



P. O. Box 232
Black Diamond, Washington
98010

BDHS Newsletter

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Black Diamond Historical Society
P. O. Box 232
Black Diamond, Washington, 98010

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

IN MEMORIAM

We are sad to report the passing of five "Oldtimers" and friends these past few months. Roxanne Trover, Maude McDonald, Louis Draghi, John Birchall, and Ed Erickson were an integral part of our history and they will be missed.

WHAT'S HAPPENING?

Work has slowed since our summer break, however, we are still making some progress. Carl Steiert has been ramroding a group of workers underneath the depot; trying to dig out some of the dirt to enlarge a storage area for excess water department material which needs to be moved out of the depot so work can be started on restoring the inside for our museum. If anyone would like to lend a hand so we can speed this work up, just contact Carl-he will welcome you with open arms.....and a shovel!

If any of you folks have been waiting for the Museum to open before donating material for display, you don't have to wait. All material is being stored in the basement of the Steiert home, in a safe area, until such time as it can be safely moved to the Museum building.

Aerolist Photography is still working at copying our old photos for the Museum. If you have old photos at home which should be a part of our collection, but you just haven't found time to dig into your old trunks, please take a few minutes and do so. We will forward them to our photographer so they can be copied and promptly returned. In this way they can be enjoyed by many for many generations to come.

The society has made temporary repairs on the roof of the old Black Diamond jail so that it would not deteriorate any further. The building has been promised the society, and will be moved down by the depot when we can find a suitable replacement for the owner.

The Oldtimer's Picnic was a great success with over two hundred in attendance. It's great to see old friendships and acquaintances renewed. Glen Fredrickson brought a couple of boxes of delicious cherries from his farm in Cashmere, which speeded things up considerably, if you know what I mean. The picnic was also the occasion of the fifty year reunion of the graduating class of 1926; eight of the twelve graduating were in attendance. (See pictures on page 5)

At our October meeting (11th), three experts, sponsored by the Washington State Historical Society, will present an entertaining and informative lecture, with slides, on the Lewis and Clark Expedition. I hope you will all be able to attend.

With their permission, the Trustees have agreed to extend the term of

the present officers through March. The new officers will probably be nominated and elected during the February and March meetings, the new officers taking over the Society's responsibilities in April. We have also decided to extend the current membership period from October, 1976, through February, 1977, with membership fees due no later than March. Send your dues in early so you won't miss any copies of the newsletter!

1977 CALENDAR

The Calendar is now at the printer and should be ready for sale sometime during the first week of November. This year's edition is even better than last, so get your order in early so you won't miss out. We have increased the quality of the calendar by using a higher quality paper and a larger press. This, in conjunction with inflation, has forced us to raise the cost of the calendar 50¢ to \$4.00. We regret having to make this increase, however, when you see this year's edition you will all agree that it is worth it. Copies can be obtained at various Black Diamond businesses for \$4.00 each, or can be ordered by sending a donation of \$4.00, plus \$1.00 for postage and handling, per copy, to the Black Diamond Historical Society, P. O. Box 232, Black Diamond, Washington, 98010.

THANK YOU! THANK YOU! THANK YOU!

Unfortunately, we received nothing this quarter for our Museum. Let's look through those attics and basements and find those artifacts for our Museum. Please!

QUESTIONS & ANSWERS DEPARTMENT

Still no requests for information regarding local history. Come on folks, send us a question or two so we can show our stuff!

FROM THE "SPARKLER" (BLACK DIAMOND SCHOOL PAPER) DEC. 1931.

Class Editors: Freshman.....Margaret Darby, Sophomore.....Ardis Botts
Junior.....Genevieve Niemczyk, Senior....Merle Davies

Senior News-----For the past few weeks some of the boys have been having a beard growing contest. A few of the well known participants were; Shiek Manowski, Louis Zumek, Mell Martin, Herbie Benz, and John Walsh. It was decided that "Zuke" won by a quarter of an inch.

Hints to Santa.....Louis Zumek would like a razor. Tom Wieltschnig a girl friend. Helen Aalto a Mama Doll. Willie Eltz would like a rumble seat for his Ford. Geno Poalucci would like an A in Physics. Frank Manowski would like a scooter so he could make more frequent trips to Renton.

Home Economics Department News-----Our Home Economic Supervisor, Miss Williams, received an invitation from the President of the United States to attend the Home Making Convention, held in Washington D. C. during the month of December.

5th Grade News-----Preparations are now being made for the Christmas program. The following pupils, selected from the fifth and sixth grades are in the play: Mrs. Randy.....Eileen Kenvan, Mrs. Van Dusen.....Doreen Elliott, Mrs. Graham.....Elsie Thompson, Mary.....Margaret Evans, Susie.....Evelyn Paulucci, Teddy.....Billy McLoughry, Johnie.....Harold Martin. Several folk dances are also to be given--and those participating from the fifth grade are: Margaret Clark, Ethel Becker, Ione Bainton, and Georgia Mae Duncan. Those from the sixth grade are: Elsie Thompson, Linda Dal Santo, Marguerite Goodall, Evelyn Paulucci, and Olga Kegele.

General News-----We are fully aware of the poor condition of our present gym but it has never been necessary to "shoo the cows and chickens out" as recently stated in a Foster Growler. However, plans are being made for a five thousand dollar gymnasium to be constructed in 1932. Until then we must take such exaggeration with a smile.

Everyone seems to be thrilled that Christmas is coming, and why not? Is Santa going to treat us good this year? We hope so! (Depression) Nevertheless, the Sparkler Staff is taking the opportunity here of "Wishing Everyone a Merry XMAS and A Happy New Year."

A FACT

Did you know that a total of 1002 men were employed at the three Black Diamond mines (Lawson, #14, & #11) during the year 1910?



NICKNAMES

A common practice of the past was the "laying on" of nicknames. Following is a list compiled by a couple of members who were having fun sharing memories. How many can you remember?

Moose, Peanuts, Beans, Boots, Buller, Knobby, Flick, Lefty, Teenie, Flying Frog, Husky, Handsome Bill, Bluejay, Beer Belly, Diddie, Sheik, Squirrel Tail, Skeeks, Stiffy, Lump Coal Bill, Monk, Red, Tug, Bullfrog, Corpuscles, Molly, Duda, Commanooch, Jazz, Cut, Chick, Punky, Goofy, Figs, Deno, Strangler, Zuke, Cherry Nose, Stumps, Slicker, Andy Gump, Gorney, Butch, Fitter, Cougar, Mouse, Splash, Dutch, California, Hoss, Catfish, Shorty, Rip & Slash, Two-gun, Cheyenne, Doc, and Chink.

LIVING FOSSILS

The following story was found in the book "Stranger Than Science," by Frank Edwards, published by Bantam Books, New York, 1967. The story is on pgs. 21 & 22, under the subtitle, Living Fossils.

Living creatures embedded in solid stone? Science says it can't happen...but the evidence indicates that it does...and more frequently than most people are aware.

At the Black Diamond Coal Mine on Mount Diablo, near San Francisco, in 1873, miners discovered a large frog partially embedded in the face of a limestone layer they had just blasted. The frog fitted tightly into his stony crypt; in fact, when he was carefully removed, the stone showed the imprint of his body. Both frog and surroundings were brought to the surface, where the frog lived about a day, evidently blind and only able to move one leg slowly. When the creature died, he and his age-old tomb were presented to the San Francisco Academy of Sciences, visible refutation of the scientific assertion that such things cannot happen.

LAWSON EXPLOSION

A small amount of controversy has surfaced as a result of a statement made in the last issue of the newsletter regarding the mine explosion at Lawson. Actually there were two explosions in the Lawson mine; major explosions at least. The first occurred at 8:30 P. M. on Oct. 1, 1902. Eleven lives were lost and four persons injured in this mishap. The explosion referred to in the last issue, however, occurred November 6, 1910. Sixteen men were killed and the mine was completely destroyed. The following report found in the State of Washington Department of Labor and Industries, Annual Report of Coal Mines, for the year ending Dec. 31, 1910, is copied verbatim, and should clear up any questions regarding the explosion.

On Sunday morning, Nov. 6th, at 6:40 A. M., an explosion occurred at the Pacific Coast Coal Company's Lawson Mine, Black Diamond, completely wrecking the mine and killing sixteen men. At the time of the explosion the man-car, containing eleven men, was being lowered down the main slope and five men who had been working on the night shift were supposed to be on trip coming up from the sixth level or bottom of the slope.

The force of the explosion first spent itself through the main slope, caving it and wrecking the top works, thence, through the return airway, which it also caved. The fan was not damaged, but was stopped for an hour and forty-five minutes while the airway was being repaired. An exploring party was sent in through the old water level. They found the slope caved and could not get into the south airway until the cave was cleaned up, which took until Monday noon. At the same time another crew was started down the south airway. This crew succeeded in getting to the first level Monday morning and began working on the cave, toward the water level, from that side. From the water level, where a third party joined them, they proceeded to a point midway between the first and second levels, where they found the airway blocked with timbers. This they cleared up and reached the second level Monday afternoon. At 6:15 Monday evening a fourth party relieved them. This party was accompanied by J. J. Corey, Assistant engineer of the mine rescue station, who had come from Seattle bringing four Draeger oxygen apparatus. They succeeded in working their way to the third level, where they found the slopes blocked by caves and could make no further progress. On Tuesday, Nov. 8th, another party made a final effort to get beyond the third level, but failed. They then examined all stoppings and found those between the main and auxiliary slope blown out. The gangway stoppings on each level north and south of slope were found intact and the places were clear of gases. They found no indication that the explosion originated in any of these levels.



Lawson Explosion, cont.

All parties agreed that it was impossible to go any further than the third level, so further attempts to reach the sixth level were abandoned.

Steps were then taken to locate the bodies on the upper end of main slope. Cross-cuts were started between aircourse and slope, one 181 feet above the first level and another 281 feet from top of main slope. The upper cross-cut was driven to strike the point on the main slope where the indicator showed the man-car should be, the lower one to strike a point a little lower in case the bodies had rolled from the car. The upper cross-cut came through just opposite where car had stopped and the bodies of the eleven men were brought to the surface. The bodies of the five other men were not recovered.

As it was impossible to reach the bottom of the slope to investigate, the cause of the accident could not be learned. This mine was subject to mine fires from spontaneous combustion and was watched very closely for that reason. Many plausible theories were advanced. One was that a fire broke out, igniting a small body of gas, this in turn igniting coal dust, causing a dust explosion. Another, that the overlying strata caved and caused concussion enough of itself to wreck the mine, or that a cave forced out a large body of gas, the concussion or compression damaging one of the miner's safety lamps, and gas being ignited in this manner.

On Nov. 20th a coroner's inquest was held and from evidence given there it was found that John Zan, the night shift fire boss, was the last man to inspect the working places on the morning of the accident.

Copy of the fire boss' report follows:

Lawson Mine, Nov. 6th

I hereby certify that I have examined this mine before the commencement of work this morning. I find it free of gas and falls and every place in good working order except as herein enumerated and I have posted a copy of this report on bulletin board near mouth of slope. Places where gas was found, gas--38 1/2 breast. All other places clear 6 A. M.; 6th level south all clear 6 A. M.; 1st 2nd and 3rd level all clear.

Signed, Jack Zan.

Zan was questioned very closely regarding the condition of the working places he had examined, in regard to indications of fire or heat. He said that he had examined all places very carefully but found no evidence of fire or heat. He said he had full authority to remove the men from the mine as well as to prevent men from entering mine in case he should find any indication of danger. He stated that after examining the mine in his judgment it was absolutely safe. The state mine inspector was ill in the Cle Elum hospital at the time of the accident.

The coroner's jury, after hearing the evidence, rendered the following verdict:

We the undersigned jury, find that Dave Lunden and fifteen others came to their death in Lawson mine by explosion, cause unknown, according to the evidence before the jury.

Foreman, Peter Boose,
D. D. Jones,
Thos. R. Flemming,
J. F. Ainaridi,
F. Benditti,
John Barclay, Jurors.

J. C. Snyder, M. D., County Coroner.

List of Men Killed in Lawson Mine Disaster, November 6, 1910.

Name	Occupation	Age	Nation-ality	Mar-ried	Family at	Body Rec'd
Julius Persyn.....	Timberman.....	30	Belgian	Yes	Lawson	No
Fred Setti.....	" Helper.....	29	Italian	Yes	B. Diamond	No
Cezar Bael.....	Track cleaner..	..	Belgian	Yes	Lawson	No
Joe Kronenberg....	Timber pk'r...	30	Polish	Yes	Old Country	Yes
Mactili Fanstina..	Timber pk'r...	33	Italian	Yes	B. Diamond	Yes
C. Biagi.....	Timber pk'r...	28	Italian	Yes	Old Country	Yes
Julius Cappiati...	Timber pk'r...	30	Italian	Yes	Old Country	Yes
Frank Gardini.....	Timber pk'r...	24	Italian	No	.....	Yes
Isadore Gardini...	Timber pk'r...	22	Italian	No	.....	Yes
Dom. Gregois.....	Timber pk'r...	24	Italian	No	.....	Yes
Albert Fontana....	Timber pk'r...	25	Italian	No	.....	Yes
Frank Vergan.....	Timber pk'r...	23	Italian	No	.....	Yes
Mat Galope.....	Timber pk'r...	19	Austrian	No	.....	Yes
Dave Lunden.....	Fire Boss.....	34	Finn	No	.....	Yes
Oscar Bael.....	Track cleaner..	..	Belgian	No	.....	No
Girili Maes.....	Boiler man....	33	Belgian	No	.....	No

Lawson Explosion, cont.

RECAPITULATION.--Sixteen men killed; eleven bodies recovered; five bodies still in mine. Seven married men; four widows and six children at Black Diamond and Lawson; three widows and at least one child supposed to be in their native country. Italians 9, Belgians 4, Finn 1, Pole 1, Austrian 1, Adults 13, minor 1, unknown 2.

BEFOREB. D. Senior Class of 1926.

Pictured at right, left to right, front row:

Edythe Lewis, Rena Banchemo, Ruby Favro, Catherine Plass, Lillian Tennio & Esther Franchini.

2nd Row: Francis Marckx, Frank

Guidetti, Miss Laird, Mary Fratnic, & Mr.

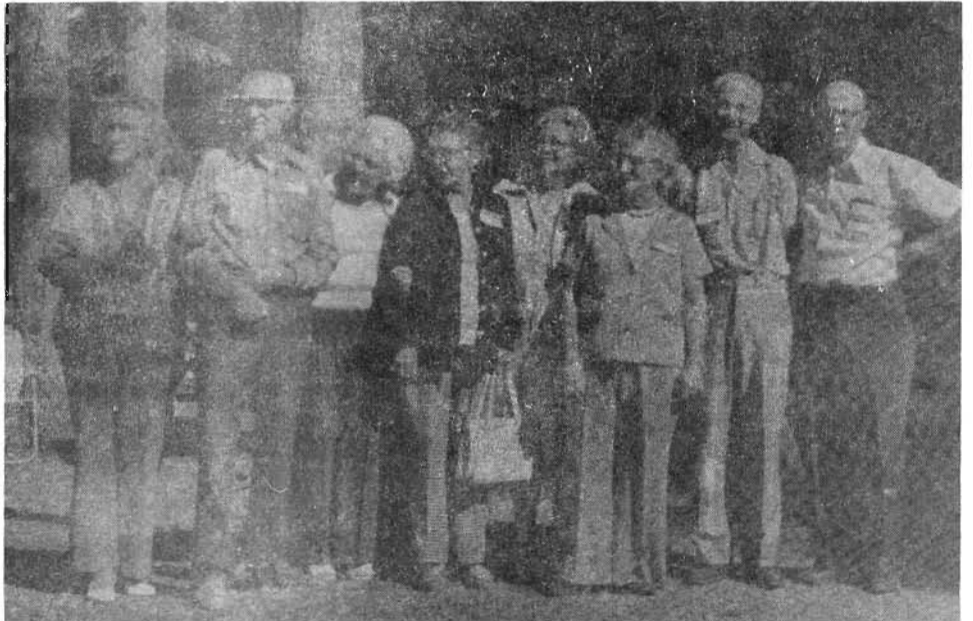
Weatherby. Back row: Willis Brodie, Charles Tennio, & Adolph Fratnic

AFTER

Class of 1926 at Old-Timers picnic, July, 1976.....50 year Reunion.

Left to right:

Ruby (Favro) Keeney, Francis Marckx, Edythe (Lewis) Hall, Rena (Banchemo) Shelton, Lillian (Tennio) Widner, Esther (Franchini) Van der Heyden, Ed Adolph Fratnic, & Frank Guidetti.

LETTER FROM THE PACIFIC COAST COMPANY PAPERS

Mr. William M. Barnum
President, New York.

Seattle May 17, 1917

Dear Sir:

Replying to your letter of the 8th instant regarding the Carbon Coal & Clay Company:

This is not the Carbonado property. It is what we know out here as the Bayne Mine. It is located on both the Northern Pacific and Milwaukee lines at Cumberland, Washington, which is across Green River, about three miles from Franklin. Its freight rate on coal is 65¢ per long ton to Seattle.

The property consists of fee ownership of about 640 acres and a lease on royalty basis on another 300 or 400 acres. The mine was purchased in an undeveloped state about ten years ago by a man named Daly, of Cleveland, Ohio, who put a man named Bayne in charge of it. Bayne was a news

Letter from P.C.C. Papers, cont.

paper man from Oklahoma who knew nothing about coal mining and supposed there was a mint of money to be made in it. He, therefore, spent money lavishly in improvements and development and quickly built up to a production of from two to three hundred tons a day; but, due to a poor grade of coal to begin with, poor management and a poor market, I do not believe he ever made anything out of it, and I imagine Daly finally got tired of him and put in the present manager, a man named Hanley, who has not had a great deal of mining experience, but is a good businessman, and I think is doing fairly well with it--not making money, but I think is clearing expenses, at least.

Their coal has been used considerably by the Milwaukee and Northern Pacific, being fairly suitable for locomotives. I do not think they have ever had any steady contracts, but have just filled in where the railroads needed coal from time to time.

The property is not one in which I think you would be interested with any purchase in view, but possibly if they should wish to have us take their output it might be of interest; dependent, of course, upon the price or terms of which we could get it.

I take it that you do not care at this time for any details further than given above, but I might add, roughly, that from \$2.75 to \$3.00 per long ton for their steam coal is what I believe they are now receiving f.o.b. the mine, and if we took their output it would have to be on a figure sufficiently below that to allow us from twenty-five to fifty cents handling profit.

Yours truly

N S N

Second Vice-President

★ HISTORY ★

The planned work for this issue under the title HISTORY was the continuance of the Coal Mine series started last issue. However, during a research trip to Olympia, I found an article in The State of Washington, Annual Report of Coal Mines, for the year ending 1891, which fits perfectly in this series, and if found earlier, would have been included as the first article in the series. The article entitled "First Coal Mining in Washington" follows. The continuance of the survey of local coal mines will follow in the next issue of the newsletter.

"First Coal Mining In Washington"

The man who claims the honor of opening the first vein of coal in King County, and of bringing the first load of it into Seattle to sell, is Mr. W. W. Perkins, and widely known among the earliest settlers as "Walla Walla" Perkins. Talking upon the subject some time ago a Post-Intelligencer correspondent, he said:

"I arrived at Seattle in 1858, and went jobbing around at one thing and another, doing a little machine and steamboat work and such like for several years.

In the fall of 1862, while at work in a small foundry, L. B. Andrews came into the shop with several lumps of coal done up in a flour sack. He told me he had found it out in Squak (Issaquah), and wanted to know if the stuff was any good. I tested the coal, and told him it was first rate.

"He then proposed that I should go out and look at the vein. I did so, and we made an agreement to work together. The land is situated about where the Gilman mines now are. It was unsurveyed, and he went ahead at once and located a preemption claim of 160 acres, of which I was to have forty acres to work myself. I proceeded immediately to develop the vein, with a crew of four or five men.

"That winter we took our first load, 350 tons of coal, into Seattle, and it was purchased by the storekeepers and the steamboats then plying on the Sound. I remember that the government steamer Shubrick was then in port and took about forty tons of the coal, the captain being mighty glad to obtain it. To get it into town we had to haul it with teams a mile and a half to Samamish Lake, then by scow along Squak slough to Lake Washington. On the shore of the lake (about where the Casino is located) it was landed by the scow, and then teamed again into Seattle. The first lot brought \$22 per ton, and that price was maintained for about a year; then it dropped to \$18, and kept going down until six months later all I could get was \$12 a ton.

"This rate did not pay, as the cost of transportation was heavy, and I quit delivering coal after eighteen months at the business. During the time that I was operating the mine I built a coal bunker on Yesler's

First Coal Mining in Washington, cont.

wharf. It was the first one in use, and had a capacity of 150 to 200 bushels. The Yesler mill was rather a primitive concern in those days, one interesting feature of it being the manner of getting rid of the sawdust. An employee name "Dutch Ned" used to carry all such refuse out in a box on his back and dump it 'most anywhere, very often using it to fill up holes in the streets.'

"Seattle was only a trading post when the coal business began. There were probably 300 people there. The business of the town comprised four stores, owned respectively by H. L. Yesler, Doc. Williamson, Charles Plummer and S. B. Hinds. Three saloons flourished. Of the churches, I remember Rev. Dan Bagley conducted the Methodist, and Rev. Father Prefontaine the Catholic.

"The only newspaper, the Seattle Gazette, was run by J. P. Watson. He was a good fellow, and I recollect giving him a barrel full of the first lot of coal free of charge. I don't suppose he could have paid for it anyhow, but I liked his style.

"After quitting the first coal mining venture and abandoning the claim I went over to the New Castle mines, where somebody had struck the mineral, and I obtained two claims in that section-320 acres. I made very little out of the speculation, as I sold the land to a corporation which had agreed to develop the claim. I received twelve shares of stock. The whole concern was sold off before coal was taken out. It was a game of freeze out, and I wasn't in it."

Bellingham Bay mine, at Sehome, Whatcom county, was the first mine of note developed in Washington. The mine has not been in operation for several years, and it is now full of water. Coal was shipped from this mine in 1860. The mine consisted of a slope, sunk very near the bay, on an angle of from eight to thirty-six degrees. The whole thickness of the vein was fourteen feet, of which it is claimed to contain ten feet of clean coal, a lignite. The west gangway of the first level was abandoned before it had been worked to any extent, fearing the water in the bay would break in. The gangway running west on the third level was worked more extensively. When in operation, everybody seemed to be in dread of the water; but after operating the mine for nearly eighteen years, spontaneous combustion caused the mine to be flooded, and it was never re-opened. The mine yielded some 250,000 tons in all.

New Castle mine was the first mine of note operated in King county. Mining was first done here late in the sixties; and about the year 1870 a track was laid from the mine to Lake Washington, near what is now called Murphy's landing. Here the coal was loaded on scows and taken through the slough at the southern end of the lake into Black River, thence along the Duwamish river into Seattle. Some time elapsed, then the scows, carrying the mine cars, were towed to the northwest end of the lake, and transferred along the portage to other scows on Lake Union; arriving at the southern end of the lake, the coal cars were run over a track to the terminus at Pike Street, and dumped into a bunker, from which the vessels were loaded. This mode of transportation was continued until the completion of the narrow gauge railroad, connecting Seattle and the New Castle mine, in 1878.



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