

# LATAH LEGACY

The Quarterly Journal of The Latah County Historical Society

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The Valley Hotel in Juliaetta

## **In this issue:**

THREE LATAH COUNTY TOWNS IN 1892

PRAIRIE CASTLES

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## THREE LATAH COUNTY TOWNS IN 1892

Ed. note: The following descriptions of Juliaetta, Kendrick, and Vollmer (Troy), in their period of early development, were transcribed by Lillian Otness from the Moscow Mirror of 1892. Perhaps it is helpful to note that spelling and usage of 94 years ago is slightly different than today. For those unfamiliar with the use of the term "sic," it means that the transcriber has maintained the spelling as it originally appeared in the newspaper, even though slightly different from that used today.

### THE TOWN OF JULIAETTA

Center of the Potlatch Fruit

Raising District.

### A RAILROAD TERMINAL

Of the Potlatch Country Surrounded by the  
Richest Farming Country in the world.  
The Best Climate in Idaho.

The town of Juliaetta is located at the new terminal point of the Spokane and Palouse railroad. It is distant from Moscow about 30 miles. The town site was first owned by Mr. Schupfer. Juliaetta has a nice location. The lands around are rolling, but not so hilly as to make the town hard to reach. It has a rich scope of country adjoining it from which to draw its resources. The country contiguous [sic] to Juliaetta cannot be praised to [sic] much. It is no less fertile than that around the city of Kendrick. In fact the whole Potlatch country is one great grain producing field. In traveling through the Potlatch one is surprised to see where grain will grow in that country. If it happens to be planted on the very comb of the ridge, where it would be considered impossible for it to find moisture, there it grows just as well, and in fact, like the topknot feathers on the roosters head, seems to be more prolific than on a place where we would think, better suited for the growth and development.

The country surrounding Juliaetta is rich and productive. It is settled by a class of farmers who thoroughly understand the art of agriculture and husbandry. They have raised crops of wheat that would astound the world. The farmers think the crop is small if it does not average forty-five bushels on every acre planted, and in many instances they have raised as high as 100 bushels of wheat on a single acre.

The farmers say that eighty bushels of wheat to the acre is a very common occurrence. This may seem an exaggerated statement to some who have never seen through this Potlatch country, but after taking a trip in the fall and seeing the amount of grain in the farmers' granaries they are forced to admit that it far exceeded anything they had ever heard of and that much larger reports could be made without any exaggeration. The harvest just reaped and threshed is by far the largest ever raised in the Potlatch country. The market, before the railroad was laid, was at Fir Bluff, on the Clearwater river, and at Lewiston, on the Snake river. It was a long distance to take all their produce, but these were the only points at which they could dispose of their cereals. But the long haul was not the worst feature. When they got their grain to those trading points they had to accept whatever price was offered them. They were glad to find a market at any price. But the morning of prosperity has dawned and given the farmer a railroad and a market. In

the anticipation of this road a great deal more grain was sown last season than was ever planted before, and the success they have had this year has filled them with hope for the future. They feel satisfied that their fortune is sure. When a farmer on a 160 acres can plant a 100 acres of wheat yielding him the lowest average figure of the present year, forty-five bushels to the acre, making him 4,500 bushels and get the average price at which wheat was sold this season--70 cents per bushel--he is on the rapid road to fortune.

The farmers are all rejoicing over their good luck and such a thing as a farmer with a sad countenance is not to be seen in the Potlatch country. There are none of the farms around Juliaetta mortgaged, and the farmers are all wealthy. In the immediate neighborhood of Juliaetta about a month ago a farm of something less than 640 acres, with only ordinary improvements, was sold for \$20,000. The land around Juliaetta is valued at about \$30 per acre, and some of it has been sold for a little more than \$30. Every one who has a 160 acres in this rich productive country is comparatively well off, for it is only a question of industry and application to amass a competency for old age, besides having a home which will always be valuable, and if leased or rented yields enough to support the small wants of declining years. The country around Juliaetta is also a fine stock country. Herds of fat cattle are to be seen grazing on every hillside and the whole country presents an appearance of great prosperity.

The country around the terminal city is also a great fruit country. Apples grow to an enormous size and weight, and the small fruits do equally well.

Juliaetta is also in close proximity to a rich mining country, from which they may in the future derive untold revenue. The town has every natural advantage a town can possess in an interior country--a favorable location, good water, natural drainage, surrounded by a country rich as any which the dews of heaven have ever watered or the sunshine ever kissed.

The leading men of Juliaetta are Morris & Rosenberg, dealers in general merchandise,

gents' furnishing goods, clothing, boots and shoes, and every other kind of goods in that line. They have a large, spacious store, well stocked with the finest grades of goods and do a large business. They sell their goods at bottom prices. They are enterprising and energetic business men.

Among the leading people of Juliaetta may be mentioned Joseph Morris, who is about to put in a store replete with implement and farm machinery, and his wife Mrs. Morris, who runs a millinery and dressmaking establishment, and who is prepared to fit a lady out with any kind of garment known or handled by the trades, from the feathers taken from the bird of paradise, to the tail plucked from the lyre bird; and from the finest silks and satins to the plainest calico dresses.

C. Perriman is another of the prominent men of Juliaetta. He is an enthusiastic believer in the future of his house and loves to dwell, when he finds a person he can interest, on the future of Juliaetta.

Deestin & Wartenberg are also among the prominent business men of Juliaetta, and so also is Mr. Nat Schupfer.

Mr. T. R. Carithers is another of the leading men of Juliaetta. He is engaged in the harness business. Mr. Carither's has just obeyed the injunction of the Good Book--"Marry and replenish the earth," and has led to the matrimonial altar one of Illinois' fairest and brightest daughters. The MIRROR extends to Mr. Carithers its heartiest congratulations and good wishes.

With all the advantages Juliaetta possesses, without effort and energy it will never be a town. Push and application is what makes man or woman excel in any vocation, and that is the only way a city can be built; and so Juliaetta must not rest on its oars and say because the country surrounding is good that the future of the city is sure and that a great metropolis, without effort, will some day be seen where now the town stands. Only one thing, and only one, will build any town, and that is work! work! work!

Juliaetta has a weekly newspaper. It was called "The Potlatch," and was started last August by a company who managed it till the first of December when Messrs. W. H. McCracken and W. Harper purchased the plant and good will of the business and have now enlarged it to a seven column folio and called it the Juliaetta Advance. These gentlemen are both practical printers and understand the business in all its branches and details and are turning out a neat, readable, newsy paper. Both Mr. McCracken and Mr. Harper are gentlemen of ability and will doubtless make a great success of the paper and thus help to build up the town of Juliaetta. THE MIRROR extends to them its heartiest congratulations and wishes them a prosperous year.

## THE TOWN OF KENDRICK.

Its Prospects for the Future and  
Prosperity of the Past

## SURROUNDING COUNTRY.

A Brief History of the Town, Its Resources and  
Growth--Some of the Business Enterprises  
--Business Men, and Advantages.

Kendrick is reached by the Spokane & Palouse railroad, which road is in process of erection to Lewiston. The road running between Moscow and Kendrick through valley and canyon, which is densely covered by tall, stately pines, lifting their heads a hundred feet, waving their feathery branches in the mountain zephyrs, is a trip of continual beauty and grandeur. After leaving Moscow the road runs easterly till Bear Creek canyon is reached, thence down this canyon till it reaches the Potlatch valley, and will run down the Potlatch to the Clearwater and on to Lewiston.

Your correspondent had listened to the praises of the Potlatch country chanted throughout southern Idaho, until it became a sirens song and drew him hither. Many of the readers of this short description will think as the writer

did a few months ago, that northern Idaho is a fine country on paper, that the imagination of the newspaper editor and correspondent is very fertile, and that journalists "stand in" with the real estate boomers to boost the country. To such a "doubting Thomas" we would say, take a trip through the country, either in a carriage or on the hurricane deck of a cayouse [sic], and be (if open to conviction) convinced that the description hereafter written is all truth.

Taking the train at Moscow at 7 p.m. you reach Kendrick about 8:30. When you step off the cars at Kendrick a clerk from the St. Elmo hotel will take your satchel and lead you to the hotel.

In the morning after we reached Kendrick we climbed the ridge to look at the farming land surrounding the town. The country is somewhat rolling, but on the sides and top of the hills and ridges all around were to be seen large patches where grain had been raised and reaped. Neat farm cottages were to be seen everywhere, and herds of cattle were grazing on every hillside. As far as the eye could see south there seemed to be cultivated fields and large herds of cattle, and farm houses. We did not see the vast fields of grain growing or in the shock, but we saw the fruits of it in sacks in the farmers' granaries. Beside nearly every farm house is the orchard in which apples, pears and prunes are the chief fruits, and which produce in abundance. From the ridge on which we climbed we had a splendid view of the town of Kendrick, situated in the valley below. The town is not yet two years old. It is an excellent illustration of what application and industry will accomplish. Its population is now about 600, and for a town that has grown up like a "Jonah's gourd" is well built. The town site was laid out by Thomas Kirby, who is still one of its vigilant citizens. He was the first man to accost the writer on the streets of Kendrick and asked if I was a stranger, to which I replied in the affirmative. He then said he would like to show me the country surrounding the town of Kendrick.

The town occupies a central position between Lewiston and Moscow, and is one of the chief trading points for the surrounding country.

The enterprise of the inhabitants of this little hamlet is surpassed in no town or city in the west. The business part of the town is, with few exceptions, composed of two-story buildings. The stores and business houses are very metropolitan in their appearance. The principal business men and houses in Kendrick are the bank, incorporated by Mr. J. M. Walker, who resides there with his family. Mr. R. M. Walker, a son of J. M. Walker, is the cashier; and Lincoln Bros., dealers in all kinds of hardware, agricultural implements, pumps, pipe, iron, steel, paints, oil, glass, sash and doors, with tin and pipe shop in connection, and all kinds of cutlery. John P. Volmer [sic] & Co.'s grocery and general merchandise store, managed by Mr. Math. Jacobs. McCrae Bros. & Co. dealers in all kinds of hardware, stoves and tinware, sash, doors, glass, miners' supplies, pumps, guns, pistols, cutlery and amunition [sic]. Al. C. White, of "the leading drug store," doing a general drug and prescription business, as well as handling books and stationery and all kinds of notions. E. N. Hill's "postoffice variety store," consisting of confectionery, school books, stationery, toys, tobacco, fine soaps, and a great variety of fruits. The "prescription drug store," owned by Louis D. Schattner. D. Marsh, the photographer; and the St. Elmo hotel, a monument [sic] to the enterprise and energy of Mr. C. Normoyle, its owner and proprietor. Advertisements more fully setting forth their various businesses will be found in another column. Dr. Rothwell, a promising young physician, and Dr. Price, who has just moved from Juliaetta to Kendrick. Two churches, a Methodist and Presbyterian, are now being erected, and by the time this article gets to the press will be ready for dedication. Their spires pointing skyward are a testimony to the prosperity and thrift of the town, and to the liberality of its inhabitants.

Kendrick is situated on the Potlatch, a beautiful stream fed by the melting snows among the mountains and by the various springs along its banks and by its tributaries. Just above the town of Kendrick Bear Creek empties into the Potlatch. Along the banks of the Potlatch are groves of white pines, which in years to come will be a great source of labor and revenue. The Potlatch runs very rapidly and is said to have a fall of 12 feet to every 600 yards. This

furnishes excellent power for plants. A new grist mill has just been erected, and has all the latest improved machinery, and will be run by this water power. There is also preparations being made to utilize the now wasting power by turning it into electric light. The power is almost exhaustless.

The lands surrounding Kendrick cannot be surpassed in richness of soil. The yield of grain is greater than in any other part of America. These productive lands extend fifty miles north, twenty-five miles north-east, fifteen miles to the east and south of the Clearwater river valley, fifteen miles to the west and fifty miles to the north-west. This vast area of land lying adjacent to and tributary to Kendrick, is occupied by a thrifty class of skilled farmers. This immense tract of 8.0 square miles consists of Bear Creek ridge, American ridge, Cedar Creek ridge, and Texas ridge. Besides arable lands there are vast tracts of timber land very valuable. From the peculiar situation of Kendrick to the various named ridges, Kendrick must always be the supply point. Kendrick is the golden gate to the Potlatch country. These ridges all converge into the valley on which Kendrick is located, and it seems to be the only natural outlet for the grain which the farmers are raising. That is a natural advantage Kendrick possesses, and one that makes its future a success, and makes the town as everlasting as the ridges that rise in their massiveness above the valley. Few will credit the statement that the sun does not shed its rays of light and heat upon more fertile soil than the ridges of the Potlatch above. I say without fear of successful contradiction that there is not 160 acres of richer land and more productive soil between the shores of hundred harbored Maine and the soft ringing wave of the Pacific. Your correspondent has been in every state and territory of the union but two, and he has seen no place where farming was a success till traveling through the Potlatch country. Few farms are mortgaged, and every farmer who has not had some greivous misfortune such as loss of health or sickness in his family, is rich. Farmers in the Potlatch do not wear the long, doleful countenances seen on the Dakota or Nebraska or Kansas agriculturist. And why should they? Their lines have fallen in the paradise of America. When ye

is a gross exaggeration [sic], what will you think when I tell you that more than once farmers have taken a hundred and two bushels of wheat, and machine measure at that, off a single acre, and 86 bushels to the acre is a very common occurrence. This is no newspaper puff or twaddle purchased and paid for by Kendrick or the Potlatch country for boom purposes, but the facts as seen by one who is disinterested and lives in southern Idaho, who made a trip through the country for the purpose of seeing what the country was and to write it just as he saw it. No exaggeration is necessary. The country fairly represented is all that is needed to show its wonderfully productive character. The truth reads and sounds like a romance. I was told by several of the oldest settlers in the Potlatch country that the smallest crop in years that was considered a failure, the wheat averaged all over the country 29 bushels to the acre. That instead of being called a failure in many parts of the country, would be considered a good crop, yet in the Potlatch country it was a failure.

The farm land around Kendrick is in great demand, and only a few weeks ago 629 acres were sold for \$20,000, making \$32 per acre. A gentleman from Baker City was the purchaser, and a number of farms of 160 acres in the immediate vicinity of Kendrick have been sold for \$5,000 each. Those who doubt this I would cite them to the recent sales of school lands in the Potlatch country, some of it being sold for over \$70 per acre.

This has been one of the most prosperous years the ranchers have ever had in northern Idaho. The railroad running into that rich country has given the farmers a good market for their cereals. Heretofore they had to haul them a long distance to boats, and then had to take whatever the captain chose to pay them, but this year it is very different. They have had a good market for all their wheat, and have received as high as 80 cents per bushel, and the lowest sold brought 68 cents. About 300 carloads of wheat have been shipped with an average of 600 bushels in the car, making 120,000 bushels. At 80 cents it would bring \$96,000, a handsome sum to be distributed among the ranchers, and only one-third of the wheat has been shipped. There has also been shipped about 65 carloads of flaxseed, and there

is still a considerable quantity of this production still to be shipped. This industry has developed wonderfully the past few years in this section of the country, and has proved to be quite a lucrative branch of agriculture.

But grain is not the only product of the soil of this rich country. The farmers are just beginning to realize that it [is] a great fruit country. Not only will it raise fruit grown in kindred climates, but the fruit is of a very superior flavor and grows to a very great size. It is not an uncommon thing I was told to find apples measuring 15 inches around. It is also a great pear country, and besides being the natural home of the apple and the pear, it is no less the soil for the prune, which grows to a wonderful size and a flavor far superior to the California prune. It seems also to be the home of the potato. It is not an uncommon thing to find a potato that weighs six pounds, and four-pound potatoes are very common.

With these facts and figures before you, you can judge whether ranching in the Potlatch country is profitable, and whether Kendrick, surrounded by such resources, has a permanent future.

But these are not the only resources that Kendrick will have to depend upon. Within a few miles are rich prospects. These prospects are being rapidly developed, and the ore is proving to be of a rich grade. Ruby Creek gulch is promising a rich reward to the prospector. The ledge discovered in this gulch is supposed to be the same ledge as one of the rich mines in the Coeur d'Alene country. Should that prove to be the case it will built up Kendrick, for that is the point from which all the supplies will be freighted, and to which the ore will be hauled for shipping. Another mining district tributary is the celebrated Boulder Creek Mining district, distant about fifteen miles in an easterly direction from Kendrick on the Potlatch river. It is attracting considerable attention from mining men and capitalists. This camp was discovered in April last by three Coeur d'Alene miners. Since that time some thirty odd claims have been located, the majority of which are being worked with quite a number of men. The formation of the country being granite, the croppings of all ledges so far discovered show "spathic" iron in large



Pack train preparing to move out of Kendrick

quantities. Galena has been found and used by the Indians as lead for bullets in former years. The important Amazon and Sonoma are owned respectively by Messrs. H. F. McKenna, C. S. Robbins, and S. A. Moon, who are running a two hundred foot tunnel to tap the lead at a depth of one hundred and fifty

feet from the apex. They are now in ninety feet, and have made a fair showing. The indications are that they will strike galena ore in about one hundred feet more. They are working day and night. The extension of these claims are the Zenith, Mascot, Lulu Belle and the Hustler, owned by Messrs. Alex A. Mullin, W. C. McNutt, Frank Mitchell, Fred Colby, Harry I. Stewart, and Mathias Jacobs, all of Kendrick. These four claims have been consolidated [sic] and are being worked day and night with six men. These boys mean business, as they are pushing the work on their tunnel in earnest, and they calculate to have a two hundred foot tunnel completed by May 1st, 1892.

The Lone Star, Latah, Silver Hill, Fourth of July, Silver Queen and Bonanza, owned by August Wiklund, James Johnson, J. H.

Hodges, Peter Skjarve and Karl Skugrud, are all being worked by their owners. The intention is to work all winter on these claims. Some very fine galena ore is expected to be struck on these claims, as the indications on the surface so far as very favorable. There are several other claims being developed, but work has been suspended on them until spring. A good wagon road leads from Kendrick and Vollmer to these roads. Mining men on the outside are anxiously awaiting the result of the development work in this district. The district covers the country bounded on the north by the Palouse range, on the east by Shoshone county, on the south by Nez Perce county and on the west by the imaginary line running south from where the wagon road crosses the Palouse range to where such line intersects the Nez Perce county line. This camp can be more easily developed than most quartz camps on account of its accessibility, being in the midst of the famous Potlatch farming country and surrounded by the finest timber in Idaho, consisting principally of red and white fir, white cedar and yellow and white pine. Tamarack grows to an enormous height and thickness.



Expensive machinery will not be required to work any of these mines, as the claims lay in such a position that tunnels may be run very cheaply, thus enabling the owners themselves to operate and develop their own claims. A townsite has been laid out at the north of Independent gulch, and it is expected the opening of spring will see a big rush for these mines. Good, substantial cabins are erected on nearly all the claims, and work will continue all winter. Deer and elk are plentiful in the mountains surrounding the mines.

From Kendrick's natural location and the rich country surrounding it, and from the wealth hidden in the hills awaiting only the pick, "the magic wand of the miner," to touch the mountains and bring forth the precious metal, it is bound to become a city of prominence in the near future.

The public school is conducted in a two-story building on Main street. Mr. P. E. Stookey is the principal, assisted by Miss Walker, a highly educated and accomplished young lady.

Rev. D. D. Allen is the resident pastor of the Presbyterian church. The people speak very highly of Mr. Allen, as a gentleman who practices what he preaches.

#### KENDRICK'S POSTOFFICE.

The postoffice is located in the central part of town on Main street, in a neat building, which is called the "Postoffice Variety Store." The store is well stocked with notions and fancy goods. Mr. E. W. Hill is the postmaster, assisted by one of his sons in the work of the office. From this postoffice the mail is distributed for eighty miles south. At this point the mail sacks are made up for Leland, Cameron, Southwick, Cedarville and London, and on the other side of the Clearwater river to Fraser, Weippe, Lolo, Glenn and Pierce City. Besides these various mail routes, which take their source from this point there are several special star routes. To each of these points named from four to eight sacks of mail are sent each week. The postoffice business is rapidly increasing and demanding better service. Such an office as the one at Kendrick has a great deal of labor in connection with it, as the various routes each take as much time as

the work of the Kendrick office. The government should provide Mr. Hill with an assistant. No work is so poorly paid as the work of the country postmaster, but Mr. Hill performs his part without complaint, and it is unjust that he should be compelled to do the work of two postoffices without assistance, simply because he is willing to do it. He ought to have an appropriation for clerk hire, so that he could hire an assistant. Mr. Hill is very obliging and accommodating, and the people speak very highly of him as a postmaster.

#### SOCIETIES.

Society and its fads do not seem to perplex and annoy the minds of the ladies of Kendrick. They believe that fashion has its reasonable demands. In that respect they should be given a mark of commendation. Nothing looks so silly as to see a woman giving all her time and attention to society and society affairs. Days and nights spent in the drudgery of social life are followed by headaches and ill tempers, and epitaphs reading, "Died of Consumption," should read, in numerous instances, "Died of Sacred Debauchery." The ladies of Kendrick are helping to lay the foundation of that city. They are intelligent, educated, cultured, and the young women are handsome, healthy looking and jolly.

The Independent Order of Odd Fellows have a membership of about thirty. The lodge was moved from Leland about a year ago. Mr. M. C. Normoyle was the first.

#### THE SOCIETY OF GLEANERS.

The name of this society is suggestive of its object and work. It is a church society, organized to assist in church and charitable work. To aid the poor, care for the destitute and assist in every worthy object and enterprise. Its members are Mrs. Walker, Mrs. Lincoln, Mrs. Allen, Mrs. Lukins.

#### MASONIC.

The Masonic lodge was started about the first of October last, with ten charter members. The membership now numbers sixteen. The officers are: W. M.--Louis P. Schattner, S.W.--Jason Whiting, J.W.--Albert C. Roby, tyler,

Marion Sheppler. The society is in a flourishing condition.

### CHAUTAUQUA CIRCLE.

A Chautauqua circle has recently been organized with six members, consisting of Rev. D. D. Allen and Mrs. Allen, Mrs. Walker, Miss Walker, Mrs. Lincoln and Miss Townsend. The organization of this society speaks volumes for the intelligence of the people. It is a great promoter of culture and society.

Among the prominent business men is Louis D. Shattner, of the prescription drug store. He was formerly a resident of Portland, Or., from which place he moved to Kendrick. He has a neat store, from which he sends forth his healing balm to the sick and afflicted.

Among the prominent business men of Kendrick may be placed Mr. Frost, the attorney, who has resided in Kendrick since the town was laid out. He was the first to publish the Kendrick Advocate, a bright and newsy country journal. There are many more names that might be written among the prominent business men of Kendrick, but our space is limited.

Mr. J. M. Walker is one of Kendrick's most solid business men. He came with his family from Haward, Kansas, and settled in Kendrick about a year ago. His family consists of a wife, daughter and son. Mr. Walker is the originator of the bank of Kendrick. He is considered a bright, sharp, wide-awake business man, and the people of Kendrick speak very highly of him as a gentleman. He is enthusiastic over Kendrick's prospects and when any demand is made for funds to improve or build up the town Mr. Walker always does his part royally. Among the prominent business men of Kendrick may be justly ranked Mr. R. M. Walker, the son of Mr. J. M. Walker. Mr. R. M. Walker is cashier of the bank. He is an exceptionally bright young man, and besides being bright is very gentlemanly and accommodating. He is one of the favorites in the social circles.

Mr. M. S. Lincoln and Mr. T. Lincoln, of the hardware firm of Lincoln Brothers, are also prominent business men in Kendrick. They

were among the first settlers in the town, and by their energy and rustle and integrity, have built up a very large business. They were residents of Spokane, Wash., before going to Kendrick. They are thoroughly posted in this business, both being practical machinists and mechanics.

Another of the live, energetic business men of Kendrick is Thomas Kirby, who is the father of the town. Mr. Kirby's eye is ever open to business, and he is a committee of one to call upon every stranger and show him the town and country, and invite him to purchase a lot, build a house, bring his family and settle down in Kendrick.

Another of the prominent business men of Kendrick is Mr. McCrae, of the hardware firm of McCrae Brothers & Co. He has been in Kendrick about five months. Before coming to Kendrick he resided at Rockford, Wash., where he is still interested in a hardware store. Mr. McCrae is a young man, of very agreeable and affable manners, and a pleasant gentleman with which to do business.

Another of the prominent men of Kendrick is Mr. J. G. Addison. He is of Scotch descent, and, like all others of his countrymen, he loves to meet a "crony." He came to this country when quite young, but he still loves to think and speak of his native hills. He was an aide-de-camp in the army of General McClellan, and he dearly loves to entertain his friends by repeating to them his military exploits. He is a large, warm-hearted, Scotch hillen laddy.

Among the prominent men of Kendrick is Prof. P. E. Stookey, principal of the school. Mr. Stookey is an Illinois gentleman. The people pronounce him an excellent teacher. Mr. Stookey has journalistic aspirations. He is a bright young man and doubtless capable of filling an editorial chair. He has just purchased the Kendrick Advocate, and the prospects are that he will make a first class country paper of it. The people speak highly of him, as a gentleman as well as a teacher.

D. Marsh is the gentleman whose business compels him to throw people in the shadow. He is a native of Michigan, but has been a resident of the west for a number of years. He

resided seven years in Bozeman, Montana. He is an expert in the photographic business, and is equipped to do all kinds of work in first class style. He is prepared to take instantaneous and all other kinds of photographic pictures. He enjoys the entire confidence of the community and business men of Kendrick. He has a large assortment of fine views, taken by himself in the Yellowstone national park, as well as a number in and around Colfax and Kendrick. He is an artist in his profession, and his work cannot be surpassed.

Mr. A. C. White, the proprietor of "The Leading Drug Store," is one of the prominent and leading men of Kendrick. He moved from Moscow to Kendrick about three months ago. He was a resident of Moscow for about five years, and during his stay in this city he made many warm friends. He is a native of Wisconsin, from which state he migrated about six years ago. He is a very pleasant man to meet; indeed one of nature's gentlemen.

Math Jacobs is another of the live, energetic young business men of Kendrick. He has resided in Kendrick about seven months. He is the manager of Mr. J. P. Vollmer & Co.'s store, which was the first store opened in Kendrick. Mr. Jacobs came to this place from Uniontown, Wash., where he was highly esteemed by all who knew him. He is the possessor of a charming wife and a beautiful young daughter. Mr. Jacobs is a manly man, and is very much respected by the people of Kendrick.

Among the prominent business men of Kendrick is Mr. M. C. Normoyle, the proprietor of the St. Elmo hotel. Mr. Normoyle was among the first settlers at Kendrick. He resided at Palouse City, from which place he moved to Kendrick. He was raised in Denver city, Colorado. He attends strictly to business, and the hotel is conducted in a manner that is credible [sic] to its proprietor. He always provides the best meats in the market, and as a consequence has a large patronage.

J. T. Pierce, M. D., one of the leading physicians in the Potlatch country, was born and educated in Maryland, graduating from the Maryland university. After graduating he practiced on the Pacific mail line of steamers.

When he first came west he practiced at Walla Walla, Washington. He left Walla Walla four years ago and settled at Juliaetta, where he has been up to the present time. He has just moved from Juliaetta to Kendrick, where he will continue to practice. He makes gynecology a specialty. He is a successful practitioner, and the people of Kendrick hail with joy his coming among them.

### THE TOWN OF VOLLMER [Troy].

A Splendid Location for Business Enterprise.

### RICH FERTILE COUNTRY

Its Production and Prospects for a Steady Growth--The Resources Unbounded and Business Enterprise of the People.

Vollmer is situated about fifteen miles east of Moscow, in a beautiful picturesque location on the Spokane & Palouse railroad. Its population is about 500. After traveling through the canyons and timber, one is agreeable surprised when his gaze meets for the first time the town of Vollmer. Only about a year ago was the foundation of this thrifty town laid strong and firm. The location of the town, with every natural advantage to build a city, surrounded by rich agricultural lands, which will raise all kinds of cereals grown in similar climates, promises a great future for the town of Vollmer. For a country grown up in a single year Vollmer has many fine residences. It is an attractive little burg and in the summer when nature dresses the trees in their foliage and clothes the hill sides and slopes in their mantles of living green, few places present a lovelier aspect than the town of Vollmer.

Nature has done much not only to make Vollmer a town of beauty but to give it permanency. Its resources have no boundry [sic]. The country surrounding Vollmer is rich and productive. It is part of the great Potlatch country of which we read and hear so much and believe so little. The tales told of the great crops, to people living at a distance, are more like stories from the Arabian Nights, or

bright dreams of the imagination, than truthful sketches. But hard as these stories may be to believe, no one ever passes through the country who does not say "the half was never told." I have lying on my desk, in front of me, an apple which weighs one pound seven and one-fourth ounces; and beside the apple stands a pear that weighs one pound six and one-half ounces, raised by Mr. S. W. Bigham, on American Ride [sic], in the Potlatch country. Nor is this all. At my right hand, on the floor, stands a case of apples, which the same gentlemen [sic], through his goodness and liberality furnished the editor, not one of them weighing less than a pound, and ranging from a pound and an ounce to a pound and six ounces; and he says that few smaller ones were on the trees. Apples and pears are not the only fruit which grows in the Potlatch, but all the small fruits. The farming country around Vollmer is greatly in demand, and many ranches have been sold within the past year from \$27 to \$31 per acre. Vollmer is the natural trading point for a very large area of fine country and makes the town of Vollmer no uncertain factor.

Besides this rich farming land Vollmer has other resources which will be a source of great revenue in the future.

It is surrounded by vast tracts of timber land. Few people have any comprehensive idea of the value of timber land, and the rapidity with which forests in all parts of the country are being depleted. The timber of the Potlatch Country consists of red cedar, white, yellow and black pine, red fir and tamarack. Few people in the commercial world have any conception of the magnitude of the timber industry and the consumption of lumber. It is not more than fifty years ago since it was presumed that the pine in New York state alone would not be exhausted in three-quarters of a century, and not more than thirty years ago the forests of Pennsylvania were considered sufficient to last a century and a half, and to-day the facts are that in the Keystone State there is not enough growing timber to furnish the lumber to build a city of 50,000 inhabitants.

Later it was thought that Michigan's forests were large enough to furnish material for the factories, for the mines and for building pur-

poses of the entire United States for many centuries, and so those forests became the prey of the wood choppers ax, and were slautered [sic] by the thousands until the value of timber has jumped in twenty years from fifty cents to six, eight and ten dollars per thousand stumpage, and towns that were rich and prosperous through their trading in timber have now almost been abandoned where other industries did not supplement that of lumbering.

Labor and capital next turned their steps to the Wisconsin pineries and behold what is the result! The timber lands have been corraled and have made their owners wealthy. It was only a very short time after the timber of Wisconsin felt the touch of the woodsman's adz 'till the prices reached the level of Michigan lumber, and the facts are that fifteen years ago Uncle Sam was donating timber land in these pineries where to-day a hundred and sixty acres cannot be purchased for less than \$100,000.

Next the woodman crosses Lake Superior and finds on its northern shores, pine, in great quantities, sufficient he thinks to supply the east and west for countless ages, and so down falls the forests of Minnesota. Nebraska, Iowa, Kansas and the Dakotas are calling for timber, and thus the requirements of demand and supply are constantly met, and the last acre of timber land which the government had in Minnesota has many years ago been donated to the settler, and New York, Pennsylvania and the New England states are receiving their supply of timber from Wisconsin and Michigan. The timber is not exhausted in these states but it is only a question of time.

Next the lumber merchant turned his attention to Washington and Oregon, and the timber is rapidly disappearing from these states, and it is a patent fact that twenty years of building like the past five in Washington and Oregon will, with the great amount of lumber shipped from these states, deplete these great pineries and the next step will be into the forests of Idaho, and the vast tracts of timber land will become immensely valuable and Vollmer and the other towns in the Potlatch Country will be greatly built up and benefited by it. Much of the timber land of Idaho is not situated so as to be easy of access but is all the more valuable on



Buildings under construction in Vollmer in 1891

that account, for it will be left to the last and when all the forests are depleted, Idaho's hills will stand ready for the ax and the big price.

Nor is the agricultural and timber land the only resources Vollmer is likely to have to depend upon, but there is within a short distance a country which is rapidly coming to the front as a great mining region. The ores discovered are of a high grade, and the ledges are supposed to connect with the far famed and widely known Coeur d'Alene mines. Vollmer has a great advantage in being easily reached from the mining and agricultural country. There is also a fine stock country around Vollmer, and there is more attention being paid every year to the raising of pure blooded animals. On every hillside can be seen large herds of grazing cattle. But Vollmer does not depend on her resources alone to make her a city of influence, wealth and population. She has an enterprising class of business men who are ever on the alert to do anything in their power to draw trade and build up their town. They are men who do not wait to see ten dol-

lars in sight before they will spend one. Their industry and application would make Vollmer's future sure, even if they were without resources, but they have the country to back their enterprise and they will never relax their efforts to make Vollmer the leading city in the Potlatch country, and when they have succeeded there will yet be an "Excelsior" to which they will aspire.

Vollmer has a very healthy climate. Her temperature is not so moderate as in some parts of Southern Idaho, but the winters are not severe enough to kill the fruit trees. It has good water and a natural drainage, and is in every respect a good, healthy place to reside. Its summer climate is delightful and its winters are healthy and bracing, and a spot that nature has blessed and man improved.

#### LEADING BUSINESS MEN.

The leading business men of Vollmer are Messrs. E. Erickson and C. A. Bowman of the firm name or company of E. Erickson & Co.,

dealers in hardware, guns, pistols, ammunition, and all kinds of cutlery, stoves and tinware, agricultural implements, farm and mill machinery, sash, doors and glass, and all other hardware goods, and more fully set forth in an advertisement which will be found on another page. Mr. Erickson has been in Vollmer about eight months but has resided in that section of country for about eight years. He came from Dakota several years ago. Besides being interested in the leading hardware store in the Potlatch Country, Mr. Erickson is the owner and proprietor of one of the largest saw mills in the county. The mill is capable of turning out a million and a half feet of lumber annually. He has now on hand over seven hundred thousand feet. Mr. Bowman, his partner, resided at Moscow for a number of years before going to Vollmer. They are men of push and energy and thoroughly understand the hardware business down to its smallest detail. They are public spirited gentlemen, and are hearty subscribers to every enterprise which will be a benefit to the town and the community in general. They have broad, progressive business ideas and are far-seeing. The town that possesses such business men, in spite of all the obstacles that may be thrown in its way, will move steadily forward. The extent of their business enterprise may be seen from the space they have occupied with their advertisement found elsewhere in this number. They are merchants who believe in advertising and the man in business who does not use printer's ink in putting his business before the reading public has no place in the business world. He is a dwarf among men, and no better proof of his pigmy ability can be found than the miserable little store he runs and small business he does. This is a truism beyond all dispute or question. We do not say this simply because we are in the printing business, but speak from observation and experience. The business men who advertise the largest are always the best pay because they always have money and they can trace their success to the day they commenced advertising. We congratulate the town of Vollmer in having two such enterprising energetic business men as Erickson & Bowman.

Messrs. J. W. Lieuallen and H. J. Lestoe, of the firm name of Lieuallen & Lestoe, successors to L. D. Strahl, dealers in general mer-

chandise, gents' furnishing goods, clothing, boots and shoes, dress goods, staple and fancy goods, tobaccos and cigars, and more fully described on another page, are among the leading business men of Vollmer. Mr. Lestoe was a resident of Moscow for about seven years before going to Vollmer. They do a large business in Vollmer and have the confidence of the people. They are men of enterprise and rustle and do all in their power to build up Vollmer and are ever alive to her interests.

Among the prominent men of Vollmer may be ranked Mr. E. D. Smith, manager of Mr. J. P. Vollmer's store, where is handled all kinds of winter dress goods, boots, shoes, and groceries. Mr. Smith is a native of Pennsylvania and has resided in Vollmer about one year. He is a bright, sharp business man and the people who trade with him say he is a good, clever fellow. Mr. Smith has many friends in Vollmer. He is a very pleasant, affable gentlemen [sic] to meet.

Another of the leading men of Vollmer is Mr. A. M. Webber, who does a general grocery, confectionary and tobacco business, whose business will be found more fully set forth in another place in this edition. Mr. Webber came from Kansas to Moscow seven years ago, where he resided till moving to Vollmer. His business ability will make him a popular man in the busy city of Vollmer.

Mr. J. W. Baker is another of the popular business men of Vollmer, dealer in groceries, confectioneries, tobaccos, cigars, whose business card will be found in another column. Mr. Baker is a very agreeable gentleman to meet and will doubtless become one of Vollmer's foremost merchants.

Another of the leading men of Vollmer is P. R. Donahue, proprietor of the Pacific hotel and the leading hotel in Vollmer. The hotel is run in first-class style and all its patrons speak very highly of its accommodations and board. Mr. Donahue studies to make the hotel attractive and homelike. Its rates are reasonable and it is patronized by all the traveling public. Mr. Donahue is specially adapted to the hotel work, looking after the business carefully to its smallest details.

Among the leading business men of Vollmer is Mr. Wm. Plummer. He is a public spirited gentleman and is ever ready to help in every enterprise for the building up of the business interests of Vollmer.

Mr. Seat, the postmaster, is another of the energetic business men of Vollmer. He is very much liked as a postmaster on account of his attentiveness to his office and his obliging disposition.

Vollmer has two newspapers, The Alliance Ledger, owned, edited and published by Mr. Hoffmann. It is a weekly journal and is published on Thursday.

The Vollmer Vedette, published by T. E. Edmundson, is a weekly paper and is bright and newsy. The Vedette was the first paper published in Vollmer and continues to be the leading paper in that city. Mr. Edmundson is a thorough newspaper man, understanding the business in all its branches and details.

#### BEAUTIFUL HOMES.

We are pleased to see so many neat and tasteful residences in Vollmer, and that the work of building and improving still goes on. There has certainly been a great improvement since last year, when the town could boast of scarcely anything except shanties.

There is no reason why Vollmer should not be a city of beautiful homes. It has every advantage; pure water, fine scenery and the light, bracing mountain air, which in every breath whispers of health and happiness.

We have nature in all its beauty. In summer

the hills are covered with shrubs, ferns and wild roses, which bloom in profusion. We will not have to wait for our shade trees to grow, as our less favored neighboring towns will, for nature has provided us with shade trees which are incomparably grander than the sickly ornamental things which you can buy at the nursery.

It takes but a very small expenditure of money to add the element of beauty to a home; it costs nothing to plant a rosebush or to train a vine over the window; books and pictures are cheap, and what is the character of the man who would begrudge such simply outlays for home adornment. An exchange describes such a man, who, though possessed of ample means, lived in almost a destitute manner, and toiled all his life in order "to raise more corn to feed more hogs to buy more land, and so on to the end of his hoggish existence." This is no rare man; his name is legion and he not only raises corn and hogs, but treads every walk of life. Let us hope that he is made scarce in Vollmer. Everyone is made better by having his love for the beautiful. Socrates advised his followers to make sacrifices to the beautiful, and all history proves that is [sic] almost always accompanies great worth. But aside from all moral considerations there are financial reasons for keeping houses adorned and attractive. Boys will be more disposed to stay at home, and thereby less likely to spend their parents shekels over the bar and at the gaming table; then how much more attractive to buyers is real estate in a town where the houses are neat and attractive than it is where the inhabitants live like hogs, how much more will property bring in a good quarter of a town than in a low quarter of the same town.--Ledger.

## PRAIRIE CASTLES

by Ann Stokes

The history of the Palouse country is complex and interesting. "Excavations of the Marmes Man, where the Palouse River empties into the Snake, prove that a crude civilization existed there several thousand years before the white man came to the area."<sup>1</sup>

The rolling hills of loess or wind blown soil are made of dark, clay loam, formed by the decomposition of basaltic rock from the Pleistocene Age, which has a remarkable capacity for the retention of moisture. The first pioneers traveling through this region saw gently rolling hills dotted with wild sunflowers, lupines, and two varieties of bunch grass, *Agropyron spicatum*, a major awned variety, or the higher-soil water storage awnless variety, *Agropyron inerme*, which is the most prevalent in the Whitman and Latah Counties area. When left to grow this bunch grass attains a height of three feet.<sup>2</sup> There are very few trees seen until one journeyed closer to the foothills of the mountains. The remarkable potential for croplands was not recognized by the Oregon-bound settlers for at least a generation, because they thought these arid lands were unfarmable due to the steepness of the hills and the lack of rainfall during the summer. Not until the lands west of the Cascade Mountains were mostly taken did the interest turn to this interior region. Earlier immigrants could come to the Northwest across Panama or around Cape Horn. "Then too, the Mullen Road, from the head of navigation at Fort Benton, Montana, to Walla Walla, provided access to the Palouse Region for a few years after the completion of this wagon road in 1860."<sup>3</sup>

During the 1870s and '80s the Palouse area was rapidly inhabited by settlers moving in from both east and west. The name Palouse appears to have originated from "Palus," the name of a local Indian village located at the confluence of the Snake and Palouse Rivers.

The first item of importance to the settlers was to provide shelter for their families, and the second was to prepare the land with crude tools in order to plant crops for early harvest.

The settlers cleared first the more or less open grassland, following this by clearing more difficult areas where trees had to be removed. A "breaking" plow was used to cut through the sod and roots of the sunflowers which were from four to six inches in diameter and of a spongy nature, and this plow was pulled by one or two horses, while the farmer held the handles. After the initial breaking of the sod, the following spring a walking plow, known as a "foot burner" was used.<sup>4</sup> A half acre could be cleared in one day and then it was left to lay over a winter in order to decompose to make the job easier. In the spring, the brush was pulled by hand or dug with a grub hoe, piled into heaps, and then burned. Harrows and weeders were often makeshift tools. When the land was cleared, the settlers experimented with wheat and were astonished with its success. The process was slow, however labor was cheap, and land costs were not a problem. "I remember my mother sowing the wheat by hand. I used to watch her. She would hold the bag of wheat in one hand and throw out a handful with the other hand. Then she would change hands and throw the seed to the other side. Back and forth the bag would go. She was quite a worker. My dad could come behind with the harrow to cover the seed."<sup>5</sup>

The miracle of wheat, genus *Triticum*, is that it can flourish under damp conditions of forty to fifty inches of rainfall a year, but it can skimp along on twelve to fifteen inches a year. Given a choice it grows best on from fifteen to thirty-five inches of rainfall annually with a temperate climate.<sup>6</sup> One reason that wheat is so adaptable is because it has been around so long. Of over 200,000 species of flowering plants known to man, 3,000 of these are used



for food, but only about 200 have been domesticated. Grasses are among the major contributors which include wheat. Seventy percent of our farmlands are devoted to cereal grasses that yield edible grains. Archaeologists are able to distinguish between wild wheat and the earliest cultivated wheat. Today, thousands of varieties exist, but in the United States only about 200 varieties are grown commercially, each specifically adapted to an area's rainfall, soil conditions, disease resistance, and market demands. In the United States there are five classes of wheat, determined by the hardness of the kernel, the color of the kernel which has no effect on its quality, the time of planting, or its use. These classes are only used to identify the variety. The hardest wheat, highest in protein or gluten content, is durum or semolina durum, used in making pasta, such as spaghetti, macaroni, or noodles. Durum wheat and the soft or hard red winter wheats are not grown in the Pacific Northwest. The Palouse area is famous for soft, white winter wheat, so named because it is planted in the fall and of a white color. This gives the wheat a chance to establish a root system before the freezing weather and it actually grows under the snow. Winter wheat needs a covering of snow, both for protection from the wind blowing the soil away from its roots and for its moisture content. Wheat also has the ability to grow right back after cattle have grazed on its tender shoots. This type of wheat is used in making cookies, cakes, and crackers.

### Kinds of Wheat

The first wheat grown in the Palouse area was what had been grown in other regions of the United States, such as the eastern part, and was not suitable for the western climates. *Little Club*, a white club wheat type, came from Spain to California, and was introduced to the Willamette Valley. In 1859, it was brought from California to Walla Walla. With its Mediterranean heritage it had little resistance to cold weather.<sup>7</sup> *Scotch Fife*, a hardy variety from the Dakotas, was introduced in the late 1880s, and it proved to be resistant to cold, drought, smut, and rust, and it could stand in the field in the fall without shattering. It

produced a heavy yield for the farmer and was a high quality wheat for the miller, and it was not easily replaced. William Dunbar, an importer located in Portland, ordered a new what, *Bluestem*, from Australia, which arrived in four-bushel, jute coffee sacks.<sup>8</sup> *Pacific Bluestem*, also from Australia, proved to have excellent qualities, and the yield increased by 25 percent. "Squire Abbott, one of the residents of Camas Prairie, sowed one pound of wheat, which he received from the East and on harvesting and cleaning up, he realized one hundred pounds of nice wheat."<sup>9</sup> As the yields of wheat increased the farmers were no longer able to utilize the entire amount themselves and a surplus was created. "The acreage devoted to wheat increased sixfold between 1880 and 1890, and doubled again by the end of the century."<sup>10</sup>

The McCormick horse-drawn reaper appeared in 1831. The reaper was an important first step in using the power of horses. Five hundred bushels of wheat and 800 bushels of oats could be cut in one day, ten times the output of the previous method of trampling grain with horses and winnowing with primitive bellows.<sup>11</sup> The first wire-tying mechanism was introduced about 1850, to be replaced by the twine binder in 1873. The manufacture of the Case thresher began in Racine, Wisconsin, in 1844. "By 1900, threshers were equipped with self-feeders, band cutter knives, weighers and wind straw-stackers."<sup>12</sup> Each farmer cut his own grain, gathered it in small bundles, waited for the threshing crew to come with workers, horses, wagons, and machinery. Men drove the wagons around the field to pick up the bundles and take them to the thresher. This machine beat and tossed the grain until the kernels shook loose from the stalks and fell to the bottom. Grain was carried through a pipe to be put in sacks. A man sewed the sacks with a partially spring-steel needle, making two half-hitch loops around one corner of the sack, closing the sack with nine stitches, and then making two more half-hitches to form the other ear. In one day two sack sewers could sew 1,800 sacks or 900 sacks apiece, since they usually worked in pairs. Carrying the sacks to the pile would amount to 120 tons or 60 tons per each sewer!<sup>13</sup>

### The Threshing Crew

Breakfast was served to 25-40 men at a time, beginning at 3 a.m., lunch at 9 a.m., dinner at 12 noon, lunch at 4 p.m., and then supper was served at 8 p.m. The cook-house was moved to where the threshing crews were working. Long, hot days were endured by the women who cooked for these hungry crews.<sup>14</sup>

Wheat was the most common feed for working horses, and wheat straw was a standard winter feed. Boiled wheat was also the principal food for many settlers. When wheat was roasted, it could be used as a substitute for coffee and tea.<sup>15</sup>

Although the first patent for a combined harvester-thresher was granted to Samuel Lane in 1828, this machine did not come into general use until late in the century. The stationary thresher required a level piece of land, and this method was used until after World War I, when it was then taken to the fields mounted on wheels, but these were too heavy and cumbersome for the Palouse hills. "The cultivated slopes vary from zero to fifty-five per-cent for most of the cropland."<sup>16</sup>

From 1905 to 1918, the Idaho Harvester was manufactured in a plant on North Main Street in Moscow, Idaho, introducing a design that did not require leveling, and only required the power of eight horses, not 33-44 as had been previously required.<sup>17</sup> Combines equipped with a leveling unit for threshing finally arrived in the Palouse area in the 1920s and, as a result of the labor shortages of World War I, the gasoline tractor-drawn combines were introduced. In 1938, the self-propelled combine was commercially introduced. Yields were recorded of eighty bushels to an acre of wheat, oats sixty to eighty bushels to an acre, and barley close to sixty bushels to an acre.

### Transportation

The main problem of the first settlers to this area a hundred years ago was that of transportation of salable products from here to the market in Walla Walla. Teams of horses were used to transport the first surpluses of wheat in sixteen-foot wagons. Each sack of wheat held

two bushels which weighed 120 pounds. If the soil was compacted and there were no steep slopes, a six-horse team could pull a wagon loaded with sixty sacks of wheat, ninety sacks of barley, or one hundred sacks of oats. Sacking was a convenient means to handle wheat with very little waste, and the practice was to immediately sell the wheat after harvesting and there were very few warehouses.<sup>18</sup>

Rivers were the early highways and steamers plied the Snake River as early as 1876 when the *Almota* paid for herself in one trip when she transported supplies and troops for General Howard in the Indian uprisings of the Nez Perce War. These early day steamers burned fifty cords of wood in one day.<sup>19</sup> The north bank of the Snake at Almota was a natural landing for the heavy boats. The *Almota* was joined by the *Harvest Queen* and the *Okanagon*. The *Northwest*, built by the Payne Brothers and Moore of Portland, ran for two years and then was absorbed by the Oregon Steamship and Navigation Company, who was building its own warehouses and docking facilities. The *Lewiston*, built in 1894, and her sister ship, the *Spokane*, built in 1898, both burned at their moorings at Lewiston, July 12, 1922, but a new *Lewiston* was sent to replace them on 1924. On February 29, 1942, the last steam boat ran the Snake to new owners in Portland.<sup>20</sup> These steamships delivered the first wheat from the Palouse region to the distant market at Portland, Oregon.

From the Basaltic outcroppings along the Snake to the river is a drop of over 2,000 feet. Eight percent of the grain crop came to the north bank of the river. Almost all the roads led to the river. Any farmer willing to donate straw to the county to spread in the alkali spots that would soon work into ankle-deep dust, making a comparatively smooth road, were much appreciated. This was the first Palouse pavement. "Labor was cheap with good hands available at \$1.50 to \$2.00 per day."<sup>21</sup>

Flour was in great demand and had to be shipped from Milwaukie, Oregon, in the Willamette Valley by oxen or horse teams to Walla Walla, in the 1850s. To bring the advantages of flour milling closer, many mills were built during the latter half of the century in eastern Washington. At least seventy grist

mills were built.<sup>22</sup> In the *Wood River Times* at Hailey, Idaho, it was stated the farmers could not market all their wheat at a favorable price and agitation had begun for a flour mill. In the November 20, 1896, issue, this article was found: "The people of Camas Prairie want a flouring mill and are willing to subscribe one-half the cost or give a bonus of half their wheat up to \$4,000 worth. The estimated cost of the mill is \$7,500."<sup>23</sup>

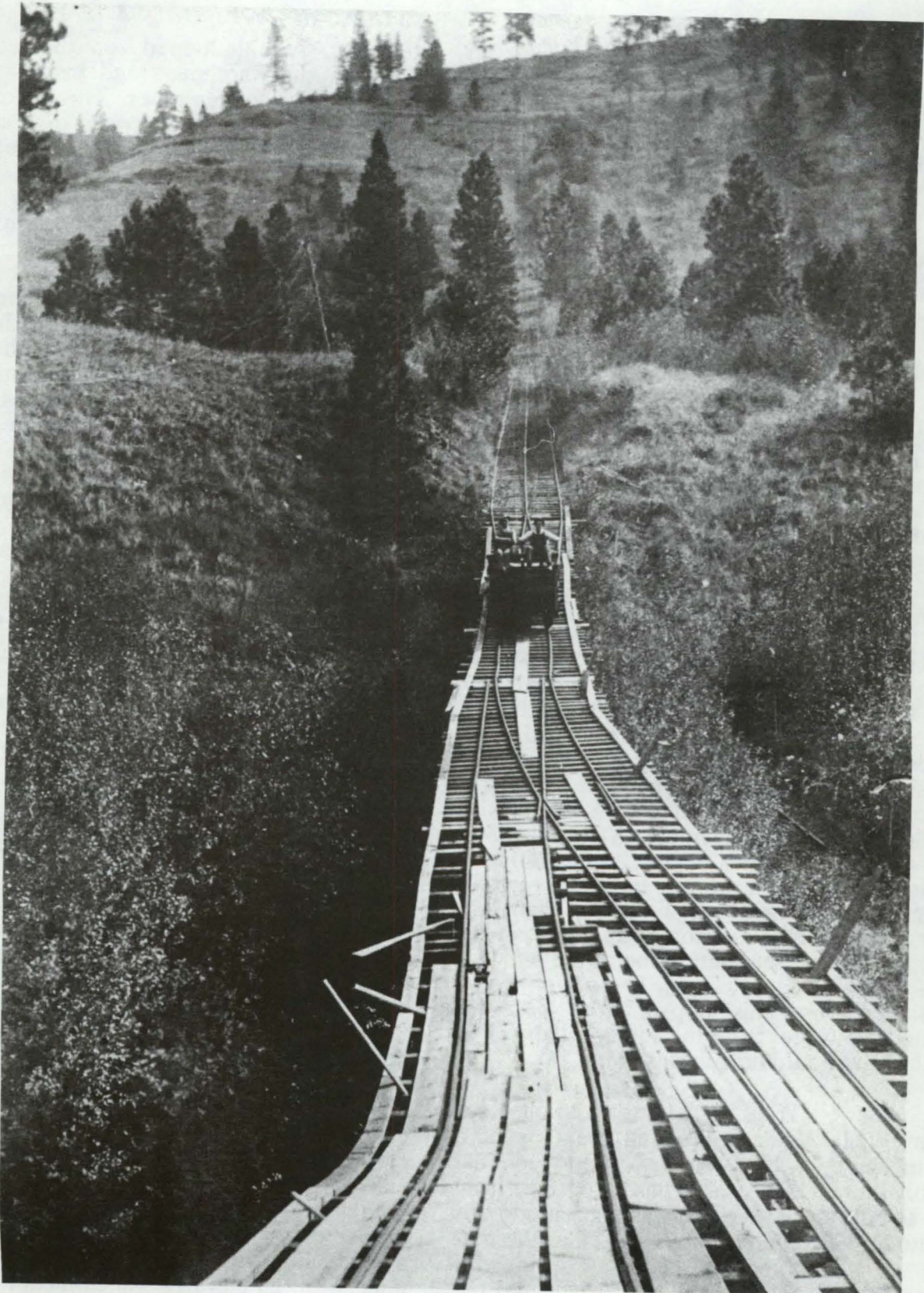
### Chutes and Tramways

The few scattered settlers came to the Wawawai area in 1875, Isaiah Matheny being the first. They were isolated except for the steamers which made their way to Ragtown (Lewiston), so named because many people lived in tents.<sup>24</sup> One of the first flathouses to be built along the river was constructed by several people in the community together with Hawley Dodd and Company, a corporation from Portland, Oregon. It was a three-mile descent down the Old Hill Road to Wawawai with hairpin turns which had to be widened for the turning of teams even though the horses were in tandem of two. The creeks had to be forded and the journey was dangerous. At Yakiwawa Canyon the ruts can still be seen in places leading to Bishop Bar. Wheat was hauled down the roads in the 1870s and 1880s. It was hot with clouds of dust. Piles of brush or logs slowed the descent of heavy wagons. Later a rough lock consisting of a chain run from the wagon bed in front of the hind wheels and fastened to the metal shoe at the end was laid in front of the wheel. The wagon wheel was driven into this loop and the lock prevented the wheel from turning and the weight of the load would drag at this point.

Major Sewell Truax, a surveyor and engineer from Walla Walla, conceived the idea of a grain chute in 1879, on his property on the south shore. This chute was 3,200 feet from top to bottom. The wheat was poured into this chute at the top and then resacked at the bottom, but the momentum of the grain ruined it by friction and ground any smut right into the coarse flour. Baffles were installed at 100-foot intervals, which slowed its descent, but sometimes they still became clogged. The use of this type of chute was replaced by a bucket

tramway. A cable looped from the headhouse down to the warehouse and back up again, supported by wooden poles. The buckets were attached to cables at intervals in a series of arm-like projections which held the sacked wheat and the system ran by gravity. The two advantages were that the grain was not ruined by friction and the wheat did not have to be unsacked and sacked again. When grain was later shipped in bulk, several of these tramways were converted to 55-gallon drums fastened to the existing cables. In the 1880s the first rail tram was built across the Snake River from Wawawai. (Wawawa means Council Grounds to the Palouse Indians.) The original wooden tracks were 2x6's covered with strap iron. The tram was dismantled in 1891, when it was moved and used to construct the Mayview tram about a mile away, which became the most efficient tram of the area. A loaded car could carry 45 sacks of wheat; it took eight minutes to load and three minutes to make the descent. At the middle the tracks split so the cars could pass one another, and the tram was run by gravity, so the car descending pulled the empty car back up to be refilled. About 2,000 sacks a day were moved and this tram ran until 1942.<sup>25</sup> Four months was adequate time to ship grain to the river warehouses and this practice was used for ten years.<sup>26</sup>

With the coming of the railroads the warehouses gained importance. Due to technology and increased production, the surplus wheat from each year's crop kept increasing, and when grain was beginning to be moved in bulk the grain elevator came into existence. The first elevator in this area was built in 1889 by the Pacific Coast Elevator Company, and is now known as A. E. Cross Warehouses. A team of blind horses driven in a circle provided the first source of power. Later a gasoline engine was used followed by electricity. Many elevators in this area were built between 1885 and 1942, and they reveal the changing technology in design and construction.<sup>27</sup> At one time elevators were no more than 12 miles apart. "No farmer, that is, lived more than six miles from an elevator, which meant he could haul a wagonload of wheat to the elevator, unload it and return home, all in half a day."<sup>28</sup> With the passing of the work horse several thousand acres in each area were freed from



Tramway to carry wheat down the hill to Juliaetta

raising fodder crops to increased acreage for wheat. With transportation improving and farming becoming more mechanized, the distances between elevators increased and along with this the costs increased. In this way the market began to interpose itself between the farmer and his household economy. Fuel costs rose, new, better farm equipment was expensive, fertilizer and chemicals costly, and land prices increased. The price of wheat was dependent on the world market, outside the realm of control of the farmer. Small agricultural communities began to deteriorate and even disappear, like the homesteads and the abandoned elevators. Eighty percent of the population of the United States lived on farms in 1855, while in 1963 more than 85 percent lived in towns and cities. A farmer could only produce enough food for himself and four or five others with his crude methods in 1854. By the 1920s, with his horse-drawn equipment, he could feed himself and nine others. With the introduction of modern power equipment he could feed 17 people plus himself, and by the year 1963 the figures had risen to 30 other people in addition to himself. Today the farmer is faced with the problem of increasing the level of output by increased production, and enlarging their total acreage, while selecting the crop that will return the highest financial return. To predict crop prices, technological innovations, weather, and changes in government programs is quite a challenge.<sup>29</sup>

The warehouses were not used very long after the practice of sacked wheat disappeared and grain was shipped in bulk. Wheat was hauled in wagons to the nearest elevator, located along a spur of railroad track. The wagon was driven up onto an incline to the dump. After the wagon was weighed, the grain ran into a dump hopper. The empty wagon was weighed, and then the amount of grain delivered was determined. From the dump the grain runs by gravity into the boot of the elevator leg. "Leg is a term used to describe the conveyor systems on top of grain complexes."<sup>30</sup> This elevator consists of two pulleys, one attached in the boot, the other in the head, over which runs a belt. At intervals along the belt are metal buckets attached which scoop grain up from the boot, carry it to the head, discharging the grain into spouts which deliver grain to conveyor belts to carry it to other points, or

directly into a bin. The grain is elevated by the elevator leg. It is run through a cleaner where dust and defective grains are removed. The moisture limit in the content of the wheat is determined electrically and cannot exceed 12 percent. Warm, damp conditions encourage the spoilage of grain, and the hatching of destructive weevils and bran bugs, their eggs ever present in elevator bins, although phosphovitin pellets that give off a gas are used to fumigate the wheat when it comes in.<sup>31</sup> Due to the more rust and smut resistant varieties of wheat that are being grown today, these problems have been greatly reduced. Another characteristic of present day wheat varieties being grown in this area is the short straw left after harvesting. Three of these present day wheats being grown in this are Steven's, Daws, and Hill 81.<sup>32</sup>

### Elevators and Warehouses

Now, grain elevators are built not only for a place to store wheat and other grains, but also as facilities to merchandize grain. Other functions now include mechanically unloading, transferring, cleaning, blending, drying, fumigating, aerating, weighing, and loading out. Today, there are four classifications of grain elevators: the county elevator, the regional elevator, the terminal elevator, located at railroad sidings and marine centers, and the elevator located at processing plants. Most of the grain in the Northwest is shipped in the unprocessed form. What milling is available exists primarily west of the Cascade Mountains. "No flour is milled in north Idaho, and less than twenty-nine percent of the wheat milled in Oregon and Washington, originated in the Pacific Northwest region."<sup>33</sup>

To unload wheat from an elevator, the bins are emptied through spouts in the bottom directly to the waiting railroad cars or trucks, or it is conveyed to a ship by a special shipping elevator leg, which lifts the wheat to hopper bins mounted on scales.

To unload wheat into an elevator one man operates a scoop at the end of a shovel rope into the car and the mechanism of the spool pulls the scoop loaded with grain to the car door where the grain falls into the hopper

which runs by gravity and it's on its way. A modern truck can unload 55,000 pounds of wheat in three minutes.<sup>34</sup> From marine vessels a marine leg is used which is equipped with a mechanism for raising or lowering grain to either be removed or deposited into the hold of a ship. Lake and river vessels may take full cargoes of grain while ocean-going ships carry mixed cargoes. A barge may be unloaded at the rate of 100,000 bushels an hour.<sup>35</sup>

The basic layout is similar, but the technological advances of the recent computer age have provided economical means for many new devices used successfully. Some elevators are designed to facilitate the use of railroad unit trains, many cars in a long row. Dust control and safety related changes have been brought about as a result of government regulation and insurance incentives.

Some of the first grain elevators were crib constructed, large bins made of lengths of 2x4's, 2x6's, and 2x8's laid flatwise, so as to break the joints and bind the structure together. The wood was spiked together and this strong construction was very cheap considering the former price of lumber. Care had to be taken in filling these bins for the first time. If the bins were filled uniformly, damages were prevented due to unequal settling caused by compression of the timbers' closing of horizontal joints. Cribbed timber elevator have been known to settle a height of 18 inches in an overall height of 70 ft.<sup>36</sup> Fire danger contributed to high insurance rates in this type of construction.

Framed wood covered with sheets of galvanized corrugated steel was construction typical of the 1950s. The properties of wood limit the bins to a small size of 10 by 14 feet with a maximum bin capacity of 10,000 bushels. This construction is susceptible to fire and termites and amounts to a higher construction cost per bushel.

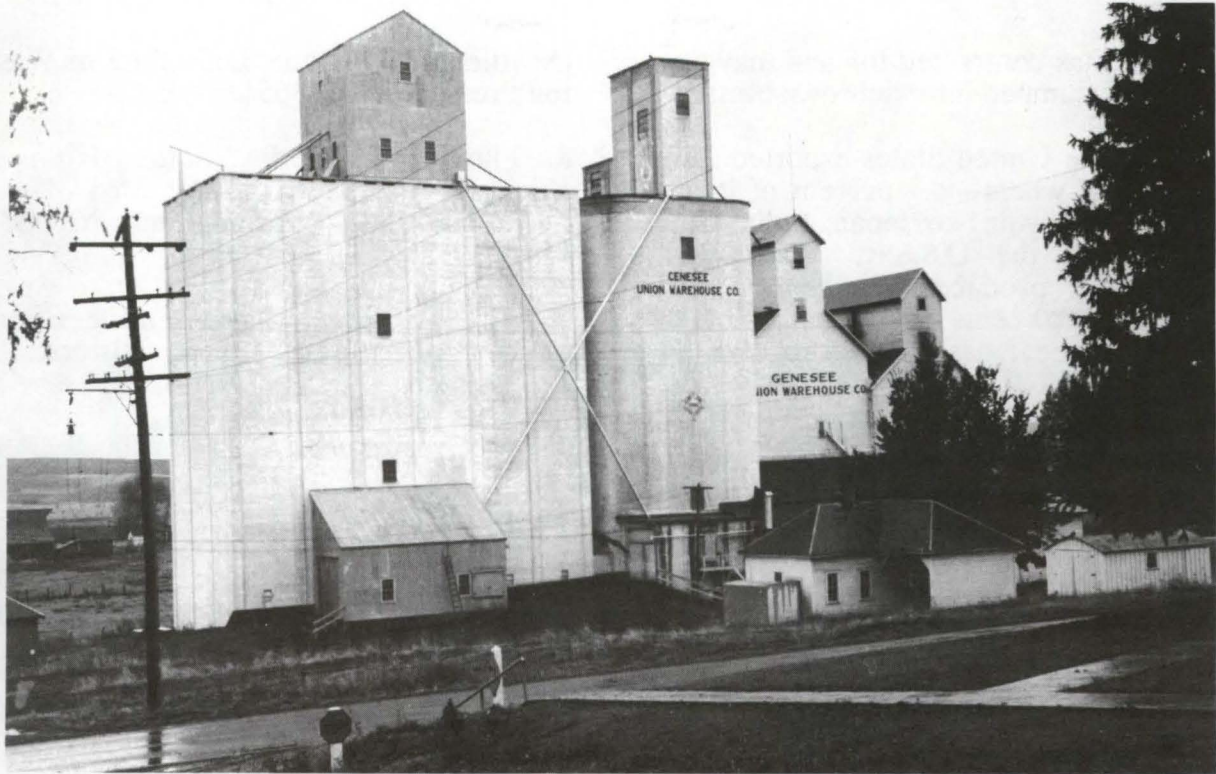
After the turn of the century, heavy, riveted plates were utilized. Bolting and welding techniques replaced riveted bins. Next, heavier gauge steel tanks, either bolted or welded, were arranged in rows of individual tanks. These are of large diameter of 100-120 feet and utilize high tensile-strength steel in the

hoop action of the wall. This construction depends on equal grain pressure around the perimeter for the stability and must be loaded and unloaded from the tank center.<sup>37</sup>

Most terminal and regional elevators are now built of reinforced concrete in the hope of increased usefulness, reduced fire hazards, and cost of insurance. Rock, sand, and Portland cement is a strong material in compression, yet relatively weak in shear and worthless in tension, and, to compensate for this, steel bars are placed in areas of tension and shear. The first of this type were being built in the late 1890s.

In some areas rectangular brick storage and circular tile or brick bins have been utilized, but not in the Pacific Northwest.

At first, the farmer paid for the storage of his wheat and he depended on the increased price of profit to reimburse the amount owed for storage and interest on his money tied up in wheat. Direct delivery to an elevator was an advantage over home storage due to loss in shrinkage. These elevators were owned and operated by individual people. Competition with rival operations in the same area or nearby towns kept the prices at an even margin. Sometimes the buyer purchased the wheat independently, making him the owner of the wheat in transit. One successful operation enabled an owner to purchase another elevator and organization became an apparent advantage. Companies would come in and buy an entire line of elevators along a certain railroad. The large volume ensured the best prices and it was easier to obtain railroad cars. Daily instructions were sent from headquarters with no discretion to prices. These monopolies charged excessive rates and the farmers began to unite. After the close of the first World War the price of wheat and other grains steadily spiraled downward. Year after year the farm economy became worse and worse. This was the time of the beginning of the cooperative. Their strength lay in membership. Shares of stock were sold to as many farmers as possible. The business of the total company was placed in charge of a board of directors who hired a man experienced in grain dealing. The manager's position was worked out in detail subject to approval of the directors. Each farmer pledged to sell his grain to



Some elevators become warehouses

the co-op if the prices of the competitors were the same. If higher prices were being paid by the competition he could take his grain there and then he would probably pay a small percentage to his own company. This served to establish a fund to tide the farmer over in times of need. Of importance was that the grain was always bought at a profit, never a loss. This was insurance against competition and high prices. Co-op members were eligible to borrow money through co-op loans. These boards realized that the association needed facilities to do more than just make loans and the investing in their own storage to ensure the lowest possible prices began. "The first warehouse was built in Moscow in 1937, and the adjoining elevator in 1938."<sup>38</sup> The Agricultural Marketing Act of 1929 that set up the Federal Farm Board had two goals. One was to buy grain and stabilize prices, and, second, to establish cooperatives on national, regional, and local levels. The Latah County Grain Growers was organized and incorporated in February 1930. Throughout the following years, this local co-op bought and built many

storage facilities in this area. In 1956 death benefits were paid for the first time, another benefit. In June 1966 the Grain Growers burned their mortgage and this was the first time in history that it had been out of debt, but it didn't last long before it financed another new steel elevator, this time at Kennedy Ford. Improvements must be made on capital investments. The capacity for storage for just this one co-op now stands at 5,000,000 bushels.<sup>39</sup> The story of the cooperatives over the past 50 years has been one of continual growth and progress. Farmers have indeed progressed toward the future. When it once took 12 hours of labor to harvest one acre of wheat, it now takes 37 minutes. The measurement of a header at one time was only four-and-a-half feet and this has now increased to a width of thirty feet. Foreign countries look especially at the protein content and this content is dependent upon the weather and quantities of fertilizer. Protein becomes a major pricing measurement of wheat, in addition to the type and grade. A state inspector controls the quality of wheat which a foreign

government has contracted for and may never see until it is dumped into their own bins.

In 1974-75, the United States exported 28,325 metric tons of wheat--44.7 percent of its total raised--the bulk going to Japan, India, China, Egypt, and to the U.S.S.R., ironically the world's largest producer of wheat.<sup>40</sup> From approximately 20 cents a bushel in the 1800s, the price of wheat has climbed to over \$4 a bushel.

Wheat is represented on the Great Seal of Idaho, designed by Mrs. Emma Edwards Green, the only woman to have designed a state seal. This design was chosen by the Idaho Legislature on March 14, 1891. The bundle of grain ready for the harvest represents the rich farming industries of the state.<sup>41</sup>

We live in the famous Palouse region and the towering grain elevators on our gently rolling landscape are architectural wonders, representing a chapter in the book of its settlement and development. A majestic grain elevator rising up from a sea of golden wheat is, indeed, a prairie castle.

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## BOOK REVIEW

*I Recall: A Longtimer's Memoirs of the Palouse.* Grace J. Wicks. Moscow: News Review Publishing Co., 1987. 90 p. \$6.25. Paperback. Available in local bookstores, or from the author, 122 N. Washington, Moscow, 83843.

This book of reminiscences of the Palouse country and its people collects some 40 of Mrs. Wicks' newspaper columns, written with the hope, in her words, ". . . that we appreciate each other more because we know each other better." It consists of selections from more than 600 weekly pieces she has written, and continues to write, for the Moscow *Daily Idahonian* since she volunteered to succeed Clara Grove as columnist in the 1970s.

Born near Genesee 80-some years ago, she profiles the big and little people she has encountered in her richly varied life. As coach's wife, county commissioner, pianist, community and political activist, University of Idaho alumna, fraternity housemother, and mutual funds broker, she has known most of the local movers and shakers and a good many at the state level.

In a chatty, personal style, she passes along her observations and feelings about individuals, history, and current events from the perspective of a long and busy life. Most of the columns are about the trials and successes of citizens who were important in the area's first hundred years and their organizations--doctors, farmers, businesses, churches. But Mrs. Wicks also has something to say about the Muslim community in the 1980s, the centennial celebration, the volunteer fire department, funeral customs, and early houses of prostitution.

A small paperback, the book could use an index or table of contents, but anyone curious about the Palouse, especially its past, will find items of interest in leafing through *I Recall*.

JEAN RUDOLPH is a long-time resident of Moscow, and world traveller. She is also an ace volunteer at the Society, working regularly cataloging photographs in the library.

LATAH COUNTY  
HISTORICAL SOCIETY  
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In 1968 interested individuals organized the Latah County Historical Society to collect and preserve materials connected with the history of Latah County and to provide further knowledge of the history and tradition of the area. Every person, young or old, who is interested in the history of Latah County and who would like to assist in its preservation and interpretation is cordially invited to become a member. Subscription to this journal and a discount on books published by the Society are included in membership dues. Dues for the various classes of membership are as follows:

|                   | <b>Member</b> | <b>Friend</b> | <b>Contributor</b> | <b>Sustainer</b> | <b>Sponsor</b> | <b>Patron</b> |
|-------------------|---------------|---------------|--------------------|------------------|----------------|---------------|
| <b>Individual</b> | \$ 7.50-15    | \$16-30       | \$ 31-75           | \$ 76-150        | \$151-499      | \$500 up      |
| <b>Family</b>     | 12.50-25      | 26-50         | 51-100             | 101-250          | 251-499        | 500 up        |
| <b>Business</b>   | 25-50         | 51-100        | 101-250            | 251-350          | 351-499        | 500 up        |

Note: For **Canada and Mexico**, add \$4; for **Europe**, add \$8.

Privileges are identical for all classes; the higher dues represent a much needed donation to help the Society's work. Dues are tax deductible.

The Society's services include conducting oral histories, publishing local history monographs, maintaining local history/genealogy research archives and the county museum, as well as educational outreach. The Society wishes to acquire objects, documents, books, photographs, diaries, and other materials relating to the history of Latah County. These are added to the collections and made available to researchers while they are preserved for future generations.

The Society is housed in the William J. McConnell Mansion, 110 South Adams, Moscow. The museum is open from 1:00 to 4:00 p.m. Tuesday through Saturday. Visits to the museum or research archives are welcomed at other times and can be arranged by calling (208) 882-1004.



Latah County Historical Society  
110 S. Adams  
Moscow, Idaho 83843  
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# NEWSLETTER

Volume 11, No. 2

August 1988

## CENTENNIAL ANNEX - A MAJOR DONATION

On July 12 the Historical Society called a press conference to announce the donation of a new building. Calvin and Kathleen Warnick, long-time members, made the donation of the seven-apartment building in recognition of the Moscow, Latah County and Idaho centennials. The building is appropriately named "Centennial Annex." This is the first major donation we have received, and it comes at a time when our space needs are critical. The Warnick's generosity will be long remembered and appreciated. The gift was also a vote of confidence in our ability to maintain and operate a successful and highly regarded organization.

Located diagonally across Second St. from the museum, Centennial Annex will approximately double our present space. The basement level will store museum artifacts, the main floor will contain the research library, director's office, and a meeting room. The upper level will be used for textile conservation and storage, and staff and volunteer offices and work spaces. By moving these operations into Centennial Annex, we will be able to open up more museum space in the McConnell Mansion for interpretation of the historic rooms. Preliminary plans call for a historic kitchen, bedroom, and maid's quarters.

We will soon launch a major fundraising campaign for the building. There are three objectives: We must pay off the mortgage and repair part of the brick veneer, and some renovation will have to be done before we can move in. The third purpose is an endowment to pay the operating and maintenance costs. The Board of Trustees and staff have pledged personal donations amounting to nearly \$17,000. The total goal is \$160,000, \$40,000 of which will come from a Challenge Grant from the National Endowment for the Humanities. For every three dollars raised, the Federal government will match one dollar.

Donations of any amount will be greatly appreciated. Donors of \$100-499 will have their names imprinted on a brick in an

outside walkway. Those who donate \$500-999 will have their names permanently listed on a bronze plaque in the entryway. Donors of \$1,000 or more will have their names inscribed on special wall tiles designed to fit around the fireplace mantel in the library reading room. Memorial gifts in all categories are especially appropriate. The campaign will officially begin in October.

The Idaho Centennial Commission has endorsed Centennial Annex as an official centennial project. The County Local Celebrations Committee has also endorsed it as a project for the county and state centennials. We believe the project will provide the residents of Moscow and Latah County a means of contributing to a lasting legacy of these two centennials.

The donation of Centennial Annex is also an occasion to remember how for many years trustees, members and friends of the historical society, the Pioneer Association, Moscow Historical Club, and the McConnell Mansion museum have dreamed about expanding into another building. Two unsuccessful attempts were made to share space in the Community Center (the Old Post Office) through bond levies, and over the years many committees and individuals have investigated our space needs and possible sites. The location of this building is ideal as it is near the museum and is part of the historic neighborhood. The donation is a splendid tribute to the 20th anniversary of the Latah County Historical Society.

## CELEBRATING LATAH COUNTY'S CENTENNIAL WITH TWO NEW EXHIBITS

Many of you have been to the museum to see the first of our county centennial exhibits, "The Photographer as Artist and Historian". Two more have been added this summer.

## TWO OF LATAH COUNTY'S PEOPLE

Whether you grew up in Latah County or some other part of the country, you quite likely recall reading at least one children's book written by Carol Ryrice

Brink. Her fertile memory and imagination transformed real life experiences of her Moscow childhood into books which will forever delight children and adults. Or you may recall those hours spent building magnificent towers, rocket launchers, and other creations from your imagination with an Erector Set. The inventor of this well known toy, A.C. Gilbert, first experimented with making practical gadgets during his youthful seven years in Moscow. Adults and children will delight in seeing what "Two of Latah County's People" have given us.

#### A COUNTY SAMPLER OF CHANGE

Thanks to many of you, we have a wonderful collection of artifacts, photographs, documents, oral histories, and record books that illustrate Latah County's history. We wanted to show what valuable tools these donations are in interpreting our county's past. Curator Joann Jones used each of these types of materials in the latest of three exhibits celebrating Latah County's Centennial. "A County Sampler of Change" provides a glimpse into the corners of the past 100 years.

Early record books show how the first county commissioners organized the county government. Official seals of 1888 and 1988 illustrate a change in style and philosophy. Visitors can leaf through a browsing file of maps taken from the 1914 and 1937 atlases of Latah County to compare the changes in communities and read a short history of each. The exhibit also includes quotes from local authors about homestead experiences and oral history stories of law enforcement during prohibition and gambling years combined with artifacts including basic tools for building a cabin and slot machines confiscated from the Idaho Hotel; a look at different lives of three generations of quilt makers from one pioneer family; and photographs of changes in business, agriculture, and logging. The exhibits will be up through 1988.

#### 1989 CALENDAR AND NEW NOTECARD TO BE AVAILABLE SOON

The fundraising committee has had a busy summer working on two projects. The first is a 1989 calendar of historic photographs from around the county. It will include

historic dates as well. The other project is our second greeting card with a water-color by Moscow artist Alf Dunn. This is the first in a series of four he has painted for us. The series will compliment his painting of the McConnell Mansion which we produced on a notecard last year. The four scenes will depict rural winter scenes. When all the cards are printed, we will be able to offer a packet that contains a selection of each scene. Remember to include the calendar and cards in your holiday plans as greeting cards and gifts. We will notify members when they are ready.

The fundraising committee reports good sales from the attractive new book catalog. It has resulted in orders from libraries and individuals around the country, and it is helpful for those visiting the museum or our booths who are interested in our publications.

#### ICE CREAM SOCIAL CELEBRATES 100 YEARS OF COUNTY HISTORY

At 11 a.m. on July 16 the crowd lining Moscow's Main Street watched as horses and riders, wagons, buggies, carts, and walking and marching groups commemorated Latah County's centennial with an old-fashioned parade. The parade was the beginning of an afternoon of activities and good food at the fairgrounds. Among the historical demonstrations were Don Dudley with horse-shoeing, Bill Twigg who explained how wheels are made, Jerry Holes with hand-tooling of saddles of leather pieces, and Frank Werner with duck and goose decoy carving. The Palouse Patchers had a demonstration of quilting, and the Palouse Weavers Guild was there with a spinning wheel. Moscow Camp Fire kids demonstrated butter making and brought an exhibit on the history of their group. A new feature was the children's fair with rug beaters, washboards and wringer, button and string toys, dress-up clothes, and old-fashioned games. Upward bound students brought artifacts of Nez Perce culture and performed drumming and dancing. Other music was provided by the Border Highlanders Bagpipers, Clarence Johnson, and the Old Time Fiddlers. Volunteers served German sausages, hot dogs, and ice cream and cake. The weather was perfect and hundreds enjoyed all the events, including

the horses and vintage farm equipment and the 4-H sheep weighing and shearing which took place in a nearby barn.

During the afternoon a large crowd of people also toured the McConnell Mansion museum which was decorated with bouquets of flowers. The day marked the the opening of the new exhibit, "A County Sampler of Change."

The ice cream social and parade could not have happened without the enthusiasm and volunteer help of so many of our members and friends. Thanks especially to Duane LeTourneau, Connie DeWitt, Margi Jenks, George Hatley, Jeanette Talbott, Gladys Bellinger, JoAnn Thompson, Arlene Jonas, Mary Jo Hamilton, and Steve Talbott who organized various aspects of the event, and to the City of Moscow for letting us use the new portable sound system.

#### COUNTY AND CITY APPROVE BUDGET REQUESTS

Without any opposition or comment except for words of praise, both the County Commissioners and Moscow City Council approved our 1989 budget requests. The county appropriated \$20,000, which is the largest amount ever approved by the county and almost \$3,000 more than we received in 1988. The city authorized \$2,500, which is \$1,000 more than we received last year. We sincerely thank the county and city for their financial assistance and continued support of our organization.

#### HISTORIC PRESERVATION WORK

Thanks to grants from the Historic Preservation Office in Boise, we have been able to undertake several projects. Among them is a nomination to the National Register of Historic Places for the Freeze Church. We are in the final stages of producing two walking tour brochures for Potlatch which have been researched, written and designed by Suzanne Myklebust, Evelyn Rodewald, and Jim Dewey. A third project is an inventory of historic structures and sites. We invite you to assist in collecting information on buildings and sites that are not on the National Register or described or listed in the two books on historic places: A Great Good Country, and, From A to Z in Latah County. A description of the project is attached to the newsletter. The inventory will become

a permanent part of our archives, and future nominations for the National Register can be taken from the list. Thanks for your help!

#### CENTENNIAL NEWS

The county centennial committee had an active summer, taking a photo exhibit on Latah County, centennial pins and license plates, and information to all the community day celebrations. The next stop will be the Latah County Fair. If you would like to join in the activities, you can contact us here or stop by their booth at the fair, Sept. 14 through 18. The committee meets the first Tuesday of each month at the County Courthouse. You are welcome to attend and share your ideas.

A major centennial activity will be an exchange of people and information with Power County. We plan to have exchanges of school children and adults, exhibits, information. Other projects we are discussing are a county-wide golf tournament, a garden contest with centennial colors and a state logo, a county-wide picnic and festival, a New Year's eve celebration, children's coloring book and a children's day, a pageant with historic fashions, registration of centennial families, planting centennial trees and syringa bushes, a time capsule, news items about Idaho history, a 100-day countdown before statehood day on July 3, 1990, interpretive signs for each county town, walking tour brochures for each town, and a portable exhibit module for the courthouse which can be loaned to county towns and groups.

#### STAFF NEWS

In July our library assistant Lina Gooley resigned her position. Lina began working here as a summer trainee in 1984 and we wish her the best and thank her for her years of diligent assistance. Her replacement is Michelle Farah. Michelle is now the assistant manager of Mikey's and graduated from the University of Idaho in 1988. She was a history major at Idaho State University and has worked at the Prichard Art Gallery. Michelle will be a valuable addition to our staff and we extend a hearty welcome. Lisa Baroudi who worked in the library from fall 1987 also resigned. She has a new job as assistant librarian at the University of Idaho. Lisa

was instrumental in cataloging the backlog of books, pamphlets and other items.

Summer is always hectic here, and we appreciated Dolores and Dick Sanchez who planted flowers and watered. Thanks also to JoAnne and Gene Thompson who donated bedding plants and Stan Jean Stockwell who donated four hanging baskets for the porch. Our summer trainee this year was Stephanie Wade who took care of the lawns and assisted with various clerical duties.

#### GRANT RECEIVED

In June the Spokane Inland Northwest Communities foundation announced they had awarded LCHS \$300 toward purchase of a dry mount press. This equipment is used to mount photographs and labels for exhibits and is a necessary item for our historical society. It will allow us to quickly put together small exhibits for events like the county fair as well as our large ones at the museum. During the time when we have been without a drymount press, we have borrowed a presses and resorted to ironing our labels and photographs with less than professional results. The grants are very competitive, and we were pleased to have received one.

#### LIBRARY DONATIONS

Donald Goetz: homestead patent, 1897; land transfer, 1886  
Mary Reed: Carol Brink, The Twin Cities and The American Farmhouse.  
Clyde Waterman: newspaper clippings, letters, and probate court records  
Arthur and Lola Borgen: historic photos of the Borgen farm  
Gainford Mix: photos of the Mix family and farm  
Fred Maurer: poems of Moscow by the donor  
Genevieve Sell: photographs of the 1st Idaho Infantry during the Spanish-American War  
Ken Hedglin: First State Bank of Bovill stock certificate  
Harry & Connie DeWitt: Mining stock certificates and letters  
LaVerne Nelson: UI commencement and football programs, Lutheran Gem, sales tax referendum  
Moscow Chamber of Commerce: UI Centennial Watercolor Prints collection  
Johanna Shell: oral history tapes about the Jim Keane family

Donald Goetz: Goetz family photo  
Roy Babcock: Latah County Pioneer Association record book  
David Kitch: 1948 Troy High School "History of Troy", clippings relating to the establishment of the Troy City Park and baseball field  
Rowena Campbell Grant: photo of the George Harris family and a copy of George Campbell's autobiography (1st surveyor of Latah Co.)  
Mildred Johnson: photographs  
Lillian Otness: two local cookbooks  
Marie Sharnhorst: 1963 Genesee High School class reunion booklet  
Minnie Anderson: History of North Idaho and 1914 Standard Atlas of Latah County  
Becky Kellom: copies of photos from the John Miller Bovill collection  
Lola Clyde: Newspaper clippings, postcards, and letters  
Janet LaCompte: manuscript, "When the Railroad came to Moscow, Idaho"  
Dan Larang: Larang family history  
Eunice Kellom: photocopy of a 1914 Bovill Herald  
Doris Wanek: Campaigning in the Philippines with a list of Moscow men  
Mrs. Wm. Bailey: photograph of a Moscow Camp Fire group  
Duane LeTourneau: Genesee Valley Lutheran Church centennial program, 1878-1988  
Arvid Norbeck: photo of the Pine Street boarding house and a map showing its location in Potlatch  
Carolyn Munson Ott: photocopied letters of Etta Roadrick Munson  
Jeanette Talbott: local advertisements  
Robin Miskin: Moscow newspapers from the 1930s  
Clara Fish: papers from School District No. 7  
Clayton Pierce: photographs of the Sawyer and Reeves families  
Vicki Purviance: early art work of Agnes Randell  
Lorraine Hudson: photocopy of a 1898 edition of Genesee News  
Mrs. Del Gulka: photo album and papers of Johan Anell  
John Miller: photos including the Helmer School, 1908, the Cedar View Dairy farm  
JoAnn Thompson: Latah County Soil Conservation papers  
Ken Hedglin: two books by C.M. Drury and Sterner Photography envelopes  
Kathleen E. Old: 1933 Moscow Telephone Directory; 1950 Huff's Directory and Map of Moscow; Nobby Inn menu, c. 1950, The



Story of Idaho by Gov. C.C. Moore, 1926;  
City of Moscow Traffic Guide for 1949,  
 and Moscow Junior High Pep, 1936

#### DONATIONS TO THE MUSEUM COLLECTION

Ken Hedglin: official Scout equipment, clothing, and books; A.C. Gilbert chemistry set and Erector set; First Presbyterian Church 100th anniversary plate; baby ring; souvenir plate with 1920s picture of Main St. Moscow; advertising items  
 Marilyn Scheldorf: radio/phonograph, c. 1950s  
 Pauli Owens: 1920s magazine holder, coon-skin cap, crocheted wool cap, books and magazines, purse  
 Chris Talbott: Smith-Corona manual typewriter  
 Jeanette Talbott: 1950s suit purchased at Creighton's, tie, and handkerchief; Palouse Pottery kraut jar lid and churn lid; two hog scrappers, safety steering gear patented in Moscow  
 LaVerne Nelson: 1930 ribbon from the Knights of Pythias, 1902 calendar  
 Duane LeTourneau: record album set "Down Memory Lane: 65 Years of Song Hits"  
 Jean Rudolph: silk scarf  
 Robert Otness: portable Victor record player and records, c. 1930; two apple peelers, two cherry pitters, crockery butter churn, wooden bowl and butter paddle, crockery cookie jar, "Rapid Washer", rag rug stretcher, snow shoes, and lantern from his parents homestead, c. 1900; smoking stand  
 Lillian Otness: four crockery jugs  
 Becky Kellom: two pairs of women's shoes  
 Dan Snow: film projector and two cameras  
 Charles Bower: radio with separate speaker, c. 1920  
 Michael Chin: milk shake mixer from Lee's Cafe and the Grill Cafe, Moscow  
 Lou Stevens: early digital clock

#### NEW MEMBERS

Katherine G. Aiken, Hayden Lake  
 Margarete J. Arnold, Moscow  
 Debby Carlson, Troy  
 Mary Deary, Fresh Meadow, NY  
 William P. Deary, Alexandria, VA  
 Lloyd O. Falkins, Lynnwood, WA  
 John & Martha Hirth, Viola  
 Cheryl A. Hoagland, Moscow  
 Harriot Hagedorn Lannigan, Spokane  
 Janet Lecompte, Moscow

Lena Whitmore Elementary School Third Grade, Moscow  
 Ron McFarland, Moscow  
 Dorothy & Carl Moore, Lewiston  
 Kathlyn Morey, Kendrick  
 Richard J. Naskali, Moscow  
 Paleo-Designs, Ruthann Knudson, Moscow  
 Palouse Orthopaedics, Moscow & Pullman, WA  
 Homer F. Peterson, Montesano, WA  
 Christian Petrick, Moscow  
 May Pratt, Moscow  
 Talbert B. Preuit, Vancouver, WA  
 Elmer & Margaret Raunio, Moscow  
 Linda Reed, Clark Fork  
 Richard L. Stephens, Genesee  
 Laurette L. Trautman, Clarkston, WA  
 William J. Venosdel, Moscow

#### MEMORIALS

In memory of Lewis Cormier  
 Kenneth and Jeanette Platt  
 Leonard and Jean Ashbaugh  
 Judy and Ralph Nielsen  
 In memory of Embla Carter  
 Gladys Bellinger  
 In memory of Leora Stillinger  
 Ruth Dimond Riedesel  
 In memory of Andrew and Hanna Olson,  
 Hjalmer Olson, Mary Peterson, and Hilda Hendrickson  
 Edith Driscoll  
 In memory of Beulah Baker  
 David and Suzanna Trail  
 Glenn and Norma Lewis  
 In memory Mr. and Mrs. William T. Marner  
 Roxanne Petersen

#### MONETARY DONATIONS

Tom Spangler  
 William Deary  
 Mary Deary  
 Richard Havens  
 Moscow Historical Club  
 Hayden & Ross  
 Robert Stapleton  
 Patricia Bockman  
 General Telephone Company  
 Robert Petersen  
 Francis and Ruth Nonini

#### OTHER DONATIONS

Stan and Jean Stockwell, hanging flower baskets for porch  
 JoAnn and Gene Thompson, bedding plants  
 Alf Dunn, four original watercolors of rural Latah County



August 1988

Dear Members:

We invite you to become involved in a project on historic structures and sites in Latah County. Let me explain the background of the project and why we would appreciate your assistance.

Since 1987, the Latah County Historical Society and the Latah County Historic Preservation Commission have been cooperating in documenting the history and architectural features of private and commercial buildings, sites, and other areas and structures that relate to our county's history. Many of these are recorded in Lillian Otness's book, A Great Good Country, and the historical society has cataloged thousands of photographs and documents that relate to many more. This information serves the county as an inventory of its historic structures and sites. In addition, over the years many county buildings have been placed on the National Register of Historic Places. The National Register recognizes buildings, sites, and districts that possess outstanding historical and/or architectural qualities. Currently, we are preparing a nomination for the Freeze Church near Potlatch.

The task of discovering and recording all historic structures and sites in the county is a monumental one, especially those that are located in rural areas. Unfortunately, the historical society presently does not have the resources to hire someone to travel throughout the county and record this information for an inventory. As an alternative, we are asking for information from those who may have information on these properties. Although we are particularly interested in buildings that have not been radically altered, many valuable historic buildings have been changed over the years. The type of building can range from a private home to a business, grange hall, barn and outbuildings, service station, church, school, cabins, etc. A building does not have to be large or associated with a prominent family; in fact, it is important to record those relating to ordinary people. Historic sites can include Native American camp sites, wagon and stage stops, and popular picnic spots like Idlers Rest on Moscow Mountain. We are especially interested in buildings and sites that relate to the history of minority and ethnic groups. This would include Chinese, blacks, and Native Americans.

If you know of a candidate for our inventory, would you send us a description, including physical features, location, and background such as dates of construction or use, families or groups that lived there or used it, and the history associated with it. This ambitious project will be an on-going effort by the Latah County Historical Society and the County Historic Preservation Commission. All information will become part of a permanent inventory, and candidates for nomination to the National Register will be taken from this list. We hope that you can take a few minutes to consider properties you feel should have their history documented. Also, please feel free to pass this letter on to others who may be interested in helping us or give us names of people who may want to receive a copy of this letter. Please do not hesitate to contact us if you want more information on the project.

Thank you for your support of our efforts.

