



P. O. Box 232
Black Diamond, Washington
98010

BDHS Newsletter

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Black Diamond Historical Society
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Black Diamond, Washington, 98010

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Feature articles in this issue:
Ann Steiert & Frank Costi

Recollections, corrections, articles, questions, and comments are welcomed by the Editor.

WHAT'S HAPPENING?

The summer break is here for the Society; meetings will commence the second Monday in August. Although meetings have ceased for a short vacation, things are still happening. The Depot has been raised and leveled, the foundation forms built, the concrete poured, and the building lowered on the new foundation. Burlington Northern Railroad donated railroad ties and all that remains to complete the underside of the Depot is to replace the support beams under the building with the donated ties. Work is progressing!

Leaders of the Renton Historical Society visited us at the May meeting. The group graciously accepted our invitation to present their ideas on how to form and manage our Society and Museum. Their presentation was very interesting and informative. I think the Renton Society was a little surprised and impressed with the amount of progress we have made in such a short time.

A comment overheard was, "We were invited to tell them how.....They should be telling us how!" It appears the local Historical Societies would benefit a great deal by meeting periodically and exchanging ideas.

Pictures for the 1977 Calendar were selected at the May meeting and this years edition should be great! Various printers are being investigated for price and quality of printing, and with the use of a larger press and higher quality paper the pictures should have a greater degree of clarity than those printed last year. A thousand will be printed and will be ready for sale on Labor Day if Black Diamond holds its' annual celebration. If not, the calendars will probably go on sale sometime around the first of October.

You can uncross your fingers now! The Society was awarded a \$500 grant from the King County Arts Commission to reproduce pictures. Many photos have been loaned and donated to the Society and a photographer is now duplicating the pictures. We will have 8"X10" mat mounted pictures, 4"X5" copy negatives, and SLIDES. We hope to prepare some interesting slide presentations to show at various functions, such as the school, and the Senior Citizens luncheons. Don Lloyd, ex-Black Diamondite and co-owner of Aerolist Photography, is doing the work at near cost. He's as excited about the work as we are, and is amazed at the amount of quality photos we are collecting for preservation.

We have purchased forty yards of Stars and Stripes bunting to hang on the Depot during town celebrations. Due to the Bi-Centennial commercial boom we were able to obtain the material at greatly reduced prices.

Our membership continues to grow. We have about thirty life members now and the total membership is approaching one hundred fifty.

Mrs. Elaine Griffin (the Griffins own the old confectionery and are in the process of restoring it for use as an Art Gallery) was appointed Black Diamond Historical Society's representative to the Coalition of King County Historical Societies. The purpose of the Coalition is to share ideas and information pertinent to Historical Societies. The Coalition is also working on getting a permanent representative on the King County Arts Commission who would represent all King County Historical Societies. This would benefit the Societies a great deal in getting special funding and recognition of preserving history as an art form.



OLD-TIMER'S PICNIC



The Pioneer's, or Old-Timer's picnic will be held on Sunday July 18, at Jack's Boathouse and resort on Lake Sawyer. Mark this date on your calendar so you won't forget. We are looking forward to seeing you all! Bring your families and plan to have a good time. Bring a big picnic lunch so you won't go away hungry! We hope to be able to have some of our slides ready so we can have a short show. If not, Frank Guidetti will have his picture display on hand and it's chuck-full of reminiscences. See you there!

Thank You! Thank You! Thank You!

For the display cabinet from the old Confectionery from the Griffins; to Dave Garret for the display cabinet and lumber for use on the Depot foundation; to Marie Tonkin for the old PC Passenger car seat; and for old photos from Mr. & Mrs. Earl Upton, Mr. O. V. Swanson, Mrs. Yolanda Miller, Mr. & Mrs. Vern Habenicht, Mrs. Josephine Kinkade, Felix Sharlock, Mr. Robert Carroll, Mr. & Mrs. Even Thomas, and Frank Guidetti.

Questions and Answers Department

There have been no questions submitted regarding local history, families, businesses, etc., so we have no material this issue for this column. Come on folks, submit your questions and let us show our stuff!

Population...How Many?

From the original King County Census books for the year 1892; Maple Valley...612; Franklin...839; Black Diamond...1099; Kent...1879; Enumclaw...1183; Renton...1216; Slaughter...1726. The first entry for Black Diamond was listed as J. Anderson; the last, F. S. Zalter.

From the "Sparkler" (Black Diamond School Paper) Nov. 1933

Senior News.....Senior Ball Committees.....General Chairman.....
 Dwight A. Garrett; Orchestra.....Archie Eltz; Publicity....Jack
 Chilcott; Decorating....Frances Zumek (ch.), Alvera Malgarini,
 Hannah Davies; Refreshment....Lois Thomas (ch.), Audrey Kramer,
 Bill Wieltschnig.

Junior.....If you intend starting farming and desire information we
 have a sure place for you to go for it--to Farmer Goldsberry. That
 boy knows almost everything there is to know about the old ranch
 stuff. And also there is Angeline who can handle the candy selling
 business very well. We wonder if it's because she has a sweet tooth!

Sophomore.....Comedian?---And How!.....No, it's not Ed Wynn, the Baron,
 or Eddie Cantor, merely Frank Zumek. You'll hear their "joker" in any
 of his classes trying to put in a wise-crack.

Famous words of the Faculty.....Mr. Edson: Now don't sit on the desk
 tops. Miss West: There is too much talking going on in here.
 Miss Stub: After we finish this we will have a toast. Mr. Eidal: Now,
 the valuation of this school is etc--etc. Mr. Cobb: Sit down, down!

Interviews.....Which teacher do you like the best? Why? Andrew Schwab--
 Mr. Cobb, because when he starts to talk during a class he generally
 talks for a long time.; Buddy Simmons--I like them all the best.;
 Orlando Santi--Mr. Eidal because he gives me good grades.; Sam Zinter-
 Edson because he is the basket ball coach.
What do you like to do better than anything else? Louie
 Rosso--I like to swim and skate.; Alvera Malgarini--I like to sleep.;
 Cleo Bryant--I like to chew gum.; Ann Milautz--You'd be surprised.
 Johanna Savick--I like to eat.

Mrs. Josie Kinkade (Puttman) 85 years young, and a life long resident and pioneer of Krain, shares with us a part of the eighth grade examination she passed in 1907. The test, conducted in the Krain School, consisted of seven subjects (Arithmetic, Grammar, Reading, History & Civics, Physiology, Geography, and Spelling), each subject comprised of from 8 to 10 questions. The test started at 8 AM and usually took until 5 PM to complete. In order to graduate from the eighth grade your cumulative average on the test had to equal 80% or above. Miss Puttman received an overall 82%, highest in her class of five. The two subject sections which follow are indicative of the length and difficulty of the entire test. I wonder how students today would fare? No wonder our grandparents are so smart!

Physiology.

1. Describe a bone as to substances contained, structure and uses.
2. Discuss broken bones in children and adults.
3. Define the following: Muscle, voluntary muscle, nervous system, narcotic, and disease.
4. Compare the artery and the vein.
5. Describe the blood and its uses.
6. Describe the skin and give its uses.
7. Why do we ventilate our rooms? Give a good way to do this.
8. Discuss food, good food, amount to eat, and when to eat.
- 9-10. Write not less than one hundred words on "Intemperance."

Geography.

- 1-3. Draw a map of North America locating the following: Ten important rivers, Alaska, Canada, United States, Mexico, the Republics of Central America, and the Panama canal.
4. Give twenty products of South America and tell in what country each is produced.
5. Name and give the capitals of five countries of Europe. Give two products of each of these countries.
6. Define: Latitude, equator, altitude, tropic of cancer.
7. Upon what does the climate of a country depend? Illustrate.
8. Describe Turkey according to the following points: (a) Government, (b) capital, (c) products, (d) people.
9. Draw an outline map of Africa, locating portions in which three European countries are interested. Locate two cities.
10. Draw an outline map of the State of Washington, locating the county in which you live, and designating and locating lines of transportation of the state.

History of the Black Diamond Postal Service

The Black Diamond Post Office, 4th Class, was established July 22, 1885 in the Railroad Depot. William B. Jones, Agent, was the first postmaster. On July 24, 1886, Albert Marsden Brooks became postmaster and moved the Post Office to his store next to the Depot (now King's Tavern) where he remained until April 3, 1889 when he left to become the postmaster in Seattle, a position he held for two years before he resigned. William H. Murray became postmaster on April 3, 1889, still in Brook's store, and was replaced by Issac P. Calhoun, same location, on September 13, 1890. Thomas Thomas was appointed postmaster on October 5, 1899. He built the confectionery store where, in addition to his postal duties, he sold confections, stationery, ice cream, cigars, and bicycle parts. He lived upstairs. Charles McKinnon became postmaster on April 23, 1900, the Post Office remaining in the confectionery store. McKinnon remained in this position for almost fifteen years until being replaced by William R. Whitlock on March 3, 1915. At his appointment, Whitlock moved the Post Office to the building which had been Porenta's Tailor Shop (old Eagles Hall). Fred H. Tonkin became postmaster on November 1, 1923, and the post office remained in the Porenta building. When Fred became disabled his wife Annetta carried on until April 1, 1937, when Raymond V. Rosso became postmaster. The post office remained in the Porenta building until August 28, 1948 when it was moved into a downstairs portion of the Masonic Hall building. Raymond Rosso retired December 31, 1966 and Frank R. Costi was appointed postmaster. The current post office was built and on June 7, 1970 it was dedicated and opened. The Black Diamond post office became a third class post office on October 1, 1910, a second class post office on July 1, 1972.

.....Frank Costi.....

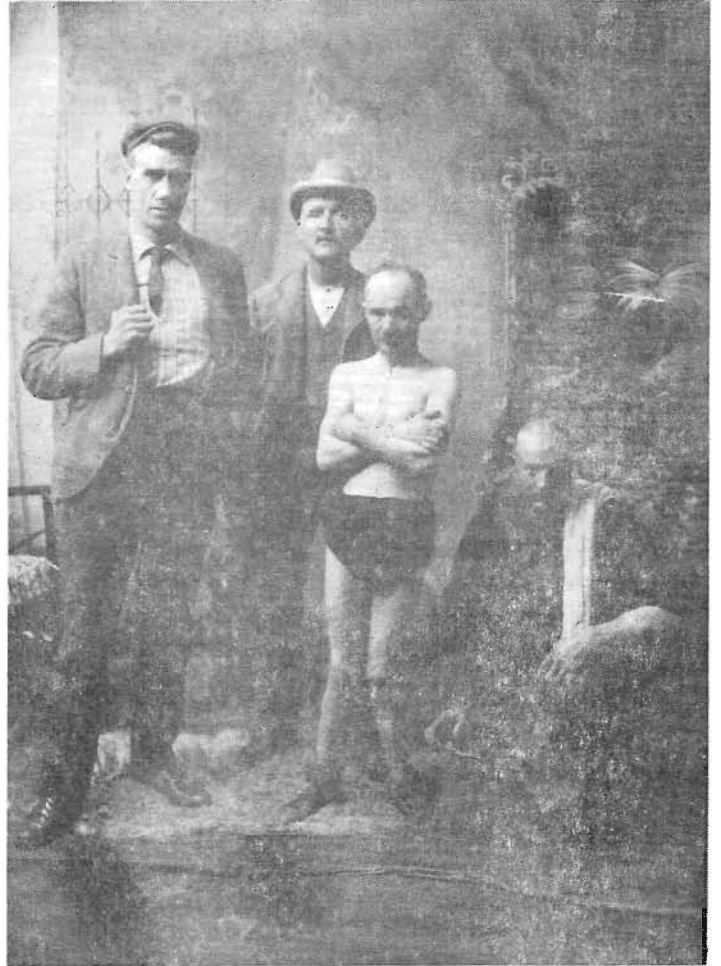


HAPPY BIRTHDAY AMERICA!



Man Lost! Man lost! And a damn good one too! Five dollars to the man who finds him! These were the words heard by the residents of Black Diamond at the turn of the century. They were uttered by Jimmy, "The Cinch" Sullivan when upon leaving the saloon, located by the old section house at the north end of town, he would wander into the nearby woods and become lost. Many times it was on a few feet from the railroad tracks. This was in the days when the railroad track was the main street and the forest had not yet yielded completely to the influx of the new settlers.

Jimmy was a very small man who provided much good-natured amusement to the town at that time. Bob Hodges, who was sheriff at the time, was also a heavyweight fighter of some renown. One night while "in his cups" a conspiracy convinced Jim that he had floored the Sheriff. He was sure that he had unlimited pugilistic prowess from then on. His new challenge was, "I can lick the world, and Canada too!" Jimmy was lucky to tip the scales at 85 pounds. ...soaking wet!..Ann Steiert.....



We Goofed!

We wish to apologize to Mr. & Mrs. Al Lynch who were gracious enough to buy an ad in our newsletter, which we promptly goofed up. We not only failed to include the Lynch's name in the ad, and that Al's T.V. Service is located in Black Diamond, but we entered the wrong telephone number. Can't do much worse than that, can you? The correct number is 886-2690, and again Al, we are very sorry.

In the History of the move from Nortonville, California to Black Diamond, a sentence was left out, when we typed the final copy, which changed a part of the story somewhat. In the part about the grief experienced at Nortonville, it appears that the men were killed and injured while fighting the fire which destroyed the hoist and threatened to burn the miners homes. Not so! The sentence left out is as follows, "Two years later, on July 24th, 1876, an explosion of gas followed blasting operations. Eight miners were killed, another six were disabled."

LETTER FROM THE OREGON IMPROVEMENT COMPANY PAPERS

Elijah Smith, Esq.
New York City;
Dear Sir;

Seattle, Wash. T'y., Sept. 25, 1885

I arrived Seattle on Sunday, inspected railroad and Franklin Mine Monday-NewCastle Mine Tuesday, reached Victoria Wednesday, and am just returned. My Victoria visit was to ascertain what testimony we could expect from Capt. North in the salvage suit of O'Brien et al. vs. steamer "Umatilla." The evidence must be taken before a commission as North has to remain "abroad" until his counsel disposes of a Seattle indictment for smuggling opium.

The case turns upon the intention of the Captain at the time of disaster. If he intended not to fully abandon the ship we are safe; otherwise, a salvage award might be made. I succeeded in getting from him a statement very much in our interest, and one he says he will testify to. C.&P.S.R.R.- Is in first class condition and is now carrying over 1000 tons per day. One or two spots in the road bed need lining up, and a few of the cuts will be widened to prevent mud slides from winter rains. The bridges are painted, the important trestles are renewed, and all construction is stopped save the working up of material on hand for the new 15-ton coal cars of which we are turning out about two per week. These are work

ing very satisfactorily, and the new Baldwin Engine is a jewel for pulling. I had expected that we might get on until next spring without building a new coal wharf, but the necessities of our business call for earlier action, and I may be compelled to start this at once. I explained this to you last spring when in New York and had your permission to make the improvement.

NewCastle Mine. We have reached the lower level on the big vein and are driving up a room under the present slope, getting there from merchantable coal. Early in November this room, when completed, will be used to extend the present slope downward, and by that time the gangways and other workings will be developed so as to yield a respectable output. Meantime we are limiting the dead work in the other veins. The Rock Springs outrage seems to have started an anti-Chinese epidemic in and about Seattle. Seven masked men drove the Chinamen from a hop field six miles from Seattle, killed several and burned the quarters. The perpetrators were arrested; but, in the present state of public sentiment, the average mixed jury can hardly be expected to punish. A few nights afterward eighteen men visited our Chinese House at Coal Creek, fired the cabin, and but for our force-pump and hose, the bunkers would have been destroyed. Our Mr. Watkins, who was a detective during the Penna. "Molly Maguire" period, is at work on the case and thinks he can run down the ring leaders. We have still 31 Chinese at outside work, but Cornwall complicated matters by discharging all the Chinamen at his mine. (Black Diamond) The organizer of the "Knights of Labor" has been about, and re-organized a Lodge at our Mine. When at New Castle I was waited on by a young hoodlum who handed me the Enclosure.

I shall await the action of the better people of Seattle and of the mass meeting Sept. 28th and decide which of the two courses to adopt-1,-To dispose with chinamen and hire only white labor.-2,-To shut the mine down, until we feel that we are free to manage our property according to our own policy, and not at the dictation of a lot of demagogues and scum. I shall ask King County to pay the recent damage and will notify the Commissioners that we will hold the county responsible for any other injury done on our property.

Franklin Mine; The upper tunnel has been pushed more than 200 feet northward beyond the south line of Section 18. The lower tunnel will now be driven, seeing that the incline and hoisting machinery are in place to relieve it of coal made in pushing the gangway.-On my return here Monday I will be able to give you a full answer to your inquiry about a royalty lease of Coal lands.

Very respy
John Howard

★ HISTORY ★

The current generation are well aware that Black Diamond was once a "booming" coal mining town, but with mining now almost a thing of the past many of our youth, and newcomers to the area, often wonder about the past mining activity. As an offering towards enlightenment, this "History" is a brief survey of the various mines in and around the area.

The Coal Mines

#14 Mine.....The first mine in the Green River Coal fields, #14 was developed between 1882 and 1884 by the Black Diamond Coal Co...the first coal having to wait the completion of the railroad before it could be hauled to market. The first train load of coal was hauled to Seattle from this mine in March of 1885. This mine, on the McKay bed, reached ten levels and was mined under the able direction of Morgan Morgans for well over thirty years. The concrete hoist foundation can still be seen just east of hwy. 169 across from the old housing project.

#2 Mine.....This slope was sunk down to the 5th level, a total distance of 1750 feet. The mine, located near where the Presbyterian Church now stands, was never a great producer. As the various levels were developed eastward the coal became poorer in quality. Westward development ran into rock faulting. A rock tunnel was connected on the 4th level to the 3rd level on #14 which served as an airway and escape tunnel. Slag was later hauled from the #14 through this tunnel, raised to the surface on the #2 slope and deposited on the #2 slag pile. This mine was also developed by the Black Diamond Coal Co., and was closed by the P.C.C. in 1904.

Lawson Mine.....was opened by Lawson & Co. and sold to the Pacific Coast Co. in May of 1899. The Lawson mine was located at the end of Howard Botts Drive below our water resevoir. The slope was sunk to six levels, and a considerable amount of rock faulting was encountered. On November 6, 1910 an explosion occurred in which 16 men were killed and the mine was completely wrecked. The men were left in the mine and it was closed down.

Law prohibited working a section of a mine in which men killed were left; some say the required period of abandonment was 20 years. Although this coal was of excellent quality, it was expensive to mine. The mine reached 800 feet below sea level; the sixth level was under about 2000 feet of cover, the thickest cover of any mine in the state at the time. The upper levels of this mine were worked for a short time after the proscribed period of abandonment, but the lower levels, which were nearly worked out, were never reopened.

#12 Mine.....called Cornwall's mine, was sunk on the McKay bed prior to 1889 by the Black Diamond Coal Co. and eventually reached the 5th level. The Columbia and Puget Sound Railroad was extended from #2 mine up 5th Ave. to Mud Lake and around the south side of the lake and then east to a point near the east limit of Section #12, across the Green River Gorge Road from a point which lies about the middle of Lake 12. The cost of the two and one half extension of the railroad to this mine was estimated at \$20,000. The bunkers were located on the rail line and the coal was hauled down the side of the hill on coal cars to be dumped into the bunker for loading on rail cars. The coal bed was very disturbed in this area and was difficult to mine. In April 1894 a fire broke out in the pump room in the mine, and soon spread throughout the entire mine. The mine was flooded with water and was never entirely opened after that time.

A new #12 mine was later developed by the P.C.C. in 1910 and 1911. It was located above what is now the Green River Gorge road just west of Riverside ranch, about halfway to Lake 12 from Black Diamond. A small slag pile can be seen north of and just below the level of the road. The mine ran into a great deal of faulting and due to the economic condition at the time, and a poor coal market as well, the mine never really amounted to much.

#7 Mine.....The Pacific Coast Coal Company opened this mine on the McKay bed in 1893, and it produced coal continuously until it was worked out and closed in 1907. The mine was located on the south side of the Green River Gorge Road just past the east end of Lake 12. Some of the slag piles can be seen near the entrance to the road which leads up to the Franklin strip pit, where Black Diamond used to dump their garbage. The mine was mined to eight levels before the slope struck a fault. The #12 spur of the C.&P.S. R.R. had been extended to this point (almost to Franklin), and was taken up when the mine was abandoned.

#11 Mine, or Morgan Slope.....was opened by the Black Diamond Coal Co. in 1904, and was located just behind what is now the Black Diamond Shopping Center. The red cinder workings behind the bank are from the #11 slag pile. The #11 mine was on the McKay bed and was of excellent quality. The mine was worked to twelve levels and at one time was the deepest coal mine in the world; almost a mile deep. More coal was extracted from this mine than any other on the McKay bed, and in the peak years of its 23 year production it produced almost 1000 tons of coal per day. #11 was connected to #14 on the 5th level for air and escape. The mine closed January of 1927 because of excess "bumping" (mine shifting type earthquakes), labor problems, and a declining market.

"B" Mine, or Skunk Cabbage Mine.....was located about a quarter mile north-east of the #11 mine and was used to mine the upper bench of the McKay seam in this area. The mine opened in 1910 and was mined for six or seven years. Peak production was about 150 to 200 tons per day.

Kummer Mine.....This mine was opened by the Denny Clay Company in 1889. Three beds were opened at that time but only enough coal was mined to operate the company's clay plant at Van Asselt. Labor problems in 1891 forced the closing of this mine. The clay company and mine changed hands and was renamed the Denny-Renton Clay and Coal Company. The mine was again operated on a limited basis, most of the coal being supplied to the clay plants from the Taylor mines. Mostly fire clay, sewer pipe clay, and shale were mined from the Kummer mine. When coal was mined, it was hauled out of the gangways to the foot of the incline, by the river, then hoisted to the top of the bluff and dumped into the bunkers which were located on a spur of the C. & P.S. Railroad. The spur left the main line behind what is now the Georgetown Rod & Gun Club, crossing the present Hwy. 169 near the Boondocker's Tavern and on to the bunkers which were located near what is now the gravel pit of Flintstone Sand and Gravel Co.

This coal mine series will be continued and completed in the next issue of the newsletter.

Due to the summer vacation the next meeting will not be held until the second Monday of August (9th). The meeting will be held in the City Hall at 7:30 PM and we have an interesting slide program planned. Don't forget the Old Timer's Picnic at Jack's Boathouse and Resort on Lake Sawyer!



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