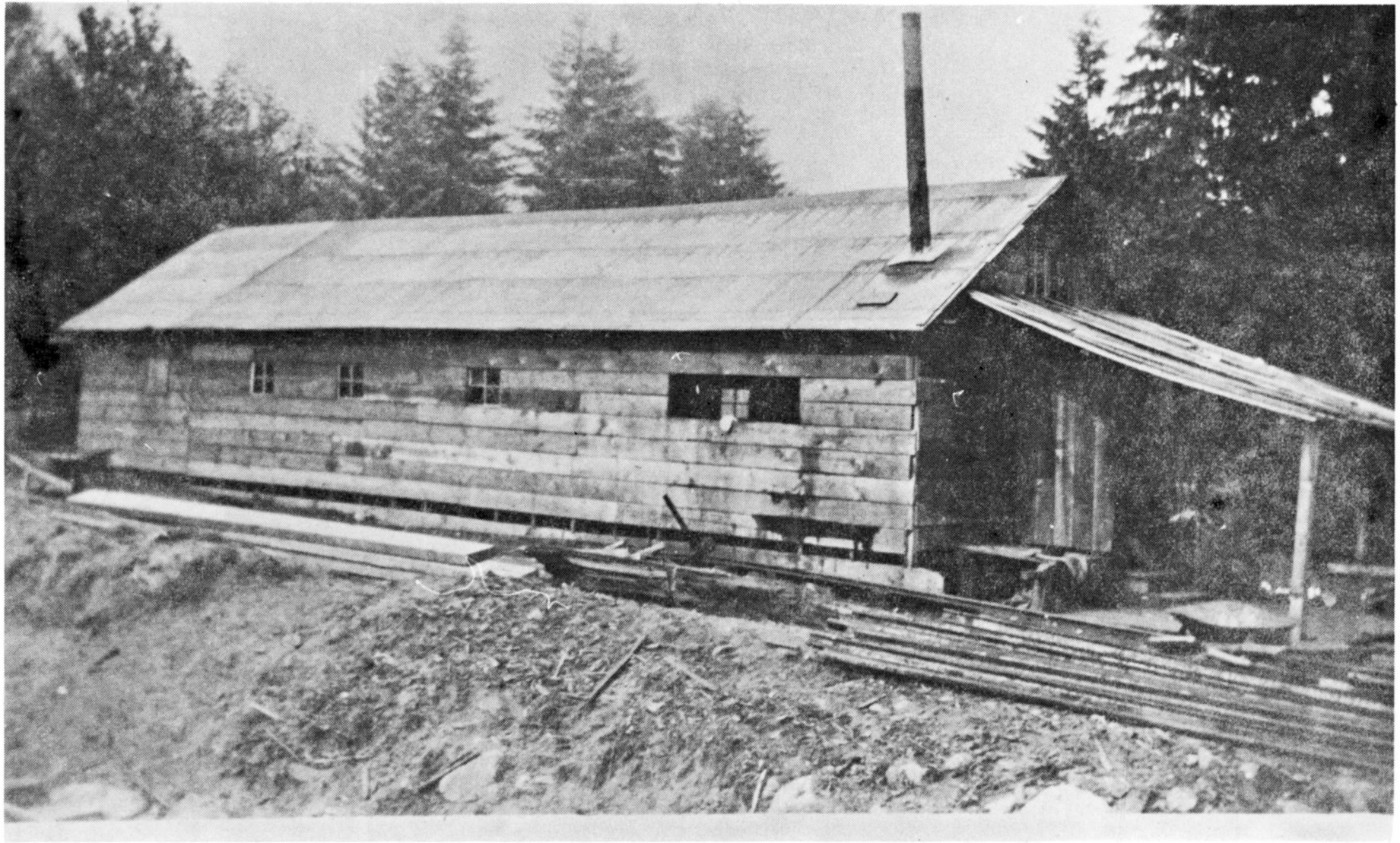
The new highway, now known as State #165, received tremendous newspaper coverage, when Wilkeson put up it's big sandstone arch. The town labeled it's self, 'the Wilkeson way to Wonderland', and the arch read 'Gateway to the Carbon Glacier'. The arch cost $2,000. On August the 21st, in 1925 a carnival was held in Wilkeson, honoring the new arch. It ran from the 21st until the 23rd. It was a great celebration. There were movies, games, ball games, contests, a queen contest and street dances.

In 1933, the State widened the road from Carbonado to Fairfax.

The highway link was the shortest route to reach Mount. Rainier. From Tacoma it was only forty-miles to the Carbon River entrance. Five-miles further and the Ipsut Creek campground was reached. Then a short walk and the face of the Carbon Glacier, itself, could be seen. The completion of highway #165, in 1923, marked the beginning of another

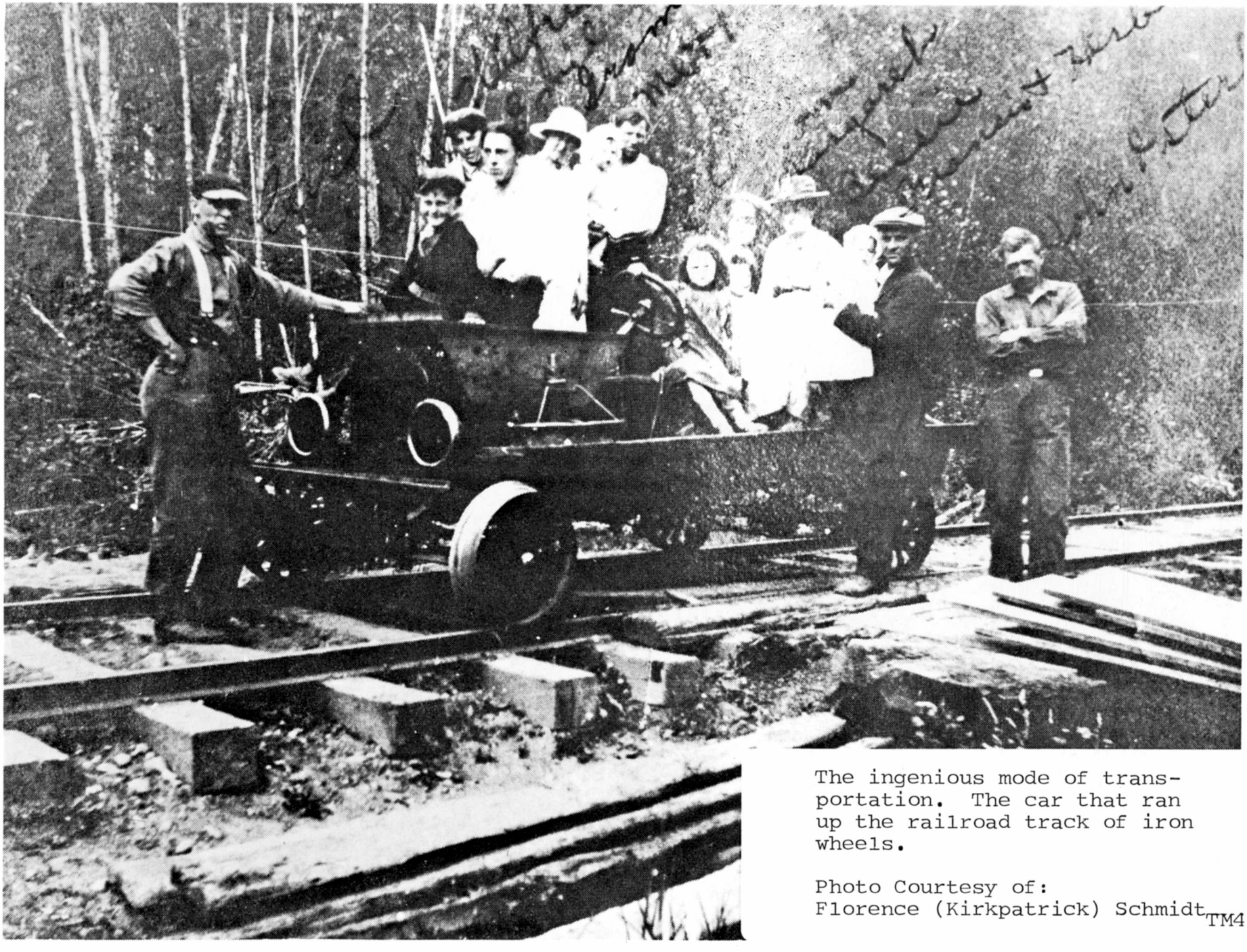
The O'Farrell Bridge and the 'joint' which was attached to the end of the bridge, during it's construction days.

Photo Courtesy of:
Ethel(Martin)Clark TM7



The cook-house built by Sauset road construction company.

Photo Courtesy of
Ellen Freckelton TM6



The ingenious mode of transportation. The car that ran up the railroad track of iron wheels.

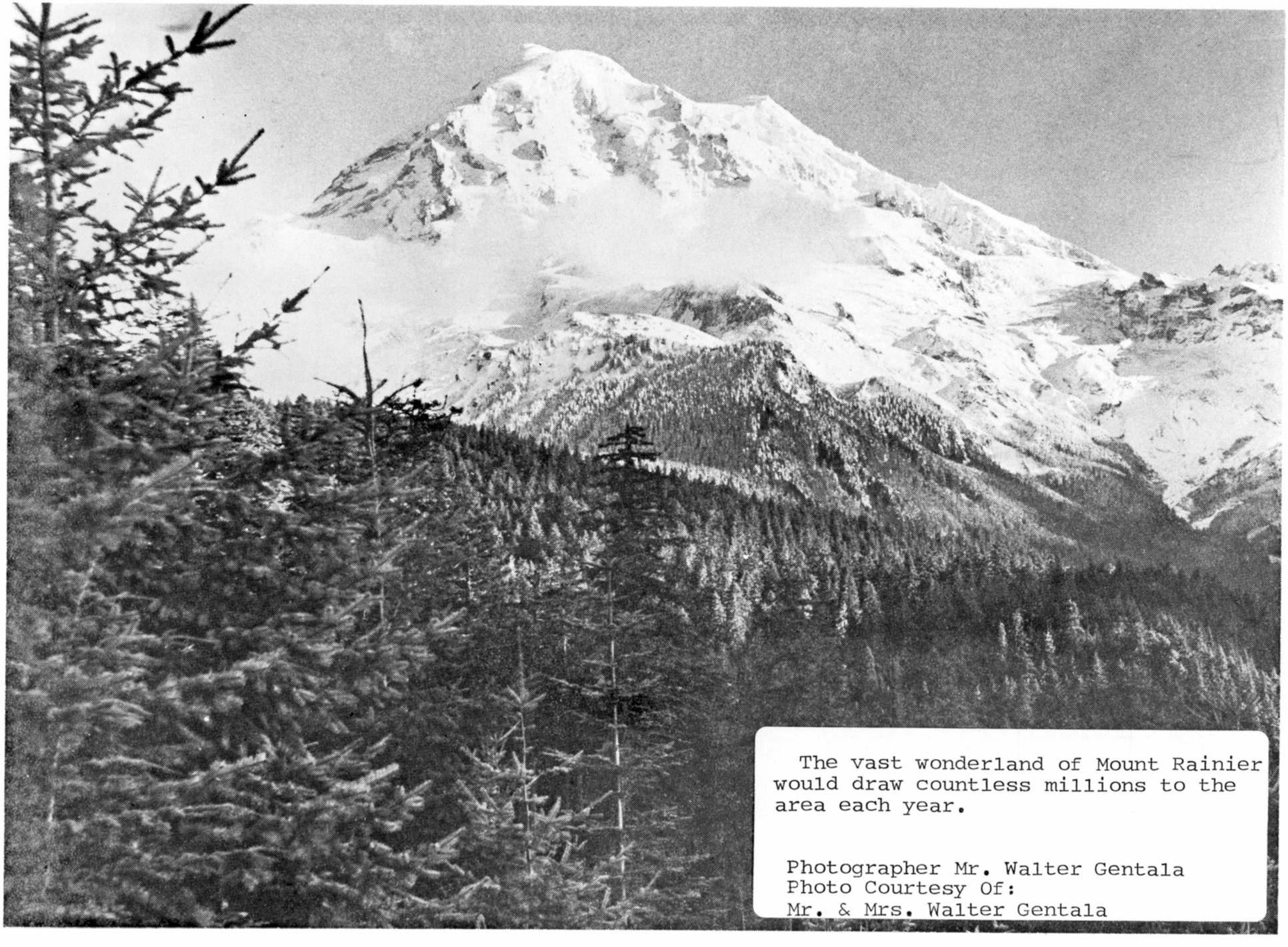
Photo Courtesy of:
Florence (Kirkpatrick) Schmidt TM4

Road to Carbon River entrance built in 1921-23. Here pioneers could park near their homes.

Photo Courtesy of:
Florence (Kirkpatrick) Schmidt TM5

'Good-bye'

Photo Courtesy of:
Ellen Freckleton E1



The vast wonderland of Mount Rainier would draw countless millions to the area each year.

Photographer Mr. Walter Gentala
Photo Courtesy Of:
Mr. & Mrs. Walter Gentala

era for the Carbon River. Instead of coal, timber, sandstone or land being the main attraction, from that day on, it would be the vast wonderland of Mount Rainier, which would draw countless millions, into the area.

Now, people are the Carbon River area's biggest natural resource.

THE END

"Silent Reminder"
Some of the old track of the Northern Pacific Railroad (1980) Photographer Caroline Gallacci caught this silent almost forgotten piece of history near Carbonado, Washington. Courtesy: Office of Historic Preservation Tacoma

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