

HISTORY OF NAMES OF TOWNS  
ALONG THE WI&M

(Continued from last issue)

Y A L E: During the winter of 1905-1906, railroad construction headquarters were on the summit at the head of Flat Creek about five miles south and east of Harvard, where steam shovel crews were excavating the big cut. Rail sidings had to be established at the top of the grade. During construction this point was called Big Summit--and rail tickets so printed. The final naming of the siding as YALE was a natural selection--following the compromise pattern as set by Laird and Canfield in naming Harvard, with the town of Princeton having been established ten years prior.

STANFORD: About four miles beyond the summit, at the bottom of the grade, additional sidings were provided for. With the Ivy League colleges well represented on the line, the name of a western university--STANFORD--was selected for this point.

VASSAR: Avon was a post office on the stage route from Troy into the timber country, and considerable preliminary railroad location had been done in this area. In May 1906, a townsite plat for a new town of Avon, located on land owned by John Vanhook, was filed with the County Recorder. Final WI&M location for the station missed Avon by a short distance. For continuity, the rail point was named VASSAR in recognition of women's colleges. The post office continued to be called Avon.

CORNELL: PURDUE: and WELLESLEY: were later to appear as college names on the WI&M station list as construction continued.

D E A R Y: In the spring of 1906, Theodore Reed, Right-of-way Agent for the company, announced that Potlatch Lumber Company had selected a site at the foot of

Potato Hill on lands formerly owned by Blalock, for development as a new town. The townsite was then in process of being surveyed; would serve productive farm areas formerly tributary to Kendrick and Troy; lots would be for sale and it would be an open town. Lot sales were handled by Fred C. McGowan for the company. As published at the time, "the new town is to be named DEARY in honor of the genial General Manager of the WI&M, William Deary".

The townsite was on the stage road from Troy (originally Vollmer) to the White Pines. Adjoining the townsite was the farm home of Joe and Lou Wells, ex-slaves, who had homesteaded there in early days. They operated a favored stopping-place on the stage road. Many timber locaters, homesteaders, surveyors, cruisers and fishermen found good eats, lodging, and hospitable surroundings at "Nigger Joe's". Joe would laughingly boast that he was the first white man in that part of the country--the few that preceded him, he said, were Swedes!

Joe had been brought into the West by the Wells brothers--and had taken their family name. The day of Joe's funeral, a few years ago, all business in Deary closed and the entire community paid respect to a good industrious citizen that had pioneered--the hard way, from a slave background.

HELMER: A few miles east of Deary, on Corral Creek, plans were made for a logging base with adequate side tracks--the future location of Camp Six. Close to this point another new town was announced by John Liner on his lands. Howard Kirkwood, County Surveyor, made the survey. On the old stage road a short distance away was old Janesville, Post office with store, and saloon, operated by G. Russ Lawrence, since homesteading days.

The rail station at this base of operations was named HELMER in recognition of William Helmer, Timber Cruiser for the company, and about the first man on the company payroll. He had preceded

## HELMER (Continued)

construction operations in the acquisition of timber holdings. But few men had as many millions invested on their individual pencil estimates within their lifetime, as had Bill--his estimates were accepted at par. He had the rare faculty of remembering legal land descriptions, estimates, corner locations, and ownerships in accurate detail. His recollection of locations was as dependable as field notes. He carried through on the payroll until his death about four years ago.

Bill Helmer was one of those that had cruised in the "Great Mesabi" before coming to Idaho--he had jumped moose along the compass line and observed the red sands wash back into the tracks. As Bill said: "we knew it was iron, but what good was it at the time--we were 'looking White Pine'". He was among the early cruisers to "look White Pine" on the Palouse, the Potlatch, the St. Maries, and the Clearwater. Within his lifetime, he had seen White Pine stump-age advance from thirty-cents a thousand--for the cream, to thirty-dollars--woods run.

BOVILL: The WI&M hit the Potlatch River a short distance downstream from Bovill Meadows--originally Warren's Meadow; located about 47 miles from Palouse and a couple of miles from the terminus, upstream. At this location, on the slope bordering the meadows, Hugh Bovill had built a log cabin and started raising cattle and horses, around 1900.

With the timber rush to the White Pines gaining momentum at that time, he also constructed a log hotel which he gradually expanded into an attractive English Inn type of hotel accommodation, with store and post office. Bovill's was area headquarters for homesteaders, timber-lookers, engineers, fishermen and vacationists--a popular summer spot for residents of Moscow, Lewiston, Troy and Genesee.

Hugh Bovill was a courteous, dignified and educated gentleman--born of English nobility, the 13th of sixteen children. He was born in England, the son of Sir William Bovill, Lord Chief Justice of the Court of Common Pleas, and Lady Maria Bolton Bovill. He completed his education at the University of Berlin and, following English tradition; went to the colonies--Ceylon, where he worked on family tea plantations. He returned to London--was employed as a tea taster--later visited the eastern United States on vacation, and returned to England with dreams of a cattle ranch in the wild West. With a companion named L. Ogilvy, he returned to America and started a horse ranch near Pueblo, Colorado. His mother, while on a world tour, visited America and took him back to England. Again, he returned to America and went to Nebraska to raise cattle. While there, he met Charlotte Emily Robinson of York, England, who was visiting in America, and they were married. They took up a homestead near the Sioux Reservation in Nebraska, settled in a sod house, and started developing a cattle ranch.

Mrs. Bovill was a direct descendent of King Edward III--an educated woman, schooled by private tutors, whose father was a college superintendent and later a charity commissioner for England and Wales under Queen Victoria. She had taken training as a nurse in Denver, just prior to visiting in Nebraska. Her efforts in the education of children and rendering first aid during pioneering days were appreciated.

During the late 1890's, Hugh Bovill came to the Northwest looking for a healthier climate than in the Sioux country. After some search, he was attracted by the Warren's Meadow area for stock raising. In 1899, he moved his family of two small daughters, Dorothy and "Gwen", and Mrs. Bovill to Idaho. He shipped cattle and some horses from Nebraska, and started raising stock and pack horses on the meadow. Eventually, he acquired a

gained Kentucky saddler idr  
Mrs. Bovill, and an Indian pony  
"Judy" for the girls.

The meadow had been homesteaded  
by Francis and Sylinda Warren,  
with government deed being issued  
to them January 2, 1901. On  
January 19, 1901, deed was issued  
by the Warrens conveying title to  
the Bovills.

The rail station was named Bovill  
in recognition of the Bovill family.  
The Village of Bovill was incor-  
porated May 23, 1907, by Mr. and  
Mrs. Bovill. With the construc-  
tion of the St. Maries--Elk River  
branch of The Milwaukee a few  
years later, Bovill (spelled with-  
out an e) grew to a sizeable town,  
shipping point, and logging head-  
quarters for the company. The  
meadows continued to be used for  
years by the Indians as a camp  
ground for digging camas, hunting  
and berrying.

\* \* \* \* \*

#### SPECIAL "THANKS"

Robinson Post No. 81, The American  
Region, wishes to thank the follow-  
ing contributors for their contri-  
butions, which made the Fireworks  
Display possible:

G. Dillon Wasson  
Washington Water Power Co.  
Princeton Grange No. 426  
Bill Loney's Grocery  
Potlatch Area Boosters  
Mt. Home Juvenile Grange  
Layton's Princeton Cafe  
Princeton Tavern  
Elmer Coffman  
Jime Kibbee  
Milbert's Grocery  
Whites Tavern  
Potlatch Mercantile  
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Bill Olson Shell Service  
Joe Taggart  
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George's Barber Shop  
Nirk-Plummer Lumber Supply  
Wallace Motor Co.  
WI&M Railway  
Kennedy Ford Grange  
Village of Potlatch

#### CONTRIBUTORS (CONTINUED)

Princeton Community Club  
Marges' Tavern  
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Carters' Farmers Supply  
Potlatch Hotel  
Arland Motor & Implement Co.  
Jolly Mrs. Club  
Potlatch Lodge #66, AF&AM  
North Latah Jaycettes  
Women of the Moose  
Mountain Home Grange  
Rock Creek Grange  
Boosterettes  
Potlatch Working Women's Club  
Mistletoe Rebekah #85  
Evergreen Lodge #124  
Kennedy Ford Juvenile Grange  
American Legion Auxiliary

#### N O T I C E

The American Red Cross is sponsor-  
ing a one-day Blood Drive on  
August 9th in Moscow, at the Elks  
Temple, from 12 noon until 6 p.m.

During the month of June, three  
patients from Potlatch and two  
from Palouse required blood  
transfusions.

Anyone wishing transportation or  
information, contact Bill Granlund  
at the Main Office.

#### A THANK YOU

Mr. Kenneth King wishes to thank  
every one who sent flowers, cards  
and did other kindnesses for Mrs.  
King, while hospitalized. She is  
at home now and improving. We  
all send our Get Well wishes to  
you, Mrs. King, and hope you'll  
improve rapidly.

\* NOTICE TO EMPLOYEES ONLY \*  
\* \* \* \* \*  
\*Leather-faced gloves and lumber \*  
\*mitts are available at the First \*  
\*Aid Room, for either shift. \*  
\*Price is cost plus 10%. \*  
\* \* \* \* \*

#### PINE CONE STAFF

EDITOR . . . . Tom G. Youmans, Jr.  
ASSOC. EDITOR.. Miss Louise Nygaard

On our sick list are Eric Runberg,  
George Greer, Sam Chilimpis, John  
Valentine, J. Bitternick, M. J. Heinrich