



MINERS DAY

JULY 8

Featuring



The Roaring 20's

10^{to}4

HISTORIC RAILROAD & LAWSON

Volume 41, Issue 3

BLACK DIAMOND HISTORICAL SOCIETY

Summer 2017

◆ NEWSLETTER ◆

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Antiques
Food & Frivolity
Artist's Chalk In
5K Coal Miner's Classic
Artists & Crafters
Musicians
40th Anniversary Museum
Vintage Fashion Show
Suds at Black Diamond Deli
Donut Eating Contest
Bootleggers Skit
Two Skits
Children's Crafts
Children's Performances

WEAR YOUR VINTAGE CLOTHING!

DUES ARE DUE!!!



NEWSLETTER

The mission of the Black Diamond Historical Society shall be the discovery, preservation, and dissemination of the history of Black Diamond and environs, as it relates to King County and the State of Washington.

Black Diamond Newsletter is published quarterly by and for the members of the Black Diamond Historical Society. The society is a non-profit 501(c)(3) organization. (TIN51-0170304).

PRESIDENT Keith Watson
VICE PRESIDENT Shawn Oglesbee
SECRETARY Alison Stern
TREASURER Elsie Parkin

DIRECTORS

Howard Botts
Gomer Evans, Jr.
Dee Israel
Steve Israel
Don Mason
Clayton Mead
Susie Thompson
David Watson

MEMBERSHIP Allison Stern
EDITOR Leih Mulvihill
PHOTOGRAPHER Bob Dobson

ARTICLES

Black Diamond Newsletter invites articles for publication. Articles may be edited for style, length, and clarity. Please contact the society if you wish to submit an article, at, museum@blackdiamondmuseum.org by the last Board meeting of the quarter.

CONTACT

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Black Diamond, WA 98010

PHONE 360-886-2142
E-MAIL museum@blackdiamondmuseum.org

WEB

www.blackdiamondmuseum.org
www.facebook.com/BlackDiamondHistory
www.blackdiamondhistory.wordpress.com
www.twitter.com/BD_History

HOURS

Thursday, 9 a.m. to 4 p.m.
Saturday & Sunday, 12 to 3 p.m. (winter);
12 to 4 p.m. (summer)

TIME FOR NOMINATIONS OF THE BOARD

TERM 11/1/2017 thru 10/31/2019

Are you are interested in becoming a Board Member (Officer or Director)? Contact President Keith Watson or a member of the nominating committee (Dee Israel, Susie Thompson or Lenny Folino)-Museum phone # 360-886-2142. **Please consider running for one of these positions and contact us ASAP to get on the ballot.**

At this time, the following have asked to be in the running:

President: incumbent Keith Watson

Vice President: incumbent Shawn Oglesbee

Secretary: Dee Israel

Treasurer: incumbent Elsie Parkin & Sherry Evans

8 Directors: incumbent Howard Botts, Mike Chilcott, incumbent Gomer Evans, Lenny Folino, incumbent Steve Israel, Rosemary Konoske-Bigalow, incumbent Don Mason, Scott Mason, incumbent Clayton Mead, Darrell Palmer, incumbent Susie Thompson & incumbent Dave Watson.

Our Annual General Membership Meeting will be October 22nd, 2017 from 1pm to 3pm. That is the day that the Officers and Directors of the Board will be elected and/or re-elected to a two year term.

DUES ARE DUE!!!

MEMBERSHIP RENEWALS ARE DUE

At the General Membership meeting in April 2014, the membership voted to transition to a common renewal date each year of August 1st for all annual memberships. Our current LIFE members were not impacted by this change.

With that in mind, all annual memberships are due and need to be paid between now and 7/31/2017.

For your convenience, please include the membership form found on the next to the last page of this newsletter when sending in your renewal.

PRESIDENTS MESSAGE: WINTER 2017

Your Historical Society has been busy getting ready for Summer events as well as planning for Home Town Christmas. We have had a good Spring, that was rather wet, but still we were able to keep up with the Coal Miners Honor Garden and grounds. We

A MESSAGE from the PRESIDENT



KEITH
WATSON

are delighted to inform you of a volunteer who has made a difference in keeping up with the needs of the garden. Her name is Jane Falding who has a very green finger. Her help as well as a team of others has kept the weeds down and installation of new plants has really been wonderful.

The school reunion occurred on June 2nd and was well attended by a little over 100 people. Thanks to the staff of the Community Center and the help of the local Eastern Star for all the help they provided to make this another successful event. A big thanks to Elsie Parkin and Joe Androsko and their committee who worked so hard to make this event a hit.

Speaking of school brings to mind the 3rd grade classes of the Black Diamond Elementary who visited the museum, the cemetery, and the town site of Franklin in June. There were 70 kids, their teachers, and adult volunteers for a total of 88 people

who did this on a cool Thursday. Thanks especially to Don Mason and Shawn Oglesbee and all the other volunteers who made this possible.

Welsh Heritage Day occurred on June 3rd and featured speaker Alen Upshall who did a fine job of showing videos of how the Welsh music has changed over the years in Wales and in our country. Well done and well attended thanks to the committee of Don Mason, Gomer Evans, and Anna Morris.

Our next event is Miners Day on Sat. July 8th and will start out with a 5K run/walk at the city gym at 9am. The railroad avenue in front of the museum and down to the bakery will be closed so vendor spaces will be showing on each side of the street showing their goods, services and information. Fun for all from 10am to 4pm. This is an annual city event that brings people to our area to find out what Black Diamond is about. Featured is live music, food at the local businesses, artist's chalk-in, artists & crafters, antiques vintage fashion show, donut eating contest, suds at the deli, smoked meat plus, children's crafts, children's performances, bootleggers skits, and more. The theme this year is the "Roaring 20's with period dress along the way. Why don't you attend and dress accordingly in your vintage clothing. To promote this event the museums vintage fire truck was in the Maple Valley Parade with Joe Androsko driving and Lisa Leonard and Keith Watson passing out invites to the Miners Day event.

Sad to tell you that a longtime society member went to be with the Lord. His name is Keith Timm who was well known around the city. He had a keen mind and had a wonderful memory; he was able to verify some of the history information that we have. Thursdays are our work days at the museum and we have lunch together in the kitchen area where the stories abound and Keith would visit us at those times. He was an interesting smart man with many stories and facts. We all will miss him. For more please see the obits in this issue of the newsletter.

As I write this letter the museum is closed for several weeks while we are having a new roof installed. The board selected a local firm, Taff Roofing to do the installation, the color of the roof is Storm Cloud Gray in a Grand Canyon GAF wood shake look which goes well with the exterior of the museum. Safety is paramount during the install and weather is taken into consideration. Jackie Cedarholm's estate, she was a former society board member, funded the new roof. I believe the last roof installed on museum was done in 1982. It was composition and shake and the board decided to go with all composition this time. Thirty-five years is a long time and we believe the new roof will last just as long if not longer.

We continue to upgrade the interior of the museum with fresh paint, new displays, and new ideas. The front room opposite the doctor's office has been renovated with new paint thanks to Judy Watson, Susie Thompson,

Continued on Page 5

100 YEARS AGO CHAPTER 10

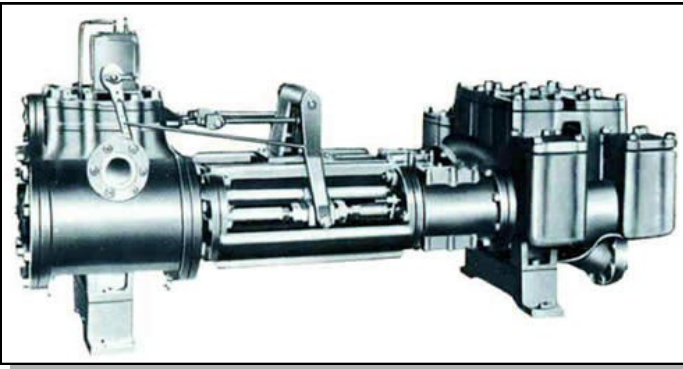
(A FICTIONAL ACCOUNT BASED ON HISTORICAL FACTS)

BY KEITH WATSON

The Black Diamond branch of the Pacific Coast Coal Company operates Coal Mines 11, 12, and 14 all numbered for the sections where they are located as shown on maps. Mine 11 is located $\frac{3}{4}$ mile from the Post Office which is across the street from the train depot. Mine 12 is located 1.5 miles Northeast of the Post Office and is across the way from Lake 12 on Lawson hill, and mine 14 is located in town at the end of 3rd Avenue with Tipple House and Coal Bunkers down on Railroad Avenue located just above Lake 14 (Jones Lake).

Earlier coal mines were closed for various reasons with mine 2 closing in 1896, "B" slope in 1914, and Lawson mine in 1910. When a mine is closed the equipment is used in other locations and the wood of the structures above ground are sold or reused.

The railroad tracks enter mine 11's area from the North and split into several areas of the mine works. They continue towards the business section of Black Diamond and split with one set of tracks going along 1st Avenue towards Mine 14 arriving at the machine shop and slope entrance of the mine and looping back along 5th Avenue up to Mine 12 located on Lawson hill. The set of tracks that continue on to Railroad Avenue service the Railroad Station, the lumber store, General Store, Bakery, and other businesses located on that avenue. The tracks continue Southeast serving the Mine 14 Tipple and Bunkers then go East to service the town site of Franklin and the Coal Mines



shops, carpentry shops, black - smith buildings, offices, and so forth. Now possibly out of a job. The miners who dug the coal did not have any work to do except help close the mine.

there.

In my job of tending the mine 11 boilers I became an expert in maintaining the various brands of Duplex Steam Pumps that are used in the mine. These pumps offer constant pumping action for transferring water from inside the mine to the surface where the water can be used to wash the coal. The pumps also can be used to pump water from a water source on the surface to wash the coal and pump water into a holding tank.

I was shocked when the company decided to shut down their first mine number 14. It was opened in 1882 at the founding of Black Diamond. So, I was to make a report on how good the boilers and duplex pumps in mine 14 were and if they could be used in future digs. I did find that they were serviceable and could be put into storage for those needs. Shutting a mine is like losing a friend. The workers on the top side of the mine were in the boiler rooms, machine

I don't know if I still have a job, wondered if a man who worked in mine 14 would go to mine 11 and replace me. This was what most of the miners in the mine and on top side of the mine were worried about. Would the company replace single guys with married men who had families to support? Would men who had more longevity with the company keep their jobs? It remains to be seen and it's not comfortable to be in this position.

I will wait and see; can't do anything else. A friend of mine purchased a 1917 Ford Runabout for \$325 and it is really nice and I really want one; but not now.



PICTURES OF 1917



Australian Soldiers



Mata Hari



Boy Scout Bond Workers



American Suffragettes



Members of the National League for Women's Service. Women are employed as drivers, ambulance drivers, messengers, etc. Captain A.B. Bayle is shown cranking the car, prior to making her rounds in New York."



Lenin during Russian Revolution

Continued from page 3

and Mike Chilcott. Alison Stern and Rosemary Konoske-Bigalow along with Lisa have helped with glass case displays for that room and there is more to come.

This year is going fast and October will be here before we know it; which leads to our next

General Membership meeting on Oct. 22, 2017 which falls on a Sunday. We need your input as to who you wish to be on the board of directors. Please consider running for the board or officer positions. See the notice elsewhere in this newsletter. If you would like to help us keep history alive please give me a call; we need good people to greet

our visitors. The most a greeter would work is 4 hours a month; it is fun to meet people from all over the world.

Thanks for being a member,

*Keith Watson,
BDHS President*

LAKE WASHINGTON SHIP CANAL OPENS 1917

Posted 2/05/2017HistoryLink.org Essay 1444

BY DAVID B WILLIAMS

FOR THE COMPLETE ARTICLE GO TO: <http://www.historylink.org/File/1444>



The Lake Washington Ship Canal's opening was celebrated on July 4, 1917, exactly 63 years after Seattle pioneer Thomas Mercer (1813-1898) first proposed the idea

of connecting the saltwater of Puget Sound to the freshwater of Lake Washington via Lake Union. For five decades following Mercer's suggestion, local citizens, business leaders, government officials, military officers, and entrepreneurs discussed where to build the connection and how to pay for it. Finally, after Hiram M. Chittenden (1858-1917) took charge of the Seattle District of the Army Corps of Engineers in 1906, plans were made and federal funding obtained. The ship canal Chittenden designed consisted of two cuts, the Fremont Cut between Salmon Bay and Lake Union and the Montlake Cut between Lake Union and Lake Washington, and a set of locks at the west end of Salmon Bay. The canal's construction lowered the water level of Lake Washington by nine feet and raised that of Salmon Bay behind the locks, changing it from a tidal inlet to a freshwater reservoir.

Thomas Mercer was the first non-Native settler to recognize the potential of the route via Lake Union. At a July 4, 1854, picnic, he suggested the name "Union" for the lake a short distance north of the new settlement of Seattle on Elliott Bay, noting the possibility "of this little body of water sometime providing a connecting link uniting the larger lake and Puget Sound" (Bagley, 371).

As the Native travelers illustrated, connecting saltwater and freshwater made sense, except for one large problem. Lake Washington was about 29 feet, and Lake Union about 20 feet, above sea level, while Salmon Bay was a tidal inlet with a water level that fluctuated 10 to 12 feet daily. Uniting the bodies of water would require locks -- either one or two -- to raise or lower boats from one level to another, or lowering one or both lakes. Solving this question would be central to the decades-long debate following Mercer's speech.

First Attempts

Young Harvey Lake Pike (ca. 1842-1897) was the first to take up Mercer's idea. Pike's family arrived in Seattle in 1858. His father worked as carpenter, and Harvey as a painter, for the University of Washington. Pike Street in downtown Seattle honors the family.

In June 1861 Harvey Pike bartered land-clearing labor for some 162 acres between Lake Union and Lake Washington in what is now Seattle's Montlake neighborhood. At some point he began to cut a channel from one lake to the other using a pick, shovel, and wheelbarrow. No source identifies when Pike began work but it was probably sometime between when he acquired the land and June 24, 1869, when he filed the Plat of Union City on land now crossed by State Route (SR) 520. On the plat, Pike reserved space for a 200-foot-wide canal. Pike also helped form the Lake Washington Canal Company, which professed the goal of connecting Puget Sound to Lake Washington but made no actual attempt to build a canal.

Chittenden Takes Charge

In 1906, fearing Congress might not fully fund the canal in the near future, the Chamber of Commerce endorsed a new plan. James A. Moore (1861-1929), who built residential neighborhoods, the Moore Theater, and several downtown office buildings during his career, had a group of East Coast investors interested in building a steel plant on Lake Washington. They would need access to Puget Sound, so Moore proposed that King County pay him \$500,000 to construct a timber lock and dredge the channel.

Congress granted Moore permission in June 1906, the King County Commissioners approved the plan in August, voters authorized issuance of bonds in September, and preparations for construction began -- but Moore did not get to build the canal. In April 1906, Hiram Chittenden replaced Francis A. Pope (1875-1953) as the head of the Seattle District of the Army Corps and began to study the canal situation at the request of the Chief of Engineers, General Alexander Mackenzie (1844-1921). Chittenden was concerned that the timber lock Moore proposed would be insufficient and the government would inherit an inadequate facility.

Chittenden filed his report on December 6, 1907. He explained the need for a masonry lock at the mouth of Salmon Bay, sometimes known as the Narrows, and recommended construction of two locks there -- one for smaller vessels and one for larger ships with a second set of gates to accommodate midsize vessels without having to fill the entire large lock. As a cost-saving measure, Chittenden omitted the lock at Montlake that the 1891 report had proposed, which meant Lake Washington would be lowered to the level of Lake Union.

Chittenden's plan for the Seattle locks faced two hurdles before construction could begin: location and funding. Ballard mill owners had long favored locating locks at the eastern head of Salmon Bay (the outlet of the Fremont Cut) rather than at the Narrows on the bay's western side, because the water level of Salmon Bay behind the locks would rise substantially and force the mills to move and/or raise their docks. The Chamber of Commerce threw its support behind the more easterly lock location, which Chittenden briefly agreed to as well, though his biographer suggests he only did so with the idea of getting consensus and moving the project forward.

Chittenden quickly retreated to his original preference, locating the locks at the Narrows. He also began to rally support by holding public meetings and writing articles for local newspapers. Poor health led him to retire from the Corps of Engineers in 1908 but he continued to aid the locks effort. Finally, in 1910, the U.S. Congress passed a River and Harbor Act that included a \$2,275,000 appropriation for Seattle's ship canal. This allowed the project to proceed along the lines proposed by Chittenden.

Building the Locks

Crews dredged 245,000 cubic yards of sediment to create a lock pit, then pumped the water out and began building a 65-foot-high wooden trestle down the center of the pit to support a supply train used throughout the project. Also built were two gantry cranes to travel overhead. Rising 75 feet above the trestle, the steel gantries spanned the entire workspace; each held two movable cars, or trolleys, able to transport five tons of supplies apiece. With the gantries, crews could easily move heavy loads, particularly concrete, to any point in the construction site.

Concrete pouring for the locks structure began in February 1913 and by November 1914 most of it was complete. The walls were not built completely solid -- two culverts run the length of each of the locks. These conduits facilitate the filling of the lock chambers; water enters at the upper, Salmon Bay, end of the culvert and flows into the locks via drains on each side of the chamber.

Before the concrete work was completed, workers began to install the lock gates. The locks required nine gates, three sets operating in the large lock and two in the smaller lock plus one set of guard gates at each end of each of the locks. These would be used when the lock chambers needed to be emptied and cleaned or repaired. The gates are known as mitering gates, because the doors, or leaves, meet at an angle facing upstream and resemble a miter joint. Each leaf is hollow and consists of a series of stacked layers of steel framing surrounded by a waterproof skin, also of steel. The tallest doors are 55 feet high and weigh 480,000 pounds. About 4.4 million pounds of steel went into gate construction.

With the gates in place and concrete work completed, workers could turn to the next stage of the project: connecting freshwater and saltwater. James B. Cavanaugh (1869-1927) of the Army Corps started the process on a cold February 2, 1916, by allowing water to flow into the larger lock. The first boat to go through was the *Orcas*, a tender operated by the corps.

With the locks open, workers began to build a new cofferdam south of the locks in the temporary channel that had been excavated between Salmon Bay and Shilshole Bay. The cofferdam enclosed the area where the overflow, or spillway dam, was to be built. The spillway dam was 235 feet wide with six gates, known as Tainter gates, each resembling a piece of pie with the round end facing upstream. The gates, operated independently, were a standard design still used on waterways across the country.



The main job of the dam was to allow excess water to flow out of Salmon Bay, to help keep it, Lake Union, and Lake Washington all at an elevation of 20 to 22 feet above sea level. Workers completed the spillway in a little more than three months. The lock gates re-

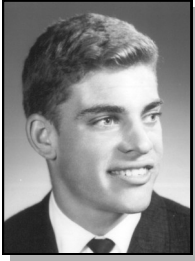
mained open during work on the spillway.

Connection Completed

Then, with the spillway dam in place, on July 12, 1916, at 6 a.m., the gates of the locks closed, and Salmon Bay ceased to be a tidal inlet and started to become a freshwater reservoir. Almost three weeks later, Salmon Bay was filled with enough water from Lake Union to allow boats to lock through. Again, the first boat to do so was the *Orcas*, which locked through the smaller lock on July 25. The official opening occurred at 10 a.m. on August 3, when

Continued on page 9

Obituaries



KEITH BYRON TIMM JR
August 1948 - May 2017

Keith Byron Timm Jr. was born August 6, 1948 at Virginia-Mason hospital in Seattle to Keith Timm of Enumclaw and Lorraine Gibson of Black Diamond. He spent his first six months at Seattle's Children's Orthopedic Hospital and then came home to Black Diamond. He attended Black Diamond Elementary through the 8th Grade and Enumclaw High School where he graduated in 1966.

Following graduation he joined the Army and reported to Fort Ord, California, but was later released with an honorable medical discharge. He next went to work for Pacific Car & Foundry in Renton, cleaning boxcars before they were finish painted. Between 1968 and 1970, Keith attended Green River Community College where he studied carpentry for two years, when not working at Paccar. He stayed with Paccar until February 1981 when they shut the doors at the facilities where he worked. During these years, Keith was also a member of the Black Diamond Fire Department.

Shortly thereafter, he came to work for Palmer Coking Coal where he helped with the surface coal mining, operating the picking table, and running parts. He left Palmer in 1984 to work for Pacific Coast Coal at their John Henry mine. He remained at Pacific as a watchman until his death. He returned to work at Palmer in January 2000 as a part time "all-around" helper, running parts, mowing lawns, painting, and joining on any project that needed to be done.

One of Keith's proudest accomplishments was giving up alcohol. He had a long association with Alcoholics Anonymous. He took his last drink on Tuesday, November 1, 1979. Had he been awake on the day he died, he would have told you he'd been sober for 37 years, 7 months, and 27 days. Keith was briefly married to Kimberly Vaughan of Burien in 1983.

In his spare time, Keith was a history buff and lifetime member of the Black Diamond Historical Society. He liked listening to police and fire scanners (he had three). His favorite food was kielbasa and good soft San Francisco salami. His favorite restaurant was Anthony's Home Port. When watching TV, Keith liked the Rick Steves and Rudy Maxa travel shows on PBS, Channel 9. His favorite radio stations were KIXI AM-880 (oldies) and KMPS FM-94.1 (country). He admired antique trucks, particularly fire engines. Keith loved Conconully, Washington, where some relatives lived, and had fond memories of the times spent there hunting and fishing in his youth.

Keith died on May 27, 2017 at Valley General hospital and for the previous two weeks had been in a deep coma. He was 68 years old. Keith is survived by a younger sister, Donna Elaine (Timm) Snow; one niece, Trina (Brughelli) Novlan; and two great-nephews, Gunnner & Gerik Novlan. His two nephews were the pride of Keith's life.



Photo by Robert Dobson

Cont. from previous page



**Carolyn Ann (Donati) Henderson
October 1941 - February 2017**

BDHS Member since 2006, Carolyn Donati Henderson passed away February 15, 2017 at her home in Lake Stevens, Washington. Carolyn was born on October 8, 1941 to Albert and Ann Donati. She was raised in Black Diamond and graduated from Enumclaw High School in 1959. She continued her education at Shoreline Community College.

Carolyn was an avid crafter, talented in rug hooking, cross stitch and quilting. She was also enjoyed gardening. Her rugs and quilts were often entered at county fairs across the country during her travels and she was awarded several times for her talents.

She and her husband, John, were members of Family Motor Coach Association. They traveled extensively in their RV from coast to coast, north and south! Carolyn was also a long-time member of the Black Diamond Historical Society and looked forward to receiving the newsletter. She would reminisce through the articles about growing up on Lawson Hill.

Carolyn is survived by her husband of 30 years, John Henderson; daughter Kimberly (Sean) Gephardt, granddaughter Arianna Smith, grandson Zack Gephardt; her sister Marilyn Kienke, and stepchildren Duane (Connie) Henderson and Pam Sanden.



Ship Canal *Continued from Page 7*

the snag steamer *Swinomish*, accompanied by the *Orcas*, traveled through the larger lock.

On Friday, August 25, 1916, with the armoring of the Montlake Cut's walls complete, the Corps of Engineers began the long-awaited "union of the waters" of Lake Union and Lake Washington ("Waters of Lakes United ..."). At 2 p.m., workmen with shovels opened up a small cut in the third and final cofferdam at the west end of the Montlake Cut. The stream of water pouring into the cut from Lake Union quickly turned into a raging torrent, causing crowds on the cofferdam to flee the water, dirt, and huge timbers of the rapidly disintegrating dam.

Three days later, after crews had cleaned out the debris in the cut, the corps opened gates at the east end and began to lower Lake Washington. The plan was to let the water out slowly in order to not damage houseboats around the lakes, the Fremont Cut, or the locks. Lake Washington dropped two feet in the first week and four feet in the first month. After that it dropped up to two inches a day.

By late October, Lake Washington had lowered a full nine feet and was equal in elevation to Lake Union and Salmon Bay, but boats were not immediately allowed to pass through the Montlake Cut. Crews still had to remove the gates that separated Union Bay on Lake Washington from the canal, as well as sediment and debris that had accumulated at either end of the cut. This was soon completed, and

small boats finally began to move freely between Lake Union and Lake Washington.

Vessels small and large did not wait for 1917's big grand-opening celebration to use the locks and new freshwater harbor of Salmon Bay behind them. By early November, *The Seattle Times* reported that much of the Puget Sound fishing and whaling fleet was mooring for the winter at the Salmon Bay terminal soon named Fishermen's Terminal, adding that more than 5,000 vessels had passed through the locks since they opened to boat traffic in July.

When the grand-opening celebration for the Lake Washington Ship Canal and Government Locks was finally held on July 4, 1917, 63 years to the day after Thomas Mercer suggested the connection, the *P-I* reported that more than half the city's population lined the shores. The great day consisted of the SS *Roosevelt* locking through to Salmon Bay, stopping for series of speeches, then leading a parade of more than 200 boats through the cuts and Lake Union into Lake Washington.

Hiram Chittenden did not live to see the impact of the canal whose realization he spearheaded. He died in October 1917, just months after the grand opening. In 1956, the locks were officially renamed the Hiram M. Chittenden Locks in his honor, though they are commonly called the Ballard Locks.

WELCOME NEW & RETURNING MEMBERS

By Allison Stern, Membership Chairman

The Black Diamond Historical Society now has 274 memberships. We would like to thank the following members for renewing their membership this quarter:

Marilyn Kienke
Allan Co. Public Library

Thank You!

DONATIONS

We wish to thank the following for their generous donations during the 4th qtr 2016 to the Black Diamond Historical Society.



CULTURE
KING COUNTY LODGING TAX

MEMORIAL DONATIONS

In Memory Of:

Donald Malgarini by

Alice & Dale McCauley
Clint Jorgenson & Whitney Sleigh
John V. Malgarini
Albert & Maureen Guidetti
Emmerson M. Bishop

Keith Timm JR by

Palmer Coking Coal Co., LLP
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Gregory & Cecelia Morris
MITEMA INC., DBA Lake Sawyer Grocery

Sue Capponi by

Kandi Bradley & Family
Arlyn & Sandra Sonsteng

Carolyn Ann Henderson by

Marilyn Kienke

GENERAL FUND DONATIONS MADE BY:

Covington Home Depot

DONATIONS ARE ALSO WELCOME FOR:

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- WELSH HERITGE DAY FUND by
Seattle Welsh Woman's Club
- NEWSLETTER FUND
- SPECIAL PROJECTS
- HOMETOWN CHRISTMAS FUND



Thank you, City of Black Diamond for the Operations support!

These donations are greatly appreciated. The Black Diamond Historical Society is a 501(c)(3) non-profit organization. All donations are tax-deductible to the fullest extent of the Law.



Membership and Renewal Form (Renewals due August 1st each year)



Date _____

Name(s) _____

Address _____

City _____ St _____ Zip _____

E-mail _____

Day Phone _____ - _____ - _____

Eve Phone _____ - _____ - _____

Date of Birth (Optional) _____

If this is a gift, who is it from? _____

<u>BDHS Membership Fees</u>		
Annual Individual	\$20.00	<input type="checkbox"/>
Annual Family	\$30.00	<input type="checkbox"/>
Annual Business	\$50.00	<input type="checkbox"/>
Lifetime Individual	\$200.00	<input type="checkbox"/>
Lifetime Family	\$300.00	<input type="checkbox"/>
Newsletter Fund Donation	\$ _____	
Other Donation _____	\$ _____	
Total Enclosed	\$ _____	

New

Renewal

Cash

Check

Ck # _____

Make Check Payable to:
BDHS
Mail to:
**Black Diamond
Historical Society
PO Box 232
Black Diamond, WA 98010**

BDHS is a 501(c)(3) Non Profit Organization (TIN 51-0170304)

For our records, on all checks please note purpose of check. (Dues, Donation, Memorial, etc.)

(Museum Use Only) Referred by: _____ Date: _____ Posted by: _____ Date: _____ (rev. 08/01/14)

692

*Number of guests
visiting the
museum during
2nd Quarter of
2017*

Be Our Guest

by Allison Stern

There were visitors from 9 States: California, Florida, Michigan, Missouri, New Jersey, Nevada, Utah, Virginia, and Wyoming as well as Washington. There were also people visiting from other Countries: Canada, France

Comments

- | | | |
|---|---|--|
| <ul style="list-style-type: none"> ◆ Excellent Welsh Day Presentation ◆ Loved it ◆ Very interesting ◆ Got to see my Father-in-laws High School picture ◆ Fantastic collections | <ul style="list-style-type: none"> ◆ Amazing history ◆ Awes ◆ Lovely place ◆ Wonderful ◆ Great to always "come home" | <ul style="list-style-type: none"> ◆ Great memories, great experience ◆ Beautiful Museum, loved it, "bravo from France" ◆ Great friendly place ◆ WOW what a wonderful experience |
|---|---|--|



NEWSLETTER

Black Diamond Historical Society
PO BOX 232 * Black Diamond, WA
98010-0232

Address Service Requested



Do you like Black Diamond history?

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NONPROFIT ORG.

U.S. POSTAGE

PAID

BLACK DIAMOND,
Washington
PERMIT No. 17

BLACK DIAMOND HISTORICAL SOCIETY/ MUSEUM CALENDAR 2017

July 8, Sat 9am-rpm Miners Day

Sept 2-4, Labor Day Events Historical Dist.

Sept. 15-16, 10-4 Christmas in September Sidewalk Sale Museum

October 22, Sun 1-3pm General Membership Meeting ELECTION TIME!

Dec 9, Sat 10-3 Home Town Christmas Museum

Dec 16, Sat through Jan 4th Wed Museum Closed

Jan 5, Thurs 9am-4pm Museum Re-Opens



**Thanks for the support of 4Culture and the
City of Black Diamond**

