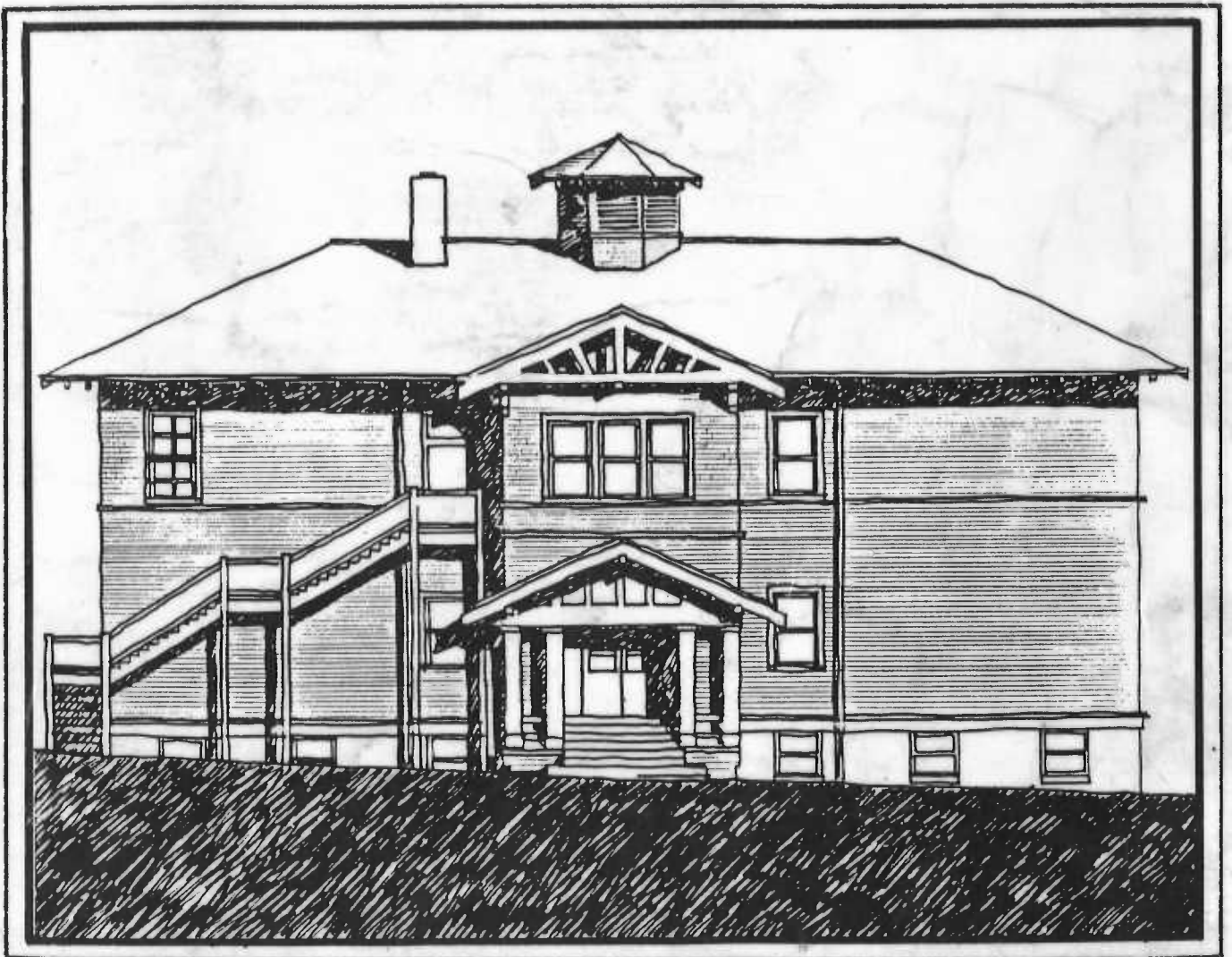


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BRYN MAWR 1872-1986



STORY BY HAROLD "JIGGS" HOYT

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THE STORY OF
BRYN MAWR

1872-1986

by

HAROLD "JIGGS" HOYT

edited by

Betty Herr Moore

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INTRODUCTION

This tale of Bryn Mawr started as a short report of the History of King County Fire District 20. The search led to the Bryn Mawr Volunteer Fire Department, to King County Water District 14, and in turn, to the Bryn Mawr Water Company. Additional stories about the Mental Science College and Grocery, Bryn Mawr Post Office, clubs and businesses, and numerous unique pioneers and other individuals, were too interesting to ignore, so the lore and history of the whole community and adjoining areas had to be told.

Bryn Mawr, Washington is related to Bryn Mawr, Pennsylvania through a common name. So far as is known these are the only two villages in the United States with this unique name.

Washington State's Bryn Mawr located in south King County (Western Washington), first received recognition when platted in 1890 by William Parker and his wife, Lillian. The Parkers believed this wilderness area had great potential, and platted 316 acres, which they named "Bryn Mawr," perhaps after their home town in Pennsylvania. The local community has grown, prospered, and is populated by many third and fourth generation descendants of those first pioneers. Former residents return to stay, or to visit friends and relatives who live in the area.

This story will reveal Bryn Mawr was and is a unique community. For an area that has never borne an official title such as "city, town, or village," Bryn Mawr has more untold history than most incorporated areas. After 96 years of existence, there are many intriguing stories and events, factual and hearsay, that will be new to many of today's residents and may bring back memories to the oldtimers.

If this history brings as much good feeling and rekindles as many memories of long past events to the reader as it has to me, its author, then I will feel very much rewarded and enlightened with my new found knowledge of one of the most intriguing communities in the south King County area.

HAROLD "JIGGS" HOYT

May 26, 1986

ACKNOWLEDGMENTS

While searching for information on Bryn Mawr, Lake Ridge, and Buffalo Station, pioneers and some new-found friends have willingly come forward with facts, history and stories of this area to make this journal possible. The willing cooperation of many people makes the recognition of all local and other individuals an insurmountable task, but we must begin somewhere.

Fire District 20 was formed in 1944, some of the "kids" who were part of that history and who helped in the research for that chapter were: Don Crenna, Chuck Curtis, Bill Tomlin, Scotty Walls, and others.

As people heard of the Bryn Mawr History project, more and more came forth with stories for this journal. A trip to Wesley Gardens Retirement Home and a meeting with long-time Bryn Mawr residents, Hattie (Hebner) Hisey and Lottie East, both fountainheads of information, produced many stories about the pioneers and old-timers. Reminiscing with these ladies about the early days, especially the 1905-1910 period, brought to light many other persons or their offspring who also had memories to relate.

Some others who were excellent sources of information are: Vivian (Hall) Hughes, Fred Hebner, Harold and Sylvia (Scholz) Cummings, Alex Edmund, Dick Doran, Frank Conklin, Josephine Nairn, and Vince Dougherty. As time passed the list grew out of bounds.

A number of pictures and prints were obtained from Hattie Hisey, Vivian (Hall) Hughes, Don and Jan (Baumgardner) Ballard, The Renton and Des Moines Historical Societies. The Mental Science booklets, "True Word," came from Vi and Lou Nelson. Leslie Blanchard, Seattle Railway Historian, gave permission to use text from his book. Information about the post office was provided by Helen Muri. Notes on the building of Rainier Avenue came from Steve Morris of the Washington State Department of Highways. Charles Payton with King County Community Museum Department was also of assistance, as were many other sources.

Photographs of present local scenes were taken by Don Henry, Don Sorenson and Riley Adams, who aided in making the pictures press-ready.

A great debt is owed to Betty (Herr) Moore for editing and typing the script into good copy.

A special debt of thanks goes to Seth "Herb" Seablom, a Bryn Mawr School graduate, who used photos of the old two-story wooden school house to create the attractive, composite sketch on the cover. The school has been a central point in the community over the years, since Hattie Hisey, Lottie East and others helped open the first building in 1908.

All information in this history may not be accurate, undoubtedly there are incidents omitted or misquoted, and some incorrect dates or misspelled names might have slipped into the text, but every effort was made to make the story as factual as possible. Remember, time dims the memories of long-past events and forgotten stories related by persons of all ages, but essentially the reminiscences are as they were reported.

HAROLD "JIGGS" HOYT

RENTON HISTORICAL SOCIETY

Bryn Mawr-Welsh-big brow

In this case big bargains.

By far the prettiest—admittedly the choicest and best piece of property from a speculative standpoint. Held back for years, the property has now been platted, and over 200 lots have been sold in the last month.

Whenever there is a sale of real choice property where it is necessary for the owners to use discrimination in the selling of it there is no occasion for any "hurrah" in the marketing of it. There will be nothing of that kind in this instance. The property is too well known as being particularly desirable; it has been "wanted" too long for anything of that sort; but for the benefit of those who are strangers here, and do not know about it, hence this information:

It is eight miles from the Totem Pole (and in this connection we state a fact when we say that in the larger cities the very choice suburban properties are from 7 to 16 miles from the business centers). It is on the shore of Lake Washington, one of the prettiest bodies of water in the country; it is on the Renton car line, with an hourly and 1/2 hour service (40 minute run), and it is no question about it at all—the choicest, prettiest, the most clean cut, and most desirable from every standpoint, piece of property that ever has or ever will be offered for public sale in this city. It is the only piece of lake shore property where the beach is perfect and the slope gentle, and where there are no steep bluffs. It is the only piece of suburban property where a large, magnificent and thickly wooded natural park is to be found; and there is no lake or sound property so ideal for the building of a summer home, for camping and boating purposes, or for rowing or fishing.



The Very fact that for years past it has been the first choice of thousands of picnickers, and the fact that camping privileges are always in demand in season is surely indicative of the beauties of the property.

But we realize that words are cheap, and that expert advertisement writers are to be had for the paying; and that the public has been too often misled; so, in order that those who may be interested can see for themselves we specially invite you to go and see this property.

The prices for lots on this splendid property, right along the lake shore, are \$150.00, with very choice spots at \$250.00, and a few "beauties" at \$300.00. Back a little they are as low as \$80.00. And this includes as fair or better terms than you were ever offered by responsible owners.

And you will not be met with excuses and explanations—no stories that the inexpensive ones have "just been sold." These are the prices, and you can buy at them.

The situation is just this: If you are a believer in the future of Seattle; if you think that this city, like all larger ones, will have its select suburbs—be you investor, speculator, or just the want of a choice, beautiful, piece of summer property, or a place of camping ground that is ideal and *your own*, accept our invitation and take a look at this beauty spot. No harm done if you do not decide to buy, but we sincerely believe that you will find more than we claim for it when you see it. We have sold a beautiful residence site to Arden L. Smith, who will put up a \$10,000 house on it next year. We have also sold to a number of people lots who are now making first-class and lasting improvements. We have every assurance that a college will be erected on the grounds next year by Mental Scientists.

Bryn Mawr Land Company

306 MARION BLDG.

SEATTLE, WASHINGTON

COPY OF BRYN MAWR LAND COMPANY
BROCHURE; SEE PAGE 6 ALSO.

CHAPTER 1

THE ROADS TO BRYN MAWR

Until 1872, when Chester A. Arthur was President of the United States, the wilderness area known as "Bryn Mawr" belonged to the U. S. Government. This chapter will reveal the early days of the area, how it was named and its progress to the present day.

One bright sunny day, Tuesday, October 10, 1872, Joseph J. Botts received a U. S. Government Land Patent for the following property: Lots 9 and 10, and the S.W. 1/4 of the N.W. 1/4, Section 7, Range 5 East W.M. or, the area between South 120th and South 124th Streets, and between 84th and 87th Avenues South, an area of 158 acres.

A year later, October 1, 1873, John McIsaac received a land patent signed by President Ulysses S. Grant for the area bounded by 84th Avenue South to the shore of Lake Washington, between South 112th and South 124th Streets, an area of 158 acres, legally described as the N.E. 1/4 of the N.W. 1/4, and Lot 3 of Section 18, and Lots 5, 6, and 7 in Township 23 North, Range 5 East W.M.

The aforementioned gentlemen, McIsaac and Botts, held the property for a short while until they sold to Joseph Pineall for \$1,000.00 and \$1,500.00, respectively. Mr. Pineall sold most of the property in March of 1874 to Dexter Horton, and the Seattle and Walla Walla Railroad, for a modest sum.

The above 316 acres are the whole of Bryn Mawr, excluding the area to the West which is officially called the Kelsey-Craig Five Acre Tracts Addition. The top of this unnamed hill was choice property and on Friday, July 19, 1889, President Benjamin Harrison signed a homestead agreement for a small amount of cash in favor of Edward Bellows for the East 1/2 of the N.E. 1/4 of Section 12, Township 23 North, Range 4 East W.M. or in every day language, the acreage between 80th and 84th Avenues South, and between South 112th and 120th Streets, an area of 80 acres.

Although the property was acquired by Mr. Bellows in 1889, the side hill above 84th still had no name. Mr. Bellows sold to Michael Burns, a strip of land 290 feet wide along the east side of what is now 80th Avenue South, from 112th to 116th Streets, for an undisclosed amount.

This was the only property sale Mr. Bellows made, since he died on February 14, 1897, a bachelor. He was a prudent man and prepared a will May 5, 1892 because one sister and three of his four brothers were still in Ireland. The administrators of the will were Terrance O'Brien and Monsignor F. X. Prefontaine of Our Lady of Good Help Church on Fifth Avenue and Jefferson Street in Seattle. (The church foundation is still on the Southeast corner; probably to be replaced by a large building.)

The two Irish administrators sold Mr. Bellows property to Robert Craig on October 25, 1900 for an undisclosed sum. Mr. Craig and a Mr.

Pennsylvania are mostly 20 to 30 foot lots, the platted lots of Bryn Mawr, Washington are also 30 foot lots.



BRYNMAWR IN WALES is a grimy, dusty town in a coal field. Even the fleece of the sheep who roam the streets is dingy with coal dust.

In "Renton - From Coal to Jets," a chronicle of the Renton area, author Morda Slauson presents another theory: the Welsh "Cousin Jack" miners working in the Renton coal mines named the side hill "Bryn Mawr," which in Welsh means "brow of the hill," after their native mining village in Wales. Whichever story is right, "Bryn Mawr," is a good name.

Mr. and Mrs. Parker must have been literate, poetic people because the plat of Bryn Mawr indicates all east-west streets were named after famous American authors -- South 112th was "Alcott" and South 118th was "Irving." The names, however, were changed twice through the years.

The east and west street name changes were:

Original 1890	1st Change 1908	Final 1926	Original 1890	1st Change 1908	Final 1926
Alcott	Leo	So. 112th	Irving	Wallace	So. 118th
Bryant	Avon	So. 113th	Johnson	Garvey	So. 119th
Carlyle	Augusta	So. 114th	Keats	Juniper	So. 120th
Dickens		So. 115th	Lowell		So. 121st
Emerson	Bowling	So. 115th Pl.	Milton	Holland	So. 122nd
Franklin	Moore	So. 116th	Newton	French	So. 123rd
Goldsmith		So. 117th	Ovid		So. 123rd Pl.
Hawthorne		So. 117th Pl.	Plato		So. 124th

Name changes of the north and south avenues were:

Original	Final	Original	Final
Fourth Street	84th Ave. South	Baker Street	88th Ave. South
Third Street	85th Ave. South	Front Street	89th Ave. South
Grand Avenue	87th Ave. South	Lake Street	Rainier Ave. So.

89th is
Baker T
think

The name changes and the fuss they caused have been forgotten, but some of the oldtimers still let some of the former names slip.

People who live in and drive around Bryn Mawr wonder about jogs in the streets. Bryn Mawr developers used 30 foot lots, but the Kelsey-Craig Five Acre Tract planners didn't allow for streets, therefore some of the streets do not run straight.

A good example of the size of the Kelsey-Craig Tracts was the one purchased by R. L. East and Michael Burns, the property bounded by 80th and 84th Avenues South and South 114th and 116th Streets, a sizable area.

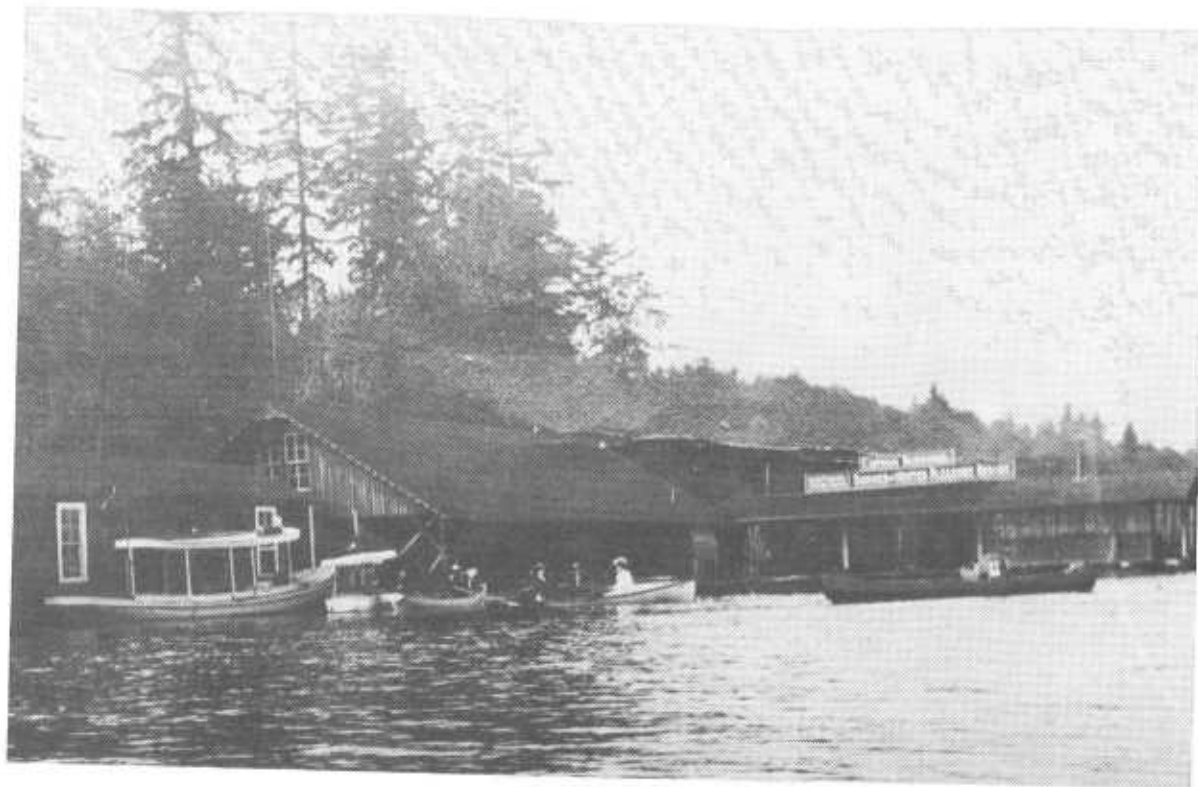
The Bryn Mawr Land & Improvement Company was formed when William E. Parker, Isaac N. Bigelow and Clarence L. Dawson, incorporated in Seattle, December 4, 1891. Very few sales were recorded. A pioneer, Louis Rieman, the first individual in Bryn Mawr to purchase land from the Company, must have wondered if he paid too much, \$375.00 in 1891 for four 30 foot lots.

Community progress looked certain when J. Edmiston of Seattle began a street railway in 1889. After setbacks, depressions and management changes, the Rainier Avenue Electric Railway finally reached the south City Limits of Seattle at Rainier Beach in 1893, and extended to Renton in 1896. The extension was good for Bryn Mawr since it was on the main line.

Ferry F. Burrows and his family arrived in the Village of Bryn Mawr on New Year's Day, 1897. A pioneer with an idea, he started a rental business on the shore of Lake Washington (just below where the Bryn Mawr Towers Apartments are today), on property his father had owned. This was one of the first commercial businesses in Bryn Mawr.

Ferry's father, Captain Burrows, purchased the lakefront property at the mouth of the now dried-up Black River for \$100.00 gold from two local residents, Indian Bill and his wife, Nellie, a few years before. Captain Burrows was towing logs from Lake Washington to Puget Sound by way of the Black River when he spotted this prime piece of property. The Railway made things look better for the area and whatever Captain Burrows had in mind.

Ferry built a floating storage shed for canoes and rowboats, and put a sign on the roof, "Captain Burrows--Summer and Winter Pleasure Resort." Ferry soon built a clientele of Seattle businessmen who used their spare time to relax, do some year-round fishing, and duck hunting in the fall at Ferry's place. Martha Burrows delicious fried chicken and biscuit dinners with all the fixings added to the appeal of the resort.



FERRY BURROWS BOATHOUSE AT BRYN MAWR - 1897

Everything went fine for years until the Ballard Locks were opened in 1916 and the Lake was lowered nine feet. This left Ferry with more dry property, but not the good spot of the old days when the Black River flowed south to the Duwamish River; nor did the influx of more people to Bryn Mawr do anything to enhance the rural setting of the old days. Ferry Burrows stayed in the old location until 1919 when he decided there were other things to do. Ferry died in 1925 and his wife, Martha, married an old neighbor, Jack Hayes, nine years later.

Things must have been slow in the early 1900's for the original Bryn Mawr Land and Improvement Company operated by the Parkers because, after some lawsuits and real estate transactions, the Bryn Mawr Land Company, Inc. was formed on March 14, 1906. Three men signed the document: Robert Asher of Wasimoto, Kentucky, Robert Huston, and "Judge" George Saulsberry of Seattle. Apparently, "Judge" Saulsberry was the main promoter of the real estate. George Saulsberry and his wife, Elizabeth, lived in the Bryn Mawr area for a good number of years. A copy of the original brochure, (title page) probably was expensive to print at the time.

The Bryn Mawr Land Company set up an office in 1916 just north of today's South 113th Street, on the newly-lowered Lake beach, in the best location to get potential "lookers" (buyers), with the Seattle and Rainier Valley Railway right in the front yard. The picture on the next page is interesting; the white marks on the pilings of the bathhouse pier show the level of the Lake before the 9 foot drop. The bathing beauties have not been identified, but it can be assumed they were local residents.



1917 BRYN MAWR BATHING BEACH SCENE WITH THE BRYN MAWR LAND COMPANY AT LEFT, NEXT TO SOUTH 113th STREET. THE PIER WAS IN USE BEFORE THE LAKE WAS LOWERED IN 1916. NOTE WHITE WATERMARKS ON THE PILINGS.

Before the coming of the "electric horse," there was no transportation in and out of the wilderness except by foot, horse or lake steamer. If the rail cars were not running, it was necessary to climb up to the power line road (84th Avenue) that ran both to Seattle and Renton. The power line was the main electric transmission line from Snoqualmie Falls to Seattle and was operated by the Seattle-Tacoma Power Company. The road was about where South 126th crosses 84th South today, and north across where Dimmitt Middle School is located. The Community relied heavily on the "Galloping Goose" for quite a few years.

The government body in charge of roads didn't do much to alleviate the situation with fast action. Of course, there were a couple of bad road blocks to be removed before traffic could move along Rainier Avenue. Just south of Rainier Beach, about where the old stone service station landmark still stands today, the bluff reached the lake edge. Remember, most of this dirt had to be moved by horse and scraper, making progress slow. In 1910, the City of Seattle drew plans to grade the road through this half mile of very bad slide area. When 1913 rolled around, the road was graded to Taylor's Mill (across the street from where the Lakeside Tavern is today).

When the road was finally graded to the City Limits, worries did not end. Every winter for years, the bluff would slide and close the road. To make travel more difficult, the engineers later designed 18 inch curbs on the lake side. In winter the drains would plug up and the street would

fill with water and mud. When first opened, the newly-graded road was covered with four-inch wooden planks laid crosswise to the road, making it slick as ice when the rains came. After a short while, the planks would get loose and rattle when driven over. Johnny Moore said when he went over the road on his Indian motorcycle, it was necessary to stop about every mile to get his equilibrium back.

King County surveyed for State Road 7 from the Seattle City Limits to Renton in 1914. About this time, Lee Monohon, built a bridge from Lake Street (Rainier Ave., a few blocks south of today's Bryn Mawr Tower Apartments), east across the Black River mud flats, (where the Airport is) until it connected with Logan St., a County road, in North Renton. Logan was the only raised street in the area not covered by water in the winter, and led to the City pier where lake steamers stopped to load and unload freight and passengers. The Monohon Bridge was all on piling because the lake rose in winter and flooded everything up to 2nd Avenue in Renton. The bridge was only used a few years, until the State and County finished Rainier Avenue in 1917.

By 1917 the Seattle city limits were at Ryan Street and the City or County installed an 18-foot brick roadway with 6-inch curbs, which was a big improvement over the loose planks. As a kid, Lawrence Hebner watched the Irishmen and Italians lay the 4x4x8 inch Denny Renton Clay and Coal Company bricks by hand. The work was done while on their knees, rain or shine, 10 hours a day for about \$2.00 to \$3.00 a day.

When the brick roadway was put through Bryn Mawr the County and State had to squeeze as much right of way as they could from the west side of the street car tracks. Some of the stores on the west side of Rainier almost opened right onto the roadway. Doran's Barber Shop, Britzius' Garage, and McBain's Grocery Store had about 3-foot sidewalks. Rainier Avenue carried a lot of traffic and when wet the brick surface was like driving on ice, if you looked at it you would slip and slide.

Mud slides were also a problem just south of Bryn Mawr where a 60 ft. bank extended down to the Black River. Before 1916 Black River was the only outlet for Lake Washington and about 50 feet wide; today only a small drainage ditch is left on the west edge of Renton Airport.

About 1912-13 the D. C. Mitchell Road began at 3rd and Rainier in Renton, followed the contour of the hill north to about South 129th (3rd Place) where Imperial Carpet is, then took off east across Black River over the Mitchell Bridge and ended at Logan and Commercial Streets, two blocks north of where Airport Way is today, to arrive in north Renton.

When Rainier Avenue was extended to Renton, the road followed the contour of the hill and connected with Mitchell Road. A portion of the old road remains, taking off from today's 3rd Place and running behind Barron's Car Lot, Mathewson's shop, crosses Renton Avenue, goes in back of McDonald's and comes out on Victoria Place just south of the Car Wash.

When the State Road, which began at Dearborn St. in Seattle, finally was extended to Bryn Mawr and Renton, one could drive to the rest of the

Nation, or perhaps New York, by way of Bryn Mawr and Renton. This was also the main route from Seattle to the hay fields of Eastern Washington. Trucks carrying hay and other products coming west, and gasoline trucks going east, passed through Renton day and night on 3rd Avenue.

The road over Snoqualmie Pass was crooked and narrow until the State straightened out some of the curves and widened it in the 1940's. Later improvements made it the beautiful road it is today.

When Renton Avenue was extended from the Seattle City Limits through today's Skyway area about 1927-28, the road entered Renton where the Victoria Apartments are today at Victoria and Hardie Streets and crossed the bridge, connecting with Tobin, Logan and downtown Renton.

On January 1, 1937, the Seattle and Rainier Valley Railway, the "Gal-lop-ing Goose," pulled into the Columbia City barn for the last time. The system had its shortcomings, but it made possible the growth of Bryn Mawr and other communities it passed through and brought progress to Renton.

The end of the railway made it possible to eliminate the hazardous tracks, fill in the ditch, and widen Rainier Avenue. In 1937 the State surveyed the need for a 90-foot right of way and made it a four-lane road. In 1941 some of the curves were modified, and the Seattle-Mercer Island Floating Bridge opened in July, 1941. These improvements were just in time. World War II made it imperative to build some airplanes, so Boeing built the plant in Renton, and the daily traffic on Rainier Avenue made the pre-floating bridge days look like a baby buggy parade by comparison.

Bryn Mawr has grown in population and dwellings, but the size remains the same as when the Parkers and Kelsey-Craig platted the area. The roads are better, the water system has improved, and the fire department is more responsive and has better equipment; however, the firemen are no more enthusiastic than the volunteer firemen were in the old days.

The Community of Bryn Mawr is still more or less a sleepy bedroom suburb of Seattle and Renton, not much different than when the first pioneer families arrived in the area just after the turn of the century, and began to make a dent in the wilderness, building homes and planting orchards and gardens; however, if it hadn't been for their tenacity in wanting to improve the area, Bryn Mawr would not have grown at all.

CHAPTER 2

THE RAILS TO RENTON VIA BRYN MAWR

In 1889 there was a potential of growth in the area southeast of the City of Seattle called Rainier Valley, an area of wilderness and bears. There was no good way to get in and out of the Valley except by horse and buggy or maybe by lake steamer, where Lake Washington came up to the Columbia City Playfield of today.

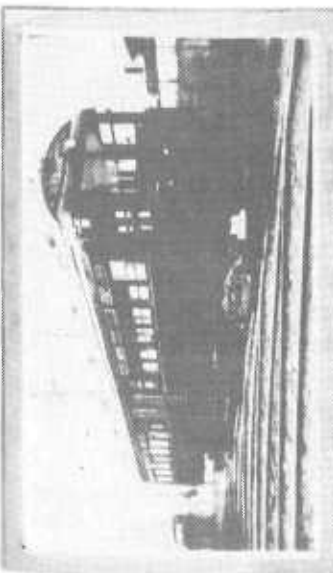
James Edmiston saw an opportunity to make a mint by furnishing this wilderness with transportation, and by doing some developing. He laid track in 1889 at Commercial Street (Alaskan Way) and Washington Street in Seattle, and headed east up the hill with the aid of a counterbalance (a weighted car running in a tunnel under the track) to boost the electric car up the 10-17% grade. The right of way turned south at 14th Avenue, then downgrade to Rainier Avenue where the going was comparatively level among the Italian truck gardens to Genesee Street. After leaving Genesee, the 3-4% grade started up the hill to independent Columbia City where the Seattle City Limits ended. After awhile the Company received a franchise from King County to extend the line to Rainier Beach.

Before the rails of the Rainier Avenue Electric Railway were laid, it was an all-day chore for the farmers of the Valley to get their produce to market with horse and wagon, by rail, 15-20 minutes. The ladies could go to town and the kids could go to Washington School at 14th and Washington for a 5¢ fare. The small cars were California style, with the motorman on the front and the conductor on the rear in the open, and the passengers in the enclosed middle section.

In spite of poor management and the 1893 Depression, the Railway served the Valley with few interruptions. When patronage increased, the need for larger equipment was a headache for the Company. Frank Osgood purchased the line and its equipment in 1895 for \$14,000.00. Mr. Osgood had a lot of experience running a street railway, was a good manager, and extended the line five miles south of Rainier Beach to Renton. This move made the 12 mile Seattle and Rainier Beach Railway the longest electric railway in the State, and it was just as wide as the 1500 mile Milwaukee.

The coming of the "Galloping Goose" (as it was called), to Renton, made things brighter for the struggling Community of Bryn Mawr. At last the citizens would not have to hike up the path on what is now 84th Street to the pole line road at the top to get to Renton or Seattle. The coming of the Railway also made things better for the Bryn Mawr Land Company, who no longer had to bring customers into the area by boat or horseback.

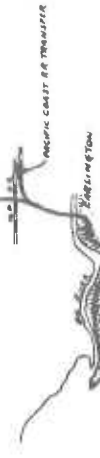
Another advantage of the rails -- it was no longer necessary to take a corpse to the Renton undertaker on a horse. Some bodies were wrapped in a blanket and put on the rear fender of the trolley and delivered to Jim Tachell, the Renton undertaker. This practice was in existence until the State finally completed the road to Renton in 1917.



SEATTLE AND RAINIER VALLEY RAILWAY COMPANY

The Seattle and Rainier Valley Railway Company, with the Northern terminus at Fourth Avenue and Stewart Street, and serving the District on Dearborn Street from Fifth Avenue to Rainier Avenue, and from Rainier Avenue South to the City limits and on into the City of Renton, its Southern terminus, provides a high-speed city and urban service, contributing much to the upbuilding of the Rainier District. Their schedule speed is the fastest of any known surface line in the United States, yet this rapid transit is provided with safety.

RENTON



The fares in the District are the same as on the Seattle Municipal Lines and an interchange of transfers between the Municipal Lines and the Rainier Valley Lines has been in effect for years, permitting Rainier District residents the same transfer privileges as enjoyed by residents of other districts in Seattle, living on the Municipal Lines. In addition to serving the principal communities in the Rainier District—namely, Alaskan Street, Genesee Street, Lakewood, Columbia Hillman, Atlantic City, Rainier Beach and Taylor's Mill—it also serves the urban communities of Lake Ridge, Bryn Mawr, Earlington and Renton.

WASHINGTON

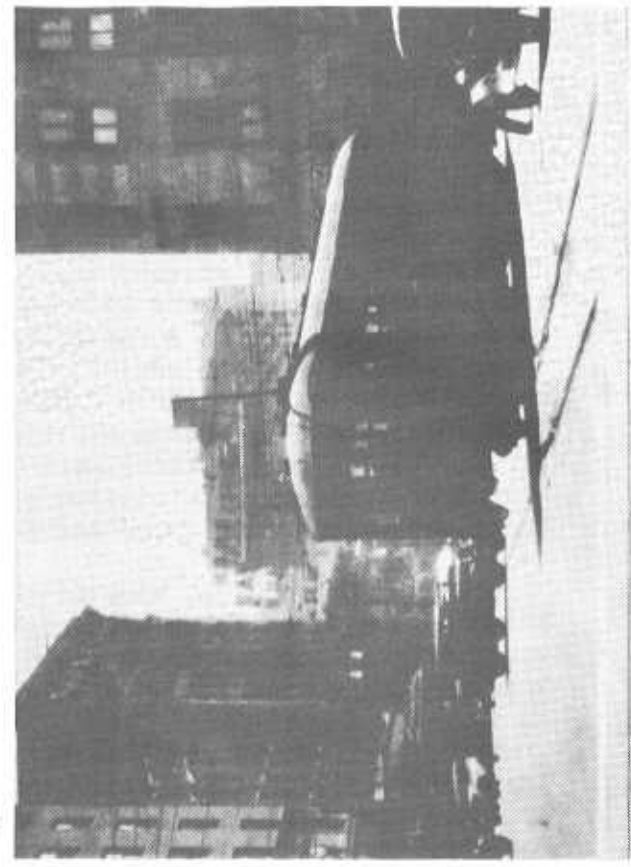
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The Rainier District, through its several active community organizations, is accomplishing much for its residents, and the Rainier Valley Lines, its employees, and officials gladly cooperate in all of the worthwhile undertakings.

Arriving at downtown terminal.
Fourth Avenue and Stewart Street.



With this fast service, some of the local greenhouse owners could market their fresh produce and flowers daily at the Pike Place Market. Some of the daily travelers were Gust and Susanna Hebner of the Hebner Greenhouse, and Tom Iwasaki of the Bryn Mawr Greenhouse.

When the rails reached Renton, the earnings of the Company improved, and connections were made with the Pacific Coast, Northern Pacific, and Milwaukee Railroads on Burnett Street to exchange freight cars. Every night electric freight engines picked up cars in Renton and distributed coal, lumber, hay, groceries, and general freight along Rainier Avenue from the present Rainier and Airport way area to newly-opened Dearborn Street. At this time there were seven coal bunkers and hay yards, two Bryn Mawr lumber mills, six lumber yards, one gravel pit, and Dugdale's Seattle Ballpark on Rainier and and McClellan Street.

When Dugdale Park, home of the Seattle Indians was in full swing, the afternoon (before lights made night baseball possible) express was loaded when it left Renton. There would be a second car to make all stops along Rainier Avenue, and it would be loaded when it reached the Ballpark.

The Seattle, Renton and Southern hauled the most students in the State from 1912 when Franklin High School opened until the railway could no longer compete with the automobile. And the Seattle City Council would not renew the franchise because the Railway would not fill in the area between the north and south lanes of Rainier Avenue. So time finally ran out at 1:45 a.m. on January 1, 1937, when Car No. 106 backed into the car barn in Columbia City, set the brakes and pulled down the last trolley. After 47 years of operation, the "Galloping Goose" came to the end of a useful and romantic era in the Valley.

An explanation is in order to clarify the jumble of railway names: The Rainier Avenue Electric Railway started in 1889; next came the Seattle and Rainier Beach Railway in 1896, which was reorganized in 1903 and became the Seattle, Renton and Southern. The Railway was again reorganized on July 14, 1916 and called the "Seattle-Rainier Valley Railway Company," the name it retained until its final day January 1, 1937.

One major improvement after the demise of the street railway was the removal of the ties and rails; filling and paving of the open space running down the middle of the street; and removal of the planks between the tracks at intersections. More people than can be counted, busted wheels, ruined autos, and got darned mad over the "gully" that ran from 4th and Dearborn in Seattle to Rainier Beach.

The transportation system from Renton to Seattle was divided after the arrival of motorized buses. The Railway's competition was the Blue-bird Stage Line, started by Tom Oughton about 1923, which operated until 1930 when ownership changed and it became the Lakeshore Lines with George Williams, Dr. Dixon, Tom Dobson and Tom Oughton as incorporators. The Lakeshore grew over the years, expanding as far north as Bothell, and continued in business until Metro came into existence in 1970.

Chapter 3

THE MENTAL SCIENTISTS

The history of Bryn Mawr goes back to the day William E. Parker platted the wilderness located on the southwest shore of Lake Washington on April 14, 1890 and called it "Bryn Mawr."

Shortly after Mr. Parker drove the first stakes to indicate the corners, Professor M. F. Knox and R. H. Morgan purchased a couple of lots on 4th Avenue (84th South) and Lowell Avenue (121st). Prof. Knox made the second purchase of land in Bryn Mawr in the late 1890's, perhaps with the intention of establishing a college and related projects in the area.

Millard Fillmore Knox, who was born February 6, 1853, in Illinois, first appeared in Seattle in 1889 as a lawyer. In 1895 he was practicing Phrenology, the theory that one's mental powers are indicated by the shape of the skull, and the mind can overcome any ills of the body.

The first indication Professor Knox intended to form a local Mental Science group in the Seattle area, was an article published in the "True Word," the organization's chronicle of May, 1901; the first convention was called July, 1901. The four page, monthly paper covered general news, and taught the views of the organization. Subscription rates were 5 cents per copy, 35 cents per year, or a bargain of 3 years for a \$1.00. Editor and publisher was M. F. Knox, managing editor was his wife, Carrie J. Knox.

The first solid action of the Northwest Mental Science group was on September 15, 1903 when, under the leadership of Professor Knox, the Mental Science Industrial Company was incorporated with the following signators: M. F. Knox, S. M. Bean, A. M. Hardin, Peter Fisher, and Lena M. Knox.

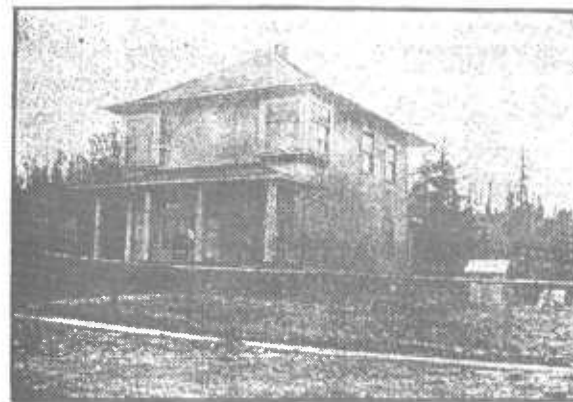
When the Seattle, Renton and Southern Railway ran all the way into Renton in 1896, it was a day of rejoicing for Bryn Mawr, a dot on the map. The Railway was the deciding factor for location of the Mental Science group in the Village of Bryn Mawr. The True Word often published a time table, showing 17 trips through Bryn Mawr starting at 5:12 a.m., the last car was at 9:50 p.m. There was evening freight service available from Seattle or Renton.

In 1905 the Mental Science Industrial Company set up a small general store on the triangle that is now 114th Street and Rainier Avenue, the first business in Bryn Mawr. The store sold to members and non-members alike, and prospered under the leadership of George Dorflinger, Manager, and Mr. Reynolds, Clerk. When the store was running smoothly, the reins were turned over to Henry Collier and Charles Monson.

Merchandise the store did not have on the shelves, could be picked up the next day or two. Community deliveries were made with a horse and buggy, rain, shine or snow. "Phrenology" also believed in using "natural foods," so the store carried them. In a year and a half things picked up, and a bakery was added in July, 1906.

As a matter of interest, R. L. East purchased the following items at the store in 1909: 10 lbs. onions - 25¢; 2 spools thread - 10¢; 3 pairs of gloves - 25¢; 215 bricks - \$2.50; 5 dozen oranges - \$1.00; and so on. Of course, it should be remembered \$2.00 a day was a good wage at that time.

A number of local people believed in Phrenology and it was not long before members of the Mental Science group built homes, in addition to the small store. Mrs. Melvina Hanson and her husband, Frank, one of the organization's pioneer couples, built the first substantial, two-story home on Grand Avenue (87th Avenue). More homes were built and more families moved into Bryn Mawr. 11705



HANSON HOME 1905 and 1985



Whether a coincidence or not, in 1904, J. F. Smith erected a sawmill on Lake Washington near today's 114th St. Some Mental Science members were employed at the Maple Valley Lumber Company. The mill provided jobs until 1917 when good logs became difficult to obtain and the mill closed.

Employees of the mill found little in the way of living facilities until the group had George Crosland, a Colorado group member, erect the Scenic Hotel on Carlyle Avenue (South 114th St.) between today's 85th and 87th Avenues. There was room for about 40 persons, and George's wife, Edyth, put out a "good board."

There was no community mail service (except by horse to Renton), until the Mental Science group petitioned the Post Office Department in 1905 for a local station; on January 24, 1906, the Bryn Mawr, Washington Post Office became a reality. Postmistress Melissa Dorflinger, held the position until March 29, 1919.

The Mental Science members looked for ways to improve the community. As everyone knows, a pure and reliable water distribution system is a necessity if a community is to prosper. The Dorflingers and the Hansons established the Bryn Mawr Water Company in April, 1906. They owned the springs on the site of the present day Water District Watershed. The Company obtained a franchise from the County and operated until May, 1924 when King County Water District 14 was formed.

One of the aims of Professor Knox' organization was the advancement of the Phrenology theory through education. The Mental Science College Educational Association, the backbone of the plan, was incorporated on October 16, 1905, by M. F. Knox, Melvina Hanson, Nettie E. Knowles, and George and Melissa Dorflinger.

TRUE WORD

A MENTAL SCIENCE JOURNAL—ISSUED MONTHLY

Subscription—U. S. and Canada—35c Per Year.

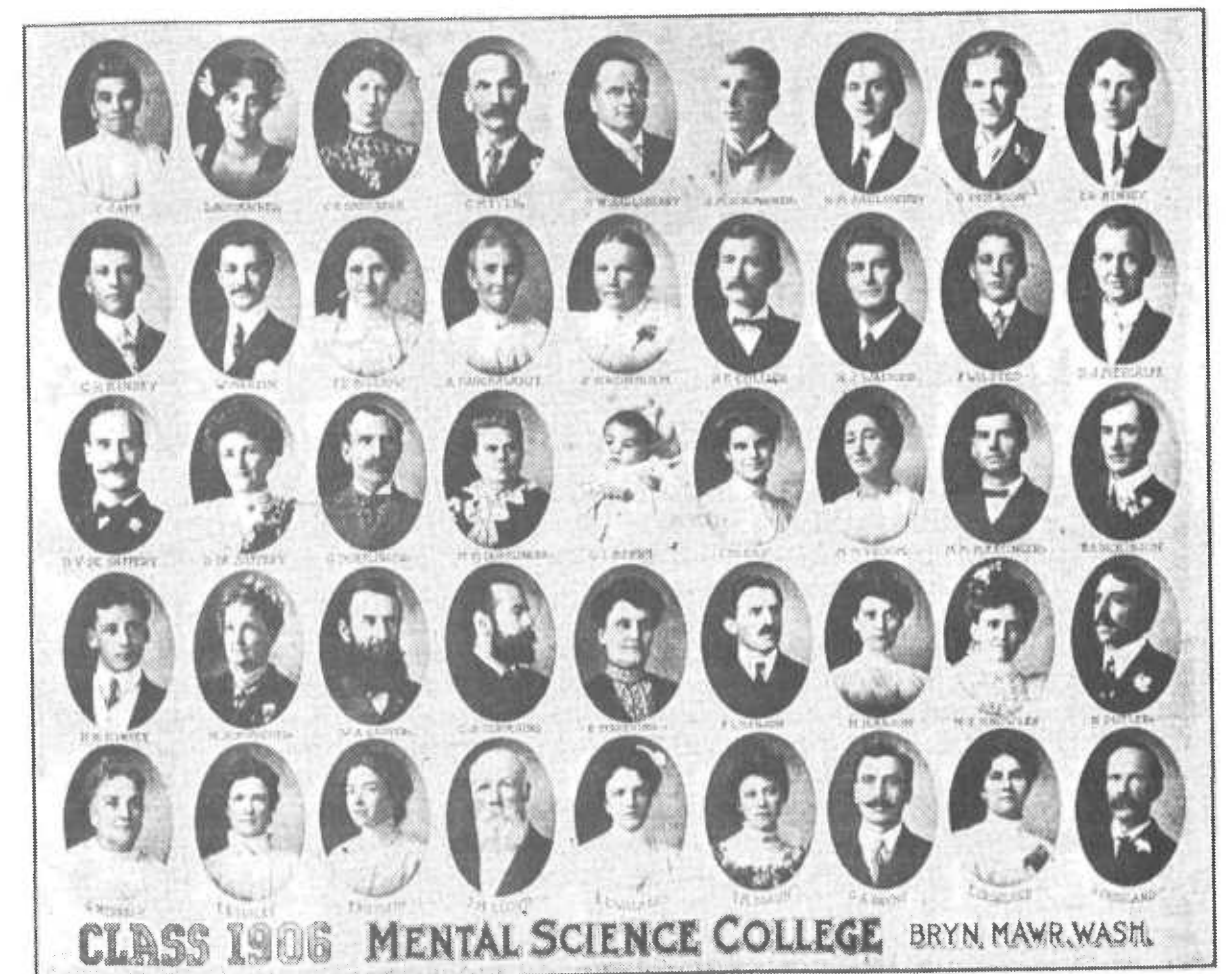
Three Years \$1.00.

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VOL. 5.

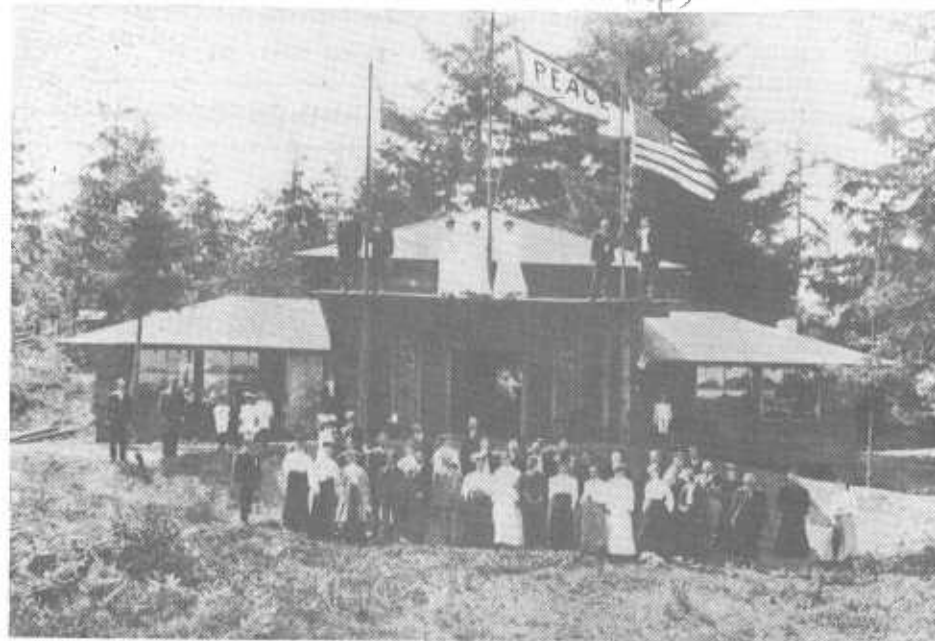
BRYN MAWR, WASH., SEPTEMBER AND OCTOBER, 1906

NOS. 11 & 12



Forty-four Graduates in the Greatest College in
World's History.

The group did not let any grass grow under its feet, early in 1906 a temporary college building of wood construction, about 24 by 50 feet with two wings of 18 by 20 feet each was started and ready for occupancy on July 1, 1906. The unusual building was located on the hillside, up from present day Rainier Avenue, just South of 117th St., set among the trees, with a large front porch, a wide front door with the motto "I Am Success" above. A large white flag with purple and gold edging and the word "Peace" on it was flying from the center of the porch roof.



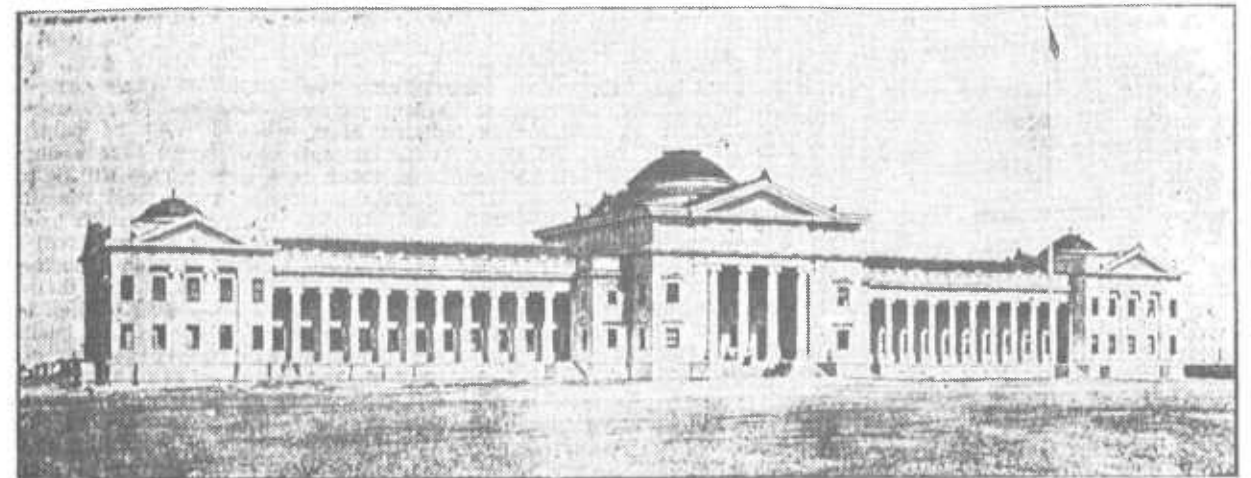
FIRST MENTAL SCIENCE COLLEGE BUILDING. BUILT IN 1906, THIS WAS TO BE A TEMPORARY BUILDING UNTIL A LARGER ONE COULD BE BUILT ON THIS SITE IN BRYN MAWR.

The small wooden building was a good addition to the community, the only meeting place of any size. The Mental Science classes met each Wednesday, and Saturday was set aside for relaxation. The entertainment committee besides having dances each week, arranged a boat ride around Lake Washington.

At 8:30 a.m. on a warm misty Sunday morning in July, 1906, 100 people assembled on the Bryn Mawr wharf eager to begin the journey. The steamer Fortuna with a capacity of 300 came out of the mist and everyone piled on board. They headed East at 14 knots toward the Garden of Eden (today's Kenndale), then north past the Villages of Bellevue and Kirkland before heading South again. The Fortuna stopped at Madison Park, then returned past Rainier Beach and Taylor's Mill before landing at Bryn Mawr at 12:50 p.m. in time for lunch. Besides the Mental Science members, many Bryn Mawr residents participated in these events.

Every year the Mental Science College graduated another class and the community continued to grow in population and number of residences. In

August, 1906, Irene Beers was the first woman in the Mental Science group to give birth to a child; in honor of this event, Gladys Irene Beers was placed in the middle of the 1906 graduating class picture. (See page 15.) The midwife who delivered the Beers baby was no doubt Melissa Dorflinger, who delivered quite a few babies in the early days when the closest doctor was in Renton and there were no roads -- only trolleys at that time.



Cut showing the permanent Mental Science Buildings at Bryn Mawr, King Co., Washington, U. S. A., 400x120 feet, fronting west on Grand Avenue. West front duplicated on the east, overlooking Lake Washington. The grounds are already laid out. The south end will be erected first; on ground floor will be a lecture hall, entrance from the east. North end will be built next for the auditorium, to seat 5,000. The center building, 100x120 feet, will then be commenced—the upper story principally glass for advanced classes and permanent healing. Glass conservatories between each building for science and literary courses. The material is principally concrete, steel and glass. Estimated cost, one-half million dollars.

The proposed building shown above was to replace the wooden building; however, the building was not completed, and the reason is unknown, but the \$500,000 estimate set forth in 1907 may have been a factor.

The community was growing and so was the Mental Science Industrial Company. In June, 1907 10,000 copies of the True Word were published. The Mental Science College also grew, and more members put down roots in the community until Professor Knox died November 1, 1920. The organization evidently could not exist without his leadership, although many of the practitioners continued to live in Bryn Mawr. The college property was auctioned off by Professor Knox' daughter, Lena Colman; Mrs. Lola Irvin from Pennsylvania bought and developed most of the land.

The college building served the Mental Science group and the community until it burned down in 1927, Dick Doran says, shortly after he opened his barber shop in 1926. Harold Cummings claims it burned in 1922-23; Johnny Moore says it was in back of his home and burned in 1921; until a better answer comes along this is the way it will remain.

So passed a good era in the Village of Bryn Mawr. Prof. Knox with his unique ideas and large beard, left a good reputation; some of the landmarks he and his associates erected are still standing and in use.

Chapter 4

BRYN MAWR POST OFFICE

There was no Bryn Mawr Post Office before 1906, according to Lottie East; the only way to get mail was to ride a horse or take the Rainier Beach Railway, "the Dinky," at 5 cents each way, to Renton.

In 1905 the Mental Science group built a building to house the first grocery in Bryn Mawr on Block 6 of the Bryn Mawr Addition, a triangular area bordered by Lake Avenue (Rainier), Grand Avenue (87th South), and Carlisle Avenue (South 114th Street), now occupied by an apartment house.

About mid-1905 the Mental Science members and other local citizens petitioned the Postal Department for a post office for the Bryn Mawr area. Renton Postmaster Tom Harries, signed a permit for the Mental Science Store to house the Bryn Mawr Post Office on January 24, 1906. Melissa Dorflinger, a Mental Science group member, was appointed the first postmistress, and filled the position until 1919 when she and George moved to California.

The first postmaster was W. J. St. Thomas, original owner of the Cash Savings Store, who handled the task until September 12, 1921, when he sold the store to the M. V. Terhunes. Mrs. Terhune was postmistress until Mrs. Malie King leased the Cash Saving Store and took over the job on March 26, 1926. The next owners were Lillian Gast and her husband, who operated the store but not the post office. The store building caught fire one morning in 1937 and Mrs. Gast and her daughter barely made it out in time with the help of the P.I. paperboy, and Paul Springer and his ladder. The newly-organized Volunteer Fire Department was not notified in time, and the building burned to the ground.

Lola Irvin arrived in the area with her son, Bill, about 1928, bought some land from the Mental Science estate and built a two-story brick building about 1930, at the corner of 116th and Rainier Avenue. Mrs. Irvin had a combination meat market, grocery, and drug store on the lower floor and lived in an apartment above.

Mrs. Winifred Mayner Killian was appointed postmistress March 14, 1931, and moved the post office from the Cash Saving Store to the Irvin Building balcony. Olive White, Blanche Tuttle and Mary Hutchins helped Mrs. Killian run the post office until 1945. At this time Daniel Killian took over as acting postmaster when Mrs. Killian became ill.

In 1937 Daniel Muri bought the building, selling it sometime later; the new owners leased it to Roy James Marr.

Alex McBain enlarged his grocery store at the corner of 115th Place and Rainier Avenue, so the post office moved across the street from Marr's Drugs to the new section of the McBain store in 1945. There was now space for six new mail carriers. Mail delivery was new to Bryn Mawr, gone were the days of going to the post office to pick up the mail and exchange local news.

In 1948 the new manager hired Helen Muri as part-time clerk to help with the mail for the Skyway community. The "temporary" position Helen filled lasted until she retired from the Skyway Station in August, 1974.

The post office department changed the Bryn Mawr, Washington Post Office to the Bryn Mawr Branch of the Seattle Post Office March 30, 1948, a move to take care of the increased mail traffic. The quarters in McBain's Store had already become too small, so Mr. McBain contracted with the post office department to build a new building on the South side of 115th Place just a few feet West of Rainier Avenue. By mid-1950 Alex McBain completed the new station and a new crew moved in led by Glen Bishop, the first civil service manager in a Bryn Mawr Post Office. Along with Mr. Bishop, three more carriers were added, the Bryn Mawr Station became big-time.

After a few years it was apparent the Bryn Mawr Station was too small, and the changing center of population in 1960 forced the Postal Department to build a station in Skyway. More carriers were added for a total of 16 routes and 6 clerks. In 1970 the Skyway Station traffic increased to such an extent an addition was built to accommodate the new carriers and clerks.

The first little Bryn Mawr Post Office in 1906 had a potential of 50 customers. Today the Skyway Branch potential is 20,000 -- a long leap, of course the 80 intervening years make a lot of difference.

CHAPTER 5

BRYN MAWR SCHOOL

On April 14, 1890, when the plat for Bryn Mawr was filed, and for several years after, there were very few families in the area. As time went on kids were scattered over a wide area in need of education. King County School District 97, which included Campbell Hill School and the area of Bryn Mawr, was formed February 5, 1894. Before this period, the few children there were in the wilderness attended a log school within a horseback ride of their diggings.

The first School District 97 census in 1905 indicates 33 children between the ages of 5 and 21 were attending school. The 22 children of the Campbell Hill area were originally taught in a home located on the east side of Beacon Avenue and South 131st, and used today as a residence.

In 1905 the nine younger Bryn Mawr children, ages 8-16, attended Renton Central School, where Robert Alexander and Sam Kenney attended high school. The youngest grammar school kid was Melba Burrows, the oldest Thomas East. The kids in between were Winifred and Beatrice Alexander, Edgar and Ruth Burrows, and Mary, Alice, and Lottie East.

From 1896 Bryn Mawr pupils could walk, ride a horse, or ride the Seattle-Rainier Beach Railway or "Dinky" to school in Renton. The Dinky fare was 5 cents, a lot in 1905. Many kids walked the mile and a half, and kept the nickel if they could get away with it.

Attending the Renton school was the only way the Bryn Mawr students could get an education. District 97 School Commissioners did not furnish a school building for the Bryn Mawr area until early 1908, when a one-room structure was built. In the fall the first class with 21 smiling faces met the new teacher, Miss Caroline Gunn, who taught eight grades for half a year when she was replaced by Mrs. Hall. The building had heat and lights, but no inside plumbing or water. When school was in session, the plumbing was taken care of by a long board walk to the northeast part of the school yard with a small building at the end. (Small building in the picture on the top of the next page.)

Water for the school was taken care of by digging a well in the front yard. One day when the workmen finished digging, they covered the hole with planks; one of the curious small girls who was nosing around fell in the hole. No problem! She was fished out, a little dirty, but with no injuries; this local lady is still around.

In 1908 enrollment in Bryn Mawr School increased when Gust Hiibner arrived with his children: George, Fred, William, Maymie, Hattie and Lawrence; and D. W. Derbyshire added his Leon, Dessie and Chester.

The Bryn Mawr School, the only one in the area, was also the only meeting place. The Bryn Mawr Methodist Church met there until 1910.



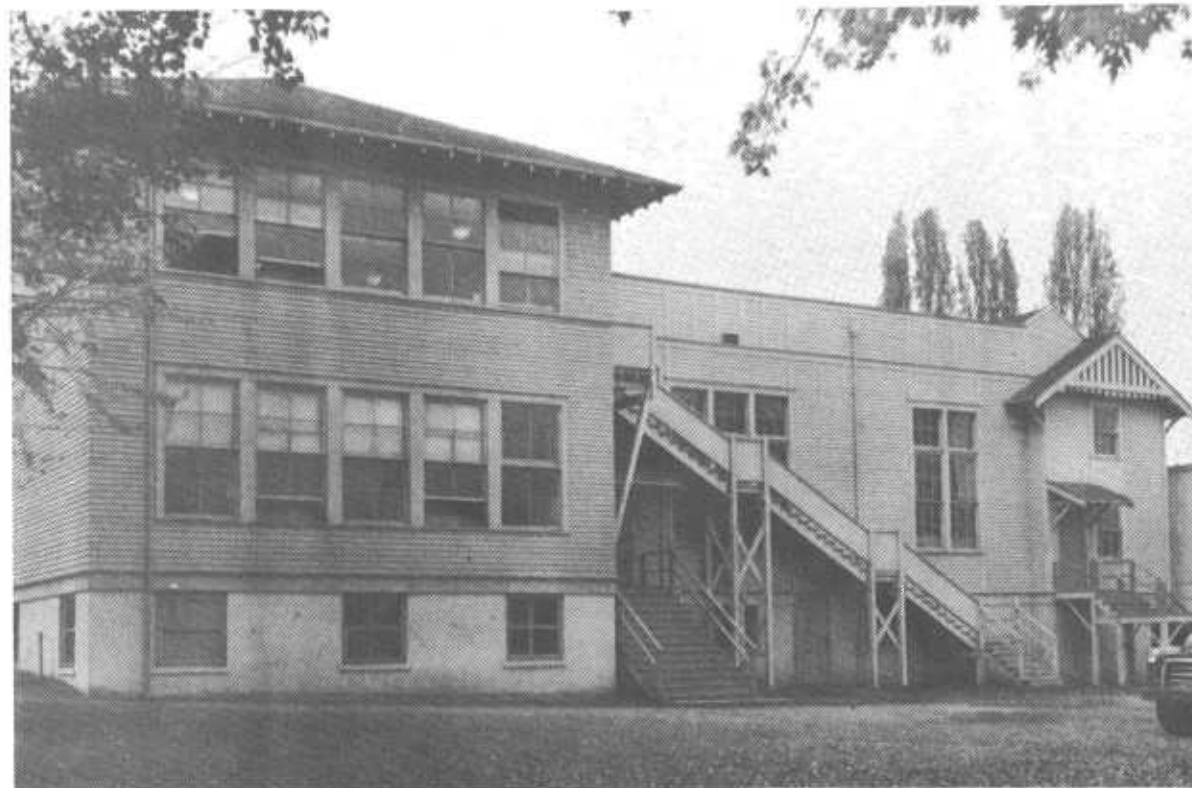
The first class at Bryn Mawr Elementary School: 1908-1909. 1st row: Myrtle Hogan, Elmer Martin, Reuben Parsons, Lawrence Hebner, Chester Derbyshire, Yukomitso Oyama; 2nd row: Phyllis Alexander, Edna Miller, Erma Martin, Raymond Hartsfield, Harper Wren, Allen Martin, unknown boy; 3rd row: Lottie East, Hattie Hebner, Mayme Hebner, Dessie Derbyshire, Leon Derbyshire, Carl Keith, Clarence Jones, Carol Ryan; Caroline Gunn, Teacher.



1909-1910 Class at Bryn Mawr. Names are unavailable but probably similar to those of 1908-1909 Class. Teacher - Carrie Rohnblom.

At the beginning of the 1909-1910 school year, Miss Carrie Rohnblom opened the doors to 19 students. The days were probably very full for this young lady.

With an influx of students early in 1910, the School Board decided the one-room building would soon be too small. Plans were drawn for a larger building, which incorporated the 1908 one-room building into the new two-story, four-room plant with two classrooms on each floor. The new building also furnished some niceties of life such as inside plumbing and a central heating system to replace the potbellied stove. The building was completed by September, 1911 and Miss Nancy Westover greeted grades 1 through 3, and Mrs. McGinnis took care of the intermediate grades 4 through 8.



The Bryn Mawr Elementary School building was built in 1911, and the gymnasium addition on the right added during 1921, and torn down in 1960.

The first school census shows two Bryn Mawr boys, Robert Alexander and Sam Kenney attending Renton High School (probably riding the "Dinky"). Later, students who decided big town education would be best, rode the "Galloping Goose" to Seattle's beautiful new Franklin High School after it opened in 1912. It was a long trip to the "black & green" in the morning. In the afternoon, especially when the weather was nice, a lot of kids got off the trolley at the city limits. The fare from Franklin to the city limits was a nickel, and to Renton via Bryn Mawr was another nickel. The walkers saved a nickel for spending money.

The trail to the first Bryn Mawr School was slippery and muddy during the early years, and wound around stumps and snags in the area. When the area's residents realized improvements were needed, they banded together and formed the Bryn Mawr Community Club. One of their first projects was installation of a plank walk through the woods to the door of the school.

The same teachers who were hired in 1910 taught until 1917, teaching at Bryn Mawr must have been satisfying. Miss Ethel Provin (who married George Hebner, a local boy) helped for a one-year term in 1915. From 1917 to 1928, Miss Edith Wright and Mrs. C. Hadden remained. Miss Ida Stillwell, another staff member, stayed until 1921. Ernest Pritchard came in 1920 and served as teacher-principal until 1925.

In 1920 the board felt there was a need for fire safety equipment, especially for the 2nd floor students. After evaluating many types of fire escapes, the members decided a metal slide on the south side (South 118th) would be the quickest route to safety. The kids loved the slippery slide during fire drills, and any other time they could get away with using the slide.

Lack of a community gathering place, the need for indoor recreation and an assembly area for the students, undoubtedly prompted the School Board to consider building a gymnasium, and in 1921 awarded a contract to William "Mike" Scholtz to erect a gym, which would abut the original two-story building on the north side. The exterior wooden siding was the same as the main building, the inside was of ceiling-type finish. There was an adequate stage at one end, and a balcony entered from an inside stairway from the lower floor of the classroom section. (See the picture of the old and new sections of the building on page 22.)

The new facility gave the community organizations the opportunity they had been waiting for. The Bryn Mawr Athletic Club held activities such as basketball, wrestling, and many other sports in the gym. In a few years the Bryn Mawr Civic Club was holding meetings and money-making community activities at the school. The school was able to schedule and have a few shows and basketball games of their own from time to time which stimulated community interest.

Boy Scout Troop 482 also met in the building, acquiring high ideals for their future roles in life; some became community leaders, all were better for the experience. The Scouts had a basketball team backed by the local merchants who furnished uniforms. Roy James Marr of Marr's Drugs furnished a scout shirt and neckerchief for any boy who wished to join the Troop. Leaders Dale Merritt and Harold Eister kept the 48 boys very busy. These two staunch leaders saw a need for a Boy Scout Troop, and followed through.

An April, 1939 news item from the "Bryn Mawr Newsette," (printed monthly by the 8th Grade Class), said: "Second Class Scout requirements were passed by Norman Dixon, Boyd Benson, Charles Smith, Douglas Buckley, Harvey Cleveland, Edward Kitchin, Dennis Stonehouse, Billie Nelson, Norman Bonzon, and Richard Bowers. The trail they used was blazed by Richard Park, George Iwasaki, Donald Ingram, and William Kirkland."

A new slate of teachers reported for work in 1928. James Dunne, Miss Elsbeth Scheibler, Vera Jefferson; and Miss Adeline Muzzy, who transferred from Campbell Hill School and stayed at Bryn Mawr until 1946.

During the 1933 depression the Civic Club and School Board "twisted the arm" of the Works Progress Administration, and some unemployed workmen put in cement sidewalks to the School. The Water District granted the WPA free use of water for the project. Everyone was happy after the job was completed: kids, mothers, and most of all, School Custodian, Roy Morgan.

H. Raymond Johnson, married Elsbeth Scheibler in 1932, and was teacher and principal from 1934 until July 19, 1942, when District 97 merged into Renton School District 403, and Ray became Business Manager for the newly-formed district. According to one former student, Mr. Johnson knew how to get the attention of a mischievous child and didn't hesitate to act accordingly. Ray Johnson was respected and loved by his students.

Ray Bright, a stern but fair disciplinarian, was Principal from 1942 until he left about 1953, to become a Park Ranger at Mt. Rainier.



Bryn Mawr Elementary School 5th and 6th Grade classes, September 17, 1935. Front row: Larry Bernhardt, Ray Brooks, Don Jordan, George Iwasaki, Margie Lee, Claire Stewart, Grace Pollard, Betty Herr; 2nd row: Maxine Doran, Virginia Shaughnessy, Thurlow Jenson, Norman Dixon, Don Jenson, Don Ingram, Ted Hamilton, ???; 3rd row: Harry Johnston, Bill Britzius, ???, Jim Moen, ???, Jim Kennealy, Marsha Hunt; 4th row: Douglas Tuttle, Bob Rock, Alf Mitchell, Bill Roberson, Charles Titus, Jack Van Zandt; 5th row: John Dalgetty, Margarita Wilson, Mrs. Sargent, Dorothy Duvall, and Adelle Sharpe.

In 1942 when Renton School District 403 assumed operation of King County District 97, there were 160 pupils and 7 teachers at Bryn Mawr; and 56 pupils at Campbell Hill with two teachers. King County School Directors were George H. Hisey, G. A. Morrell, and Albert T. Miskimens. Over the years, Bryn Mawr expanded until there were 8 classrooms with 7 teachers.

Most of Bryn Mawr's high school students attended Franklin High until 1942 when District 403 took in Bryn Mawr and provided bus transportation to Renton High School. In earlier years it was easier for the kids to ride the street car and later the bus that went through Bryn Mawr to Seattle and the high school.

The District also operated the two-room Campbell Hill School. At times after World War II, the two-room play area in the daylight basement was used for classrooms because of increased enrollment. A new building was constructed in 1956 to replace the old one built in 1914. Carl Howard was the first principal at the new Campbell Hill School. His first teaching position was at Renton's Sartori Elementary in 1946. Carl grew up in Renton, and attended Renton schools in King County School District 7.

Because of increased enrollment, the old wooden Bryn Mawr School building became too small. In 1931 a four-room structure was built just north of the old building, the first brick building in the District. The new building housed the kids for about 15 years, until a brick addition was added in 1945, adjacent to the one erected in 1931 with a common hall between.

The gym and classrooms were used part-time in the old building in the 1940's. An inspection of the building proved it necessary to insert large bolts from side to side with turnbuckles, to bring in the bulge that had developed on the outer walls. The 2nd story floor moved like a wave in front of anyone walking from one side of the room to the other. Local groups held a haunted house there a few years, with only a limited number of students allowed upstairs at a time.

The old-fashioned cupola on top of the old building was sealed off for years, but when the building was demolished in 1960, the cupola contained a few cigarette butts and candy wrappers; entrance was probably gained via the tree alongside the school and over the roof.

The old building, used intermittently until 1960, was torn down to make room for a modern brick addition. During construction of the present gym and primary wing, grades five and six were assigned other facilities. Teachers Sharon Hiller and Billy Archer had classrooms in Dimmitt Junior High, and Joe Brabant's class used the stage at the end of the Dimmitt lunchroom. Bill Loken's fifth grade class used the Bryn Mawr Methodist Church Social Hall.

While the teachers were quartered elsewhere, hardworking Bryn Mawr Principal, Bob Box, his Secretary Marian Hoey, and the School Nurse, were huddled in a small office between the girl's lavatory & Dorothy Carney's kindergarten class. Bob Box said they were so crowded that when the toilets were flushed in the next room, the lights dimmed.

After the additions to the old brick school, the District upgraded the plant, and in 1971 completed the last building. The buildings may look different than in 1908, but the old and the new dedicated School Board members still work for the same pay scale -- nothing! Think about that the next time you want to raise a fuss with the present School Board of five patient citizens for not subscribing to your ideas as being the best.

CHAPTER 6

BRYN MAWR METHODIST CHURCH

In 1905 things were beginning to stir in Bryn Mawr, when the Mental Science Group arrived. They were not a religious group, an "ism" or a creed, but a thought group, hardworking and conscientious. Membership in the Science group was open, but there were people in the community who felt they needed religious guidance.

People who practiced the Methodist faith were in a quandary, there was no organized group in the community, so every family went their own way, some taking the Seattle-Rainier Beach Railway to Seattle, and some going to a Renton Church for their own type of religion.

In 1908 a movement to establish a Baptist Church took hold and Rev. MacIntosh, a traveling minister, held services in the Bryn Mawr School. The building was adequate, but the facilities were not the best. A pot-bellied, woodburning stove furnished heat, water was drawn from a well, and the outdoor facility at the end of the boardwalk was drafty, but it was the best meeting place available in the community.

On August 30, 1909, the "Bryn Mawr Methodist Episcopal Church" was incorporated by charter members Albert Cole, Mrs. Robert East, Mrs. N. E. Wilson, and Mrs. Roy. Early pastors served other communities besides Bryn Mawr, mainly Rainier Beach and Kenndale, because none were large enough to support a full-time pastor. It was custom for the pastor to be asked to dinner in one of the member's homes each Sunday.

In 1910, under the leadership of Rev. Roy L. Sprague, the first pastor assigned to the fledgling church, a move was made to gather funds to purchase a building site. The Ladies Aid held various fundraising activities such as bazaars, dinners, quilting bees, box socials, book reviews, travelogues, and plays; the members found out there were many ways to have their arms twisted.

The Congregation, under the guidance of Rev. O. F. Krieger, worked hard to obtain their objective in 1911. When Rev. Daniel Earl took over leadership in 1914 there were enough funds to acquire two lots on South 116th Street between 84th and 85th Avenues South. With a little money in the treasury after the purchase of the lots, the parsonage building was started. While work progressed on the parsonage, the Congregation held services in a small building on the lake shore. The new parsonage doubled as a place to hold services until funds could be raised to build a church.

It did not take long to make more dreams come true, the parsonage on South 116th was sold for \$600.00 in the early part of 1915. With the \$600 and a grant of \$100.00 from the Board of Missions, it was possible for the Methodists to look around for a larger location. Two lots were found on the corner of 85th South and South 115th that suited their needs. After the congregation had the deed in hand, they built a one-room building and

moved in August 17, 1915, under the leadership of Rev. R. C. Hartley. On opening day, the Congregation consisted of four member families and 36 children in the Church School.



BRYN MAWR
METHODIST CHURCH

ABOUT 1916

REAR VIEW
OF THE CHURCH

CORNER OF
85th Ave. So. and
So. 115th St.

Between 1915 and 1923 several rooms were added while Rev. D. P. Henry (1917), Rev. A. M. Steele (1921), and Rev. Archie M. Herd (1922) led the Congregation. When Rev. W. S. Garner held the reins in 1923, a grant of \$200.00 from the Board of Missions made it possible to add a sanctuary to the Church. During these years there was a steady increase in attendance, with 13 member families and a Sunday School average of 50 children.

In 1929, Alexander Edmund, Superintendent, held sway over Sunday School -- with an attendance of about 80. Besides leading the Sunday School, Alex had a good Scots singing voice, and with the help of Mrs. Jennie Ellis and some other persons, added music to the services.

From 1923 to 1943 there were a number of pastors (see list on page 30). In 1943 the Rev. John Butler served as pastor, traveling between Rainier Beach and Bryn Mawr, and living at the Rainier Beach parsonage; most likely World War II caused a shortage of ministers. During this period there was a steady growth in the Congregation. When Pastor Butler left in 1947, there was a family membership of over 100 with a proportionate growth in the school census, making it a tight squeeze when everyone attended Sunday services, especially on Christmas and Easter.

In 1940 the Ladies Aid Society's name was changed to the Women's Society of Christian Services, the chores and benefits were the same.

When World War II ended and the building boom started, attendance became too large for the little added-onto Church built in 1915. About that time, a canvass was made to raise funds for a new church building. The amount raised was not large enough for a church so it was decided to build a parsonage first to house a full-time minister. Contributions of money, material and labor made possible the construction of a parsonage on a lot adjoining the Church at 8432 South 115th Street. The first minister to move into the new parsonage was Rev. Louis V. Martin in 1947.

During the tenures of Rev. Martin, and Rev. Truman Cotten, overcrowding was still a problem, so it was decided something had to be done. Rev.

Clinton Aiton arrived in 1952 and the decision was made to build a new Church. A Building Committee was formed, led by Joe Schultz, Chairman; & aided by Frank White, Ted Wilson, Ray Beyer, Homer Latta, Wesley Storey, John Gleason, and Mrs. P. C. Woodcock. The Committee started to solicit funds and obtain pledges to start the ball rolling.

It was decided to move out of the populated area around 85th Avenue South and South 115th Street. After much looking, vacant property on the corner of 80th Avenue South and South 116th Street appeared to be the best location. Owner Charles Simons was contacted, and sold the approximate one and one-sixth acre for \$10,000.00 to the Church.

In the fall of 1955, Rev. Frank Jackson was appointed pastor and, with his help, the Committee hired the architectural firm of Austin and Johnson to present plans and oversee construction. After the plans were accepted, the building contract was awarded to Robert Perry. When the time came to get down to business, the Mother Church rallied round. The Board of Missions loaned \$30,000.00, and gifts of \$2,000.00 came from the First Methodist Church of Seattle, and \$1,000.00 from the Seattle District Methodist Union.

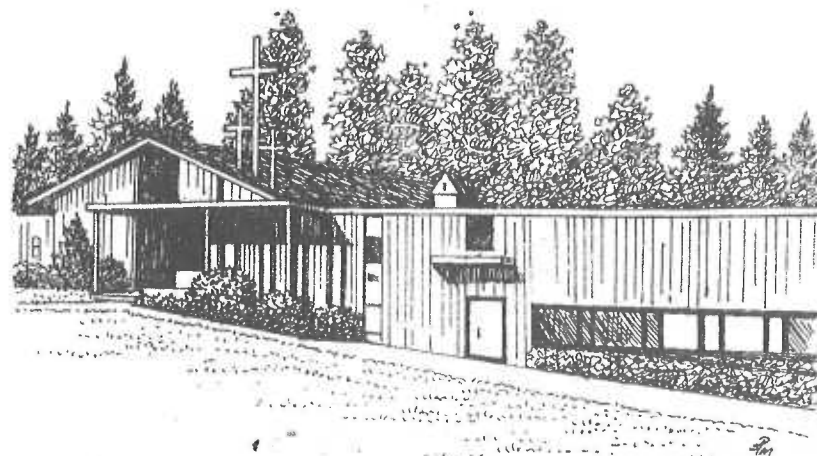
The Groundbreaking Service was held on April 7, 1957, with Rev. Jackson, ten Church officers, and the entire Congregation taking part. With the Contractor's approval, Joe Schultz, Building Committee Chairman, organized and worked with men, women and youth volunteers from the Church and Community, evenings and Saturdays.

Ruth Schultz furnished hot lunches to the volunteer workers on Saturdays and, as the number increased, other Church women helped with the project. Having a Saturday and sometimes a Sunday picnic turned out to be a special event everyone looked forward to. Construction began in the spring and was completed in October, 1957. Altogether, 5,000 hours of volunteer labor were given, thus reducing the cost of the structure substantially and making a closer knit Congregation.

It was a joyous and overflowing Congregation that attended the Consecration Service on Sunday, October 6, 1957. Bishop Raymond Grant officiated, assisted by Dr. Clark Wood, District Superintendent, and Rev. Frank Jackson, Pastor. This was also the 60th Anniversary of the Church in the Community.

Rev. Jackson was very close to the project, since he was Pastor during the 1955-1957 planning period, actual construction, and finally Consecration in 1957. Of all the pastors, he had the longest tenure, a period of nine years from 1955-1964. During that time there was a steady membership growth in both the Church and Church School, and a reduction of the mortgages. Rev. K. W. Larrison succeeded Rev. Jackson in 1964.

In 1965 the land mortgage was paid off, and in 1967 the building mortgage was retired, and the new Church building could be dedicated. Leading the Congregation in the dedication on March 23, 1968, were Bishop Everett W. Palmer, Rev. Clinton Aiton, who was pastor during the planning and fund raising years, and Pastor K. W. Larrison. This was another great occasion, as now the Church building was owned by Methodism free and clear.



Bryn Mawr United Methodist Church Seattle, Washington

Bryn Mawr Methodist Church at corner of 80th Avenue So. and So. 116th Street. Built in 1957.

During October, 1982, the Church celebrated its 25th Anniversary in the "new" Church building. Former pastors were invited to participate and there were special programs each Sunday.

Major improvements through the years 1964-1985, included carpeting, installation of new padded pews in the Sanctuary, purchase of a new piano and organ, blacktopping the parking lot, installing circumference lighting in the parking area, and purchase of a public address system for the Sanctuary. Adding a carport and extensive remodeling upgraded the parsonage.

Many of these projects were financed by memorial gifts in memory of loved ones. These gestures show the Bryn Mawr Methodist Church has had a good influence in the community ever since the first few pioneers met in the one-room schoolhouse in 1908, when preliminary development of the Church began.

Bryn Mawr United Methodist Church Pastors, from 1908 through 1986:

1909 Rev. MacIntosh	1931 Rev. B. W. Rinehart
1910 Rev. R. L. Sprague	1935 Rev. Fred Thompson
1911 Rev. O. F. Krieger	1942 Rev. Robert Putt
1913 Rev. Daniel Earl	1943 Rev. J. R. Butler
1914 Rev. R. L. Wolfe	1947 Rev. L. V. Martin
1915 Rev. R. C. Hartley	1950 Rev. Truman Cotten
1917 Rev. D. P. Henry	1952 Rev. Clinton Aiton
1919 Rev. R. G. Pike	1955 Rev. Frank Jackson
1920 Rev. A. F. Stearns	1964 Rev. K. W. Larrison
1923 Rev. W. S. Garner	1969 Rev. Tracy Manley
1924 Rev. Wm. Haggerty	1971 Rev. Ralph W. Wilde
1926 Rev. J. Home Magee	1976 Rev. Lowell Murphree
1927 Rev. G. A. Sheefe	1978 Rev. Daniel E. Taylor
1929 Rev. A. H. Lathrop	1979 Rev. Evelyn E. Knutson
1930 Rev. K. O. Pearson	1981 Rev. David G. Hullin

In 1969 Rev. Tracy Manley took an unusual part in the community as a Volunteer Fireman of King County Fire District 20.

The hills of Bryn Mawr and the surrounding country were covered with first class fir and cedar trees long before William and Lillian Parker ever thought of platting the sidehill and flatland of Bryn Mawr.

Things began stirring in the area when Henry Tobin landed on the south end of Lake Washington in 1853. It was not long before the need for lumber started to make a dent in the prime stand of beautiful trees nearby on the hills surrounding the as yet unnamed Town of Renton.

Early residents of Bryn Mawr and Skyway areas recall their parents' saying the hills were bare of fir timber when the first settlers arrived. There were a few stands of cedar in the wet area of Skyway up to about 30 years ago, but the ground was too mushy to get them out in the early days. Besides, there was too much first class fir to fool with the cedar.

The first lumber mills that worked the hills surrounding Bryn Mawr are not well-recorded. Taylor Mill was located in the wilderness at the south part of today's Rainier Beach District on Lake Washington across the road from the Lakeside Tavern. John Taylor, D. B. Denton and Eric Ulin, Jr., incorporated the Taylor Mill on June 19, 1889, and operated a long time.

The Taylor Mill location was a natural; it was on the shore of Lake Washington where Dead Horse Creek entered the Lake. The Creek flowed down Dead Horse Canyon which drained Skyway Park and the area west of Skyway, near Jerry Comer's Service Station. The two branches joined in today's Lake Ridge Park and made a natural log slide to the Lake. The Creek had a fair flow of water, (oldtimers say the salmon runs were really something), and still runs alongside Holyoke Drive back of the Lakeside Tavern and empties into the Lake.



The Taylor Mill between Rainier Beach and Bryn Mawr with Ford Motor Company ship at the dock. Picture taken in fall of 1924.

Taylor's Mill furnished lumber for many of the homes along the lake-shore and in Bryn Mawr, one of which was the R. L. East home built in 1900 when they arrived. After 19 years of operation, John Taylor reincorporated the mill and took his sons William and John, Jr. as partners in September, 1908. Between 1908 and 1930-31, when the mill closed, it furnished employment for people living in the area. Johnny Moore worked at the mill and helped produce a record of about 100,000 board feet in one day.

After Lake Washington was lowered in 1916 and the fresh water lake was accessible to the Ocean, the mill had a new market. In the fall of 1924, a Ford Motor Company ship, the Onandago, brought a load of auto parts to the Pacific Coast and returned to the East Coast with a full cargo of 1,800,000 board feet of lumber. This business helped keep the mill going full blast for years. The Taylors also shipped lumber by way of the Seattle-Renton Railway to retail yards in Rainier Valley and other outside markets.

About 1900 Andrew Bossert purchased a quarter section of wooded land near today's Campbell Hill School, years before he intended to move onto the land. Part of the land extended to the Seattle City Limits and Renton Avenue. When the time came to move there was no timber: no one knew where it went. Other areas on top of the hill became stump land.

Where 84th Avenue South meets Rainier Avenue, there is a gully on the west side of the road that still drains some springs that start high on the sidehill of Bryn Mawr. At one time the springs were a natural chute for cedar logs on their way to the shingle mills that ringed the south end of the Lake. Today the springs are fairly well in hand, some of the water is used by Water District 14. From the north side of 114th Street at 80th Avenue for a few blocks downstream one of the springs runs free, until it is piped under 84th South and Rainier Avenue to the Lake.

A few years back, the whole stream was fairly well open except where it was piped under South 114th near 80th South. One stormy day there was an extra heavy rainfall and the daintile on the upside of the road became plugged. Everyone was concerned as a lake formed behind this manmade dam which finally ran over, the street gave way, and the torrent took out 80th South, 84th South and also Rainier Avenue.

On the Lake side of the Seattle-Renton and Southern Railway tracks near 84th South, the small Orvis Shingle Mill was established about 1895, and continued to operate until it burned about 1910. All was not lost when the mill burned -- the kids used the landing for swimming, and oil left in the tank was used to start fires to keep warm.

Another mill using prime logs harvested on the hillsides was J. F. Smith's Maple Valley Lumber Company, located near where the present South 114th Street crosses Rainier Avenue. In the days before the Lake was lowered nine feet, Mr. Smith had a good landing for his logs and barges, and the shoreline was close to the street car rail connection to an outside market. Mr. Smith and two partners, A. J. Tennant and May E. Smith, all of Seattle, incorporated this mill on March 15, 1904.

Gust Hebner was a sawyer in Wisconsin mills when Mr. Smith urged him to come to Bryn Mawr to be head sawyer at the Maple Valley Mill. Gust and

his family came to the wilderness in 1908. Gust worked at the mill for several years, but disliked the inefficient operation. In Wisconsin all of the timber was used, none wasted as was the practice in the Northwest.

Frank Miller, father of Mrs. Arthur (Edna Miller) Hill, worked at Maple Valley Lumber for quite a few years, until he went on to greener fields.



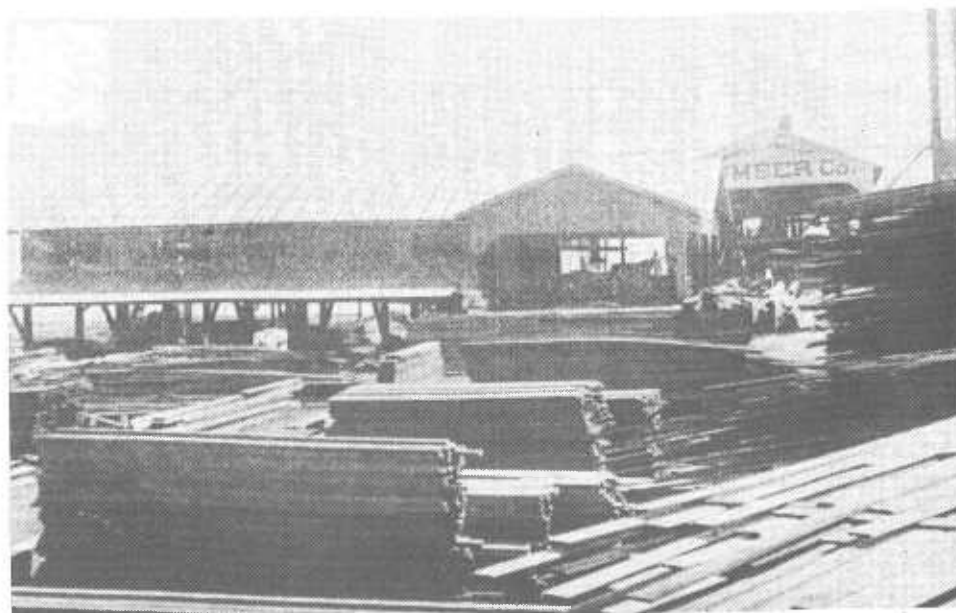
MAPLE VALLEY LUMBER COMPANY
Near Rainier Avenue South
and South 114th Street in
Bryn Mawr. Cows belonged
to the Robert East family.
Picture taken about 1904.

The influx of people imported to work in the mill posed a problem as most of the hands were single and had no place to stay. Two members of the Mental Science Group, George and Edith Crosland, came from Colorado to Bryn Mawr, and built a three and a half story hotel on Carlisle Street (South 114th) between 3rd Street (85th) and Grand Avenue (87th). The building had outside plumbing and not much else, except food Edith prepared was reported to make up for the lack of other first class accommodations.

The hotel served the employees of the Maple Valley Mill until they established themselves in the community, was updated during the 1920-30 period and became the Bryn Mawr Apartments. In later years the Owners did not maintain the building to Code and in the late 1960's it was removed.

J. F. Smith, General Manager of the Mill, planned on being a permanent resident of the community, and built a nice residence on the northwest corner of Baker Avenue (88th) and Emerson (Bowling, South 115th Place). The Smith family occupied the home until the mill closed about 1917, when it was sold to George Banderet, a local contractor.

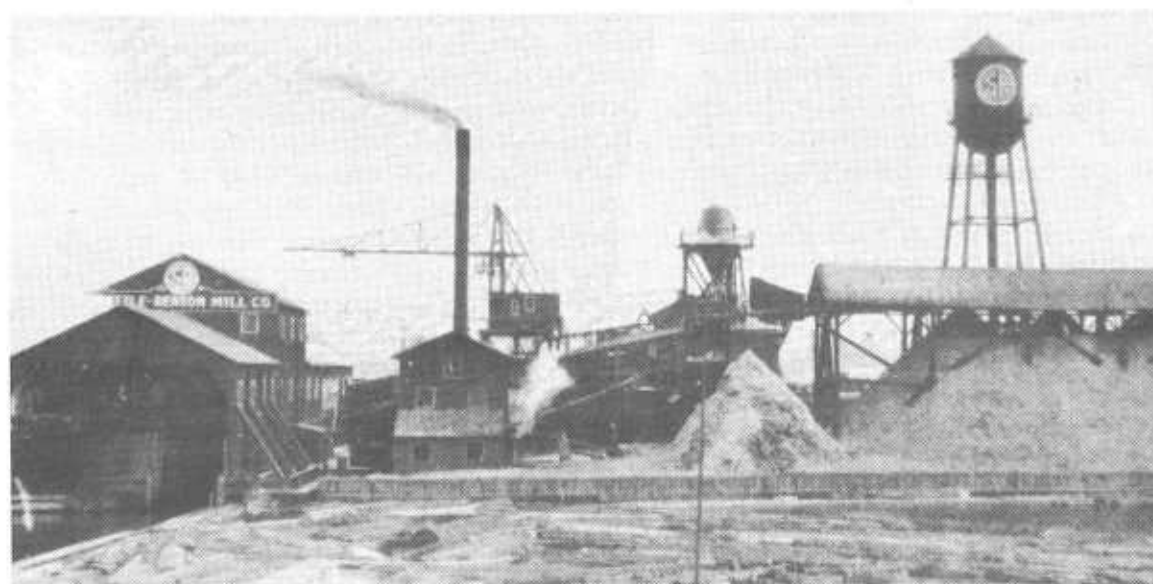
After the Maple Valley Mill closed about 1917, perhaps going bankrupt, it stood idle for a few years until dismantled. Later on the site was used for a log dump and also as a diving pier for the local swimmers.



Maple Valley Lumber Co., Bryn Mawr - About 1910

Just before Taylor's Mill closed about 1931, a new mill opened in Bryn Mawr. Fred Roberts, an Attorney from Cottage Lake, Snohomish and Seattle, incorporated the Seattle-Renton Lumber Company with Jim Carlson (of Duvall) and James Weter as partners on November 29, 1929. The Company issued stock worth \$45,000.00, which was raised shortly to \$90,000.00, the business was prospering.

Fred Roberts was an experienced lumberman. He opened the Cottage Lake Mill in 1910, and the Seattle-Snohomish Lumber Company sometime later. Mr. Robert's son-in-law, Mr. Waltz, owns and operates Seattle-Snohomish Lumber today. When the Bryn Mawr mill opened, he had shingle mills in Raymond and Hoquiam, and banks in Kirkland, Redmond, Eatonville, Bothell and Duvall.



Jim Carlson, an old hand in the lumber business, and associated with Mr. Roberts in other mill ventures, was General Manager of the Seattle-Renton Mill. Mr. Carlson and a young fellow, Vincent Dougherty, worked together at the Cottage Lake Mill. Vince was experienced in all phases of mill operation and fit right into the Bryn Mawr picture, along with Hugh Peavey, General Foreman; Jim's hand picked crew was raring to go.

A number of local citizens on the payroll were Ira and Ralph Tuttle, Dick Knoblauch, Mr. Hendrickson, head sawyer, Mr. Parsons who worked the carriage; and John Conner also put in some time in his younger days.

By the time the mill ran its first 100,000 board feet, Jim had everything in good shape. Average production was 50,000 feet per day with a one-shift crew of 40 men. Not much was wasted in this mill, the sawdust was in large piles, the scrap was ground up to make hog fuel for the large boilers around Renton, and the sawdust was for home stokers, usually a cheap fuel. Claude Booth had the contract to keep the piles used up, and when he died in 1937, his younger brother, Harry, carried on.

Everything was going smoothly when World War II started and the Government bought the mill. Mr. Barbee of the Barbee Marine Yard, a Ballard small ship and barge builder, set up a building yard at the mouth of the old Black River just alongside the mill. Barbee took over production of the Seattle-Renton Mill, making it easy for Vinnie Dougherty, all he had to do was make one invoice a day.

Mr. Barbee also wanted local men and hired a couple of the best, long-time residents, Toivo Moilanen and his father-in-law, Andy Anderson.

Seattle-Renton Lumber operated the mill until the Government sold it to Barbee in 1943 to make way for the construction of the Renton Airfield. Barbee located a spot on the opposite shore of the Lake near the creosote plant in Kennydale. When the time came for the move, the whole mill was loaded on barges, including the 95 foot water tower and the large crane which were loaded upright. The whole kit and kaboodle was towed across the Lake to its present location. One of the small problems on loading and unloading the water tower and the crane was the one inch tide in the Lake.

When the last barge left the Bryn Mawr shore, the old Black River was filled with lake bottom gravel, and the Seattle-Renton Mill disappeared into the mist.

Barbee continued to manufacture barges and tugs in Kennydale until the end of the War. Shortly after the War, Mr. Barbee sold the mill to a group of fellows that retained ownership for less than a year. In late 1945 they sold out to Alex Cugini, a Renton logging contractor, who had supplied logs to the Seattle-Renton Mill for years before the War.

After a large \$1,000,000 fire at the Barbee Mill on Sunday, September 22, 1957, fought by all the fire departments in south King County, the Mill was rebuilt, modernized and put back into operation early in 1959. The Mill operated smoothly and when Alex Cugini, Sr. died in 1978, Josephine Cugini, Alex' wife, and Alex Cugini, Jr. picked up the reins, and operate the Barbee Mill today with help from grandson, Robert Cugini.

Chapter 8

KING COUNTY WATER DISTRICT 14

The Bryn Mawr Water Company, original purveyor of water in Bryn Mawr, was owned by Frank and Melvina Hanson, and George and Melissa Dorflinger, members of the Mental Science Group. The Hansons and Dorflingers operated the wooden pipe water system from springs located on Blocks 13 and 14 of the Kelsey-Craig Five Acre Tracts Addition (the King County Water District 14 watershed at South 116th and 78th South). The original company operated under a franchise signed by Board Chairman P. J. Smith, of the King County Commissioners, on April 12, 1906.

The small community relied on the private Bryn Mawr Water Company since 1906 for almost all their water needs. By the early 1920's the system had deteriorated, service was not improving, and the residents figured something had to be done. On March 18, 1924 in the Black River Precinct which included Bryn Mawr, a petition was filed with King County for the formation of a water district to replace the ownership of the Bryn Mawr Water Company.

The County accepted the formation petition and the issue was voted on (after a lot of community haggling), at a special election held at the Bryn Mawr School May 17, 1924. The first proposition read: Shall the District adopt a comprehensive plan? The second read: Shall Water District 14 issue bonds for \$7,500.00 for implementing this plan? With 189 voters casting ballots, the proposition passed 162-27. The first commissioners on the ballot were Earl Paddock, William Edwards (Edmund) and Charles Dial. When the results came in, Paddock and Edmund won unopposed, and Dial was nosed out by write-in votes for Ralph Richardson, 82-45.

The new Commissioners held their first meeting on May 17, 1924, at 8 P.M. at Earl Paddock's home located on the corner of Grand Avenue (87th) and Irving Avenue (South 118th). By a vote of the Board, Earl Paddock was elected president and William Edmund was elected secretary. The first order of business was to hire an engineering firm to review the District's needs. The second item was to hire legal help to keep the Commissioners out of trouble.

In 1924, the first Commissioners, Earl Paddock, William Edmund and Ralph Richardson decided, after a thorough survey of the District, that to furnish all the present and future people in the District, it would be necessary to upgrade the system and install storage. On February 11, 1925 the customers filed a petition to create a Local Improvement District to renovate the system, an election was held and passed by a good majority.

Eager to put the District in good working order, on March 25, 1925, a contract was awarded to Felix Arcorace to proceed with the rebuilding of the Water District at a cost of \$14,481.00. A 50,000 gallon wooden tank was built for \$1,200.00 on another contract and became the first water storage in Bryn Mawr.

From the beginning, the Commissioners were concerned about a shortage of water. In 1926, Mrs. Melvina Hanson had a spring on the west side of what is now 78th South that was a pretty good producer. The Water District Engineer looked it over and declared it would be a good reserve. The Commissioners bought two lots from Mrs. Hanson for \$400.00, with \$100.00 down and the balance in monthly payments.

The community of Bryn Mawr was living up to its reputation as a good, quiet place to run a water system, until Lonesome Park asked for water service that would have to be run under the two-lane Rainier Avenue, and the street car tracks. Lonesome Park was on the edge of Lake Washington on the East side of the Seattle-Renton and Southern Railway tracks about where the Bryn Mawr Towers are today. According to some of the old timers, a lot of good times were had in and around the dance hall. Sometimes it was out of service for awhile when it burned down, but was rebuilt several times.

By 1928 it was obvious the springs would not be sufficient to supply the system, so on December 17th a contract was awarded to Mr. Stewart of Bellevue to drill a well on District property. Water was found at 79 feet and the well was a good producer.

By the first part of 1930, the customers were using more water and another 50,000 gallon wooden tank was installed. To keep the tank full it was necessary in the summer of 1930 to drill another well. The contractor who took the job was not as lucky as the first driller, he hit a dry hole; he said he would drill another well for \$2.50 less per foot, and this time hit a good producer.

In 1932, one of the local young fellows was looking for a part-time job; Hayden Hughes applied for and got the job of meter reader for the District at \$10.00 per month. At the same time, William "Water" Edmund, Superintendent, was making \$70.00 per month for a more or less full-time job.

A progression of unpaid men worked hard from the start of King County Water District 14. Some of those Commissioners were: J. P. Johnson, who replaced William "Water" Edmunds when he resigned on June 3, 1925 to become Superintendent/Clerk of the District; Earl Paddock decided he had done his part, did not run for re-election in 1927, and was replaced by a former Renton citizen, school principal and teacher, George Conklin; Claude Hisey succeeded J. P. Johnson, who did not run for re-election in 1929; in March, 1932, Frank Nichols succeeded Claude Hisey; and on March 3, 1939, Arthur Hill succeeded Ralph Richardson, who had been trying to resign since 1926, but whose resignations were always turned down.

From time to time, there were fires in the area that usually did a complete job, burned the structure to the ground. There were no hydrants in the area, and even if there were, there was no equipment to hook on to the hydrants to attempt to put out the blaze.

In 1933 the State Legislature passed a bill allowing water districts to set up and maintain a fire department. The Water Commissioners realized

it would be of no use to have fire equipment if the department had no water available. At the January, 1936 meeting, the Board gave the go-ahead to install 13 hydrants (standpipes) as soon as possible, and 15 more in the future. To be practical, they also authorized the purchase of 300 feet of fire hose.

By the time the hydrant question came to a head, Hayden Hughes was the District pipefitter, and also operated the Bryn Mawr Plumbing Service. When the hose was authorized, Hayden and his right-hand man, Bill Tomlin, obtained a two-wheeled hose cart and hung it from the rafters in Hayden's garage. When they had a fire call, they would load the cart in Hayden's pickup and away they would go. There were others who helped, but not too many were around during the day, except Fred Hebner who operated a greenhouse in Bryn Mawr.

Progress was not fast enough for some District men, so in June, 1936, the Bryn Mawr Civic Club took an interest in the area's fire protection. Their Executive Board: Ernie Bare, Claude Hisey, and George Banderet, petitioned the Water District to form a legal fire department under the 1933 State fire laws. This request was taken into consideration.

The Bryn Mawr Civic Club was busy with other community projects also. The dirt trail to the schoolhouse was always a problem, so the Club put in a plank walkway. In July, 1937, the Civic Club talked the County into putting in cement sidewalks to the school, to be done by the W.P.A. (Works Progress Administration, a depression make-work project). The Water District gladly furnished water for the project, and everyone was happy, especially the school custodian.

There were more people moving into Bryn Mawr all the time, so in March, 1937, it was necessary to drill another well -- a good source of water was brought in at 125 feet.

The time had come to take action and purchase a four-wheeled vehicle with a pump to fight fires. The Commissioners met with Renton Attorney John Dobson, who would do the legal work to place the purchase request on the ballot as soon as possible.

An interesting sidelight came up at the Board meeting of January, 1939. Hayden Hughes had been working part-time for the District for quite some time and asked for a \$5.00 raise. Two Commissioners were in favor, the other one, Frank Nichols, threatened to resign if the raise was granted -- Hayden didn't get the raise.

Still looking out for the area, the Civic Club convinced the County that sidewalks were needed all over Bryn Mawr, and requested the W.P.A. do the job. The Water District was again asked to supply water for the project, and passed the request with the condition the men use as little water as possible. The project put a lot of local men to work. To help offset the cost of the project, according to Johnny Moore, the homeowners were charged 15 cents a running foot. During the depression years, some people had a hard time digging up the money, and some took a few years to clear the title to their home.

On March 10, 1940, the people of King County Water District 14 voted to purchase a fire truck and the necessary equipment to give the volunteers something to work with. The Water District Commissioners held their regular July meeting in the Kent City Hall and Fire Station, taking along a number of volunteer firemen (who were using the old hand pulled hose reel), as an inspection committee.

All eyes lit up when they inspected the 1925 Howard-Cooper pumper. The Commissioners and firemen liked the pumper and purchased the engine from the City of Kent for \$900.00 on September 15, 1940. There was some discussion as to who was going to drive the vehicle to Bryn Mawr, Chief Hughes won. There was no place to store the pumper when they arrived in Bryn Mawr, so it was temporarily stored in G. H. Hughes' garage, across the street from the present office and shop of Water District 14.

The Water District purchased two lots where the District office is today from R. L. East for \$250.00. The Firemen finished the building for the engine and office on November 21, 1944, and everyone was pleased.

New officers of the Fire Department were Hayden Hughes, Chief, James Simpson, Assistant Chief, Mayland "Scotty" Walls, Captain, and G. H. Hughes, Lieutenant. The officers were backed up by Fred Hebner, Roy Jordan, Don Jordan, Mr. Shamek, Bill Tomlin and others.

Other Water Commissioners who served through the years were: Frank Nichols, who found it necessary to resign in March, 1941 and was succeeded by George Banderet. Arthur Hill moved in June, 1944, and James Carlson replaced him. George Conklin was ill in April, 1945 and replaced by Alex McBain. James Carlson resigned because of poor health in August, 1948 and Claude Hisey again filled in. On October 17, 1951 George Banderet died, and David Thorson, the grocer, was appointed to fill the term until November, 1953 when he moved from the District, and Angus McDonald filled the vacancy. At the end of 1954, Frank Nichols resigned and George Heimbach filled the spot in February, 1955.

The State Legislature decided these hardworking gentlemen deserved to be paid, and a bill was passed enabling the water and fire commissioners to receive \$10.00 per meeting attended.

The Civic Club decided the streets should be lighted to relieve some of the darkness and purchased four lights. Then a Civic Club member found out the Water District could erect and maintain lights with power to assess the customers. The Water District took over the four lights the Civic Club purchased and added some more and did not charge the customers. Over the years more lights have been added and changed from incandescent to sodium vapor. Today, it is hard to imagine how dark it was without street lights.

In 1942, at the beginning of the War, the Government encouraged every community to have a Civil Defense group. The Bryn Mawr group had no place for their headquarters, so the organization approached the Water District for office space they could use at night. R. L. Hale, Fred Beers, and other Bryn Mawr wardens had a place to work when the Commissioners gave the nod.

At the end of 1943 Scotty Walls became chief of the Bryn Mawr Volunteer Fire Department, and it was time to form a fire district, instead of being under the jurisdiction of the Water Department. Plans were made for a transfer when the time came.

The first meeting of the new Board of King County Fire Protection District 20 was held in the Water Department office on February 18, 1944. Plans were discussed by the newly-appointed Commissioners, Chuck Curtis of Lake Ridge; Ross Clark, Seattle Heights (later Skyway); and Scotty Walls, Fire Chief from Bryn Mawr.

Now that the Water Department was out of the fire business, they could concentrate on the new wells they needed to keep ahead of the construction going on in the area. The first thing was to fill the vacancy left when William "Water" Edmund finally retired after 20 difficult, formative years with the Department.

A good part of the void was filled when Toivo Moilanen appeared and took the job as Assistant Superintendent, a job that became full-time after only a few months. Things needed a lot of attention and Toivo was the man.

The water system installed in 1926 needed upgrading and rebuilding. Also a new tank was needed to replace the two wooden tanks that were in service for the same length of time. On April 11, 1950 bids were let for an upgrading job with new fire hydrants included.

In the last 30 years, things have gone fairly smooth for the District with few problems. The system has been added to, overhauled in spots, and generally run without incident, due to the dedicated men who first took over the reins, worked hard and long, who received nothing but glory, and very little of that.

If you want to drink water without chlorine, fluorine, and a few other chemicals, use the water provided by King County Water District 14.

CHAPTER 9

BRYN MAWR GREENHOUSES

A. T. WILSON and NELLIE, His Wife

In November of 1906, Mr. A. T. Wilson, a member of the Mental Science Health Group, purchased a 12 acre tract on Grand Avenue (87th Avenue South) near Lowell Avenue (South 121st). His aim was to build greenhouses before the snow began to fly, so he hired all the help he could find, which was not much. With determination and hard work Mr. Wilson had vegetables and plants ready for the growing season. By March, 1907, Mr. Wilson had half an acre under glass (in greenhouses) and was still expanding.

In 1908, help arrived. Fred Hebner, age 17, was hired and worked for Mr. Wilson for several years, gaining experience he used later on.

A. T. Wilson and Nellie, his wife settled down and built a home. Their daughter, Nellie was 13 when the Bryn Mawr School opened in 1908. Mr. Wilson must have died about 1909, because the 1910 Census lists only Nellie Wilson, daughter Nellie May in one household, and son Roy Wilson, and wife, Anne in another home. Nellie also had another son, Ira Wilson.

Nellie cared for the greenhouse, and had seven or eight cows to fill her "spare time." It would appear Mrs. Wilson ran the greenhouse until 1916, when she sold 17 acres on Grand Avenue (87th) to Ralph Richardson.

STUBER AND RICHARDSON

Ralph Richardson, born in Hagerstown, Maryland in 1889, married Edith Bailey (born 1891, Springfield, Ohio), in 1914 at Columbia City, a suburb south of Seattle. Ralph worked in a greenhouse on Holly Street. They moved to Bryn Mawr in 1916, onto property Ralph bought from Mrs. Wilson.

Edith's folks, the Baileys, lived at the end of 85th on the southwest corner, probably moving to Bryn Mawr about 1916. They had two cows and raised chickens also. They later sold to Goebels and moved across the street from the home Richardsons built at the corner of 87th and 121st St.

Shortly after the Richardsons arrived in Bryn Mawr they started to raise a family. Their three children were born in Bryn Mawr: Louise and Bud, both of whom live in Kent; and Edith, "Sis," who lives on 84th South, just six blocks from where she was born. Edith Clark is a widow and has a daughter, Sherry, an Airline Captain; and a son, Michael, an Attorney.

Ralph met his future partner, Joe Stuber, while Joe was working at a greenhouse on Mercer Island. Joe was born in Dersbach, Switzerland, and immigrated to the U. S. when a young man. He worked in the east before coming to Washington State, probably about 1915 or so. Joe learned his trade in Germany and worked with Ralph a few years before becoming his partner about 1921. Joe remained a bachelor all his life.

About 1926 the partners began growing bulbs on 325 acres they bought near Fall City. The ground was beautiful and they had high hopes, but in a few years it began to flood and washed away all the bulbs. After fighting the waters with no success, they gave up raising bulbs in the Snoqualmie Valley, and leased property in the Kent Valley where business was good.

Through the years Stuber and Richardson specialized in cut flowers, especially chrysanthemums and carnations, which were good business until the Depression came and people didn't have money for flowers. So Joe and Ralph raised tomatoes and cucumbers, something people could eat, shipping them to their main market, Alaska, via the Alaska Steamship Company.

Business was good and things were coming together when the partners incorporated January 2, 1930, under the name of Stuber and Richardson, Inc. with Ralph Richardson as President and Treasurer, and Joe Stuber, Vice President and Secretary.

In 1929 the Seattle-Renton Lumber Co. in Bryn Mawr started producing hog fuel (chewed up scrap lumber). Ralph and Joe saw the advantage of a cheap fuel, and had a hog fuel burner installed in one of their boilers. Joe's nephew John Stuber, Jr., got the job of stoking the boiler. Later on Bill Tomlin, another local boy, did the same job. The work was heavy, but jobs were scarce; all they had to do was keep the automatic stoker in fuel and a dozen other things Joe and Ralph always had ready for them to do.

Some of the local residents can remember the fields of bright yellow daffodils growing behind the greenhouse every spring.

In the winter of 1941-42 a large accumulation of snow broke the power lines. Without power the greenhouses could not operate, the boilers were shut down for days, the pipes froze, and the heavy snow broke the glass in the greenhouses. Total damage was extensive and with business not the best because of the Depression, the collapse of the greenhouse almost brought Ralph and Joe to their knees. However, the stalwart pair rebounded, rebuilt the greenhouses, and the business prospered.

Joe Stuber died in 1949, leaving Ralph to manage the business alone. Ralph retired sometime later and sold Stuber and Richardson, Inc. in January, 1950, to Hank Komatsu, who operates under the name, Lake Washington Greenhouse, on 87th South just south of 122nd Street.

Ralph retired for a short while, then built a small greenhouse on South 121st Street and kept fairly busy. A long-time friend of Joe Gottstein, founder and owner of Longacres Racetrack, Ralph obtained the contract to furnish geraniums and fuschias for the track when it opened in 1934, and continued doing so until he died on June 29, 1966. Ralph and his wife, Edith, were good customers of Joe's, and would lock up the greenhouse and go to Longacres when a good day of racing was on tap. Edith (Bailey) Richardson died in 1984 at the advanced age of 91.

Stuber and Richardson owned all the property from 85th to 87th South and from South 121st to 124th Streets, most of it under glass. They also owned property on the east side of 87th Avenue to Rainier Avenue. Future expansion didn't materialize; however, the property was a good investment.

THE BRYN MAWR GREENHOUSE

In 1905 Melvina and Frank Hanson moved to Bryn Mawr, one of the first Mental Science couples to build a permanent residence in the wilderness. In July, 1906 the Hansons and George and Melissa Dorflinger began the Bryn Mawr Water Company, the first improvement to the community besides the Mental Science Store. However, operating a new utility was not enough to keep Melvina busy.

In 1908, to get an early start on spring planting, Melvina bought five acres above 4th Street (84th South), and south of Irving Avenue (South 118th) as a perfect site for her new greenhouse. The well chosen land was on a gentle slope for drainage, had good soil and an all-year spring on the high side of the slope. In 1909 it was well out in the woods by itself, except for the new Bryn Mawr School nearby.

Melvina operated the greenhouse about 14 years, until 1922, when Tom Iwasaki came to Bryn Mawr to inspect the greenhouse business. All his life he wanted a chance to work for himself, and here was the opportunity.

TOM IWASAKI AND FAMILY

Tokusaburo (Tom) Iwasaki was born in Japan in 1887, son of a well-to-do landlord family. Tom was independent, had definite ideas and how to accomplish them. As a young man, he stowed away on a ship, and ended up in New York City. He held many jobs to establish himself and then returned to Japan to get married and raise a family.

Tom and his family stayed in Japan until 1918 when he decided he could do better for the family in the United States. Tom left his two oldest daughters, Molly and Chika with his mother, and he and his wife, Haru, and their youngest daughter, Sachi, left Japan by way of Yokohama for the United States.

Tom and his family put down roots in Bryn Mawr, worked hard, and made a success of the greenhouse they bought from Melvina Hanson. The three older girls, Molly, Chika, and Sachi, were born in Japan; the others were born in their home, at the corner of 84th South and South 118th, with the aid of a Japanese mid-wife. These were also busy days for Haru, the mother, besides caring for the children and the home, everyone worked in the greenhouses.

Sammy was the first United States citizen in the family, followed by Seiko, George, Toshi, John, Gabby, and Mary.

All 11 kids went through the eight grades of Bryn Mawr School and graduated from Franklin High School. Like most of the other kids in the community, they rode the "Galloping Goose" to Franklin or walked to and from the city limits to ride the bus. Bus fare was only two tokens for a nickel, the children carried their lunches, but the budget was still close.

When Tom became established in Bryn Mawr he marketed his wares at the Seattle Pike Place Market, where he got a boost from his older brother, Kamesaburo Iwasaki, who graduated from a Japanese University prior to coming to the Northwest before Tom. Kamesaburo was an interpreter, had a paper sack business at the market, and made all the signs every day for the other produce merchants. Tom had no motor vehicle in the early days to take his goods to market. Every morning he would load his boxes of produce on a wheelbarrow, take them to the Maple Shade Station, and load them on the Galloping Goose. In a few years he had a Model "T" which made the job easier and faster. Tom also delivered his main crop, cut flowers, to the big Seattle florists -- O'Neils, Rosaia Bros., and Chas. E. Sullivan.

Tom was the horticultural pioneer of Bryn Mawr and his family worked the Bryn Mawr greenhouses uninterrupted from 1924 until the 2nd World War started, and the family was interned at Tule Lake, California. Near the end of the War Sammy was inducted into the service, and saw action as an M.P. in Germany. George was in the much-decorated 414th Regimental Combat Unit ("Go For Broke"). After the War Johnny was stationed at Fort Lewis with the 2nd Division; and Gabby the youngest boy, served during the Korean War.

When everything was settled and the family was back in Bryn Mawr, Tom was busy raising chrysanthemums, lilies, and poinsettias, with tomatoes and cucumbers as a sideline. Toshi, Sam, and his new bride Chizuko, helped run the greenhouses.

Sam found time to join the Bryn Mawr Fire Department on September 2, 1952, going through the ranks and becoming a Captain, the rank he held until he died April 16, 1962. Tom carried on with the help of Chizuko, Sammy's wife, Toshi, and other members of the family, until the property was sold in 1976 to Greenwood Greenhouses operated by the brothers Kunio and Shig Otani, who operate under the name "Bryn Mawr Greenwood."

Just because the property was sold did not mean Tom would retire. He had one greenhouse and grew his specialty: tall, full, showy chrysanthemums, tomatoes and cucumbers, almost by himself, except with the help of daughter, Toshi Takahashi, and probably some of her family; and Don Jordan part-time. Finally, in 1978 Tom began to slow down and take it a little easy, and at the age of 98, Tom died on March 15, 1985, leaving most of his children, 26 grandchildren, and 16 great grandchildren, quite a few of whom still live in the area.

HEBNER GREENHOUSE

Gustavus Hiibner (Hebner) and his wife, Susanna, arrived in Bryn Mawr in 1908 with his family of ten & set up housekeeping at Johnson Avenue (South 119th Street), and went to work as a sawyer with the Maple Valley Lumber Company in Bryn Mawr. Fred, the third oldest, was 14 and needed a job when he heard Mr. Wilson of the Mental Science Group, had a new greenhouse on Grand Avenue and wanted help, Fred applied and was hired.

Fred worked for Mr. Wilson for a couple of years, kept his eyes open, and learned a lot under a good teacher. After leaving Mr. Wilson, Fred

went to work for Hollywood Farms of Woodinville, stayed nine years in the horticultural end, until he and the foreman did not see eye to eye.

In 1926 Fred and his brother Lawrence went into business for themselves with four greenhouses on 87th and 118th. Their main crops in the early days were cucumbers and tomatoes in the spring and summer, and chrysanthemums and poinsettias in winter. Some years they had 50,000 pots of poinsettias ready to go by Christmas, the most in the Northwest.

During the Depression they grew produce almost entirely. Gus and Susanna sold the output at the Pike Place Public Market, loading the goods in the Model-T pickup each morning and taking off for Seattle. In his spare time, Gus hauled coal from the mine at Coalfield in the Model-T, until Fred and Lawrence switched to oil and he could take it easier.

Fred and Lawrence thought the greenhouse business was getting too crowded in Bryn Mawr and moved their business to an eight acre plot on Benson Highway between Renton and Kent, where they operated until 1945 when they tore the houses down and started the Hebner Florist Shop on 3rd Avenue in Renton. Fred's daughters, June Cooper and Fran Rutherford Link, worked in the flower shop, especially at holiday times, which were always hectic. Fred and Lawrence sold the shop in 1965 and retired.

To keep busy, Fred, age 94, still keeps house in Bryn Mawr, bowls four days a week, and attends the Methodist Church. Lawrence passed away in 1985. Members of their families still live in the area.

BONNELL NURSERIES

Julius J. Bonnell was born in France, February 12, 1875. As a very young man he entered the horticultural business, graduating from four horticultural schools while still in France. At the request of the French Government, he visited the Pacific Coast of the U. S. at a very early age, gathered horticultural information, and returned to France.

Julius liked the Northwest, returned in 1897, and built a small nursery in the Montlake area of Seattle. In 1908 he moved to Kirkland where he acquired 14 acres in what is now the heart of town.

Julius was appointed manager of the floral displays at the Alaska-Yukon-Pacific Exposition in 1909 in Seattle. He also landscaped the new Washington State Capitol grounds at Olympia, and aided in the design of the Peace portal at Blaine, Washington, on the Canadian Border.

In 1921 he again expanded, this time to the Factoria district where he purchased 27 acres and put it all in shrubs and trees. Things must have been growing by leaps and bounds, in 1922 he eyed a nice fertile plot of ground near the southwest corner of Lake Washington, and bought 117 acres from the Yesler and Latimer Estates for the large spread.

The move to Bryn Mawr was made and soon the whole area was covered with shrubs and hothouses, the business was in high gear. At the peak

of expansion there were 32 people on the payroll. A 6-inch pipeline was installed from Cedar River, and in the hot summer months the operation required 140,000 gallons of water per day.

After a year or so, Julius Bonnell found he had a noisy neighbor to the north, the Bryn Mawr Airport was in operation and growing. He could stand the noise, but when the wind blew from the north, the small planes took off into the wind, and blew dust and sand all over his shrubs and flowers. To beat this drawback, he planted poplar trees along the north boundary of his property for protection. For the flyers it was not bad at first, but when the trees started to reach for the sky, it was tough for the planes coming in and taking off over the tall trees.

Julius and his wife, Camille, had two sons, Frank B. Bonnell and Julius E. Bonnell, who both entered the nursery business when old enough to hold a shovel. With Julius' ability and leadership the new Bryn Mawr nursery began to add exotic trees and shrubs from Japan, France, England, Germany, China, Korea, and other areas he selected during his extensive travels. Some experimental shrubs and trees were planted to see how they would grow in the Northwest, on land just across Rainier Avenue where the Bonnells built a brick home. The home is still there, in back of the present Cheers Restaurant near the airport tower.

Mr. Bonnell also participated in community life. When the Bryn Mawr Women's Club opened their new clubhouse in 1936, Bonnell's Nursery donated the greenery. He was an officer and member of national, state, and local nurserymen's associations.

In 1937 the Seattle City Light transmission towers coming from the Skagit River to downtown Seattle, marched across the north end of the nursery. The pylons made landing at the Bryn Mawr Airport difficult, which cut down traffic some, and meant less dust on Bonnell's greenery.

One rainy morning, March 2, 1939, Julius Bonnell was found face down in a pool of water on the nursery site, a victim of an apparent heart attack, a dedicated man of the soil had passed away. Before Julius died, his son, Frank, had been groomed for the job and took up the reins and kept the Bryn Mawr property humming.

The nursery business was good until the beginning of World War II. The Renton Boeing Plant began building long-range bombers which required a larger airfield for testing. Bonnell's Nursery received an ultimatum the Government needed 55 acres of their land, which contained 500,000 nursery items, by April 15, 1943.

On April 4, 1943, Bonnell's had a large moving sale -- bring your shovel and burlap bags and dig your own shrubs and trees. The balance of the property would be vacated later.

Frank purchased 72 acres near where the present day Payless Store is located in South Renton. Bonnell's operated from this spot for a few years until the sale of the land for merchandising was too good to pass up, Bonnell's sold out, the end of a large, successful 46-year operation.

CHAPTER 10

BRYN MAWR WOMEN'S CLUB

The people of the small community of Bryn Mawr were trying to earn a living and trying to make things livable when in 1905, the Mental Science organization started a grocery store, and held a few social events, but there was no local group to knit the whole neighborhood together.

On April 6, 1927, things were about change. On this eventful day, 40 ladies gathered in the living quarters of Malie King, who ran the Cash Saving Store, at the intersection of Carlysle Avenue (South 114th), Baker (88th South) and Lake Streets. The ladies didn't gather together just for "tea" on this day, all were very much interested in organizing a club for the welfare of the community and to liven up Bryn Mawr's social life.

Since it was Mrs. King's home, (the only place large enough for the meeting) it was natural she would act as president pro-tem to start things rolling. Mrs. King called the meeting to order and called for election of officers; two brave women, Mrs. Winifred Mayner (Winifred became Mrs. Killian sometime later), and Mrs. Blenda Tuttle, were elected president and secretary, respectively, of the Bryn Mawr Women's Club.

The first order of business was the appointment of a committee to draft a constitution. President Killian appointed: Laura Kenney, chairman, Mary Dial, Olive White, Mary Berg, and Melissa Terhune, who were to have a report ready for the May 11th meeting. When all business was taken care of, everyone was pleased when Mrs. King, the hostess, served cake, ice cream, and coffee to make the day a success.

A committee met to draw articles of incorporation for the Bryn Mawr Women's Club; however, wheels turn slowly when an organization is being formed, and it was a year later, May 25, 1928, before the articles were drawn and ready for signatures. The meeting was held at Mrs. Emma Miller's home, and 31 ladies witnessed the official document on that banner day.

After the legal work was over, President Winifred Killian called for a committee to name a slate of officers to serve from April, 1928, through March, 1929. Mrs. Blenda Tuttle was unanimously elected president, Laura Kenney, vice president, and Ina Collier, secretary. These officers, and a few members who signed the incorporation document were: Ethel Knoblauch, Cecile Leggett, and Anna Holland as trustees. From this day the Bryn Mawr Women's Club, Inc. was legal, with a full set of bylaws that have served the club nicely all these years.

Incorporation was the first important event of an active community organization; from the beginning the membership roster has read like a community "who's who." Lists of those who signed the membership roster at various times are shown on Pages 48, 49, 51, 51a, 54, and 54a.

While awaiting incorporation the Club women remained very active.

CONSTITUTIONAL ROLL

WE, the undersigned, hereby agree to perform and fulfill all the requirements of membership in the BRYN MAWR WOMEN'S CLUB, and to conform to all the rules and regulations of the Club as expressed and set forth in the Articles of Incorporation and the By-Laws now in force, as well as those hereafter adopted by the Club or its Board of Trustees.

NAME	ADDRESS	DATE
Ernest L. Holland	Bryn Mawr Wash	May 9-23
Melvin D. King	" "	" "
Hazel Ingram	" "	" "
Carol M. Rorer	" "	" "
Rachel L. Hale	" "	" "
Emma J. Gillis	" "	" "
Minnie Mc Bain	" "	" "
Hazel M. Barnum	" "	" "
Dora K. Conner	" "	" "
Leif M. Cole	" "	" "
Laura E. Karam	" "	" "
Maud Palmer	" "	" "
Olive R. White	" "	" "
Julia E. Hall	" "	" "
Viola M. Wright	" "	" "

NAME	ADDRESS	DATE
Mabel Modica	Bryn Mawr, Pa.	May 9-28
Emma Miller	" "	" "
Nella C. Christwell	" "	" "
May Ingram	" "	" "
Cecil Leggett	" "	" "
Winifred Maynor	" "	" "
Ethel Furbelauch	" "	" "
Laura Leroy	Bryn Mawr	" "
Velta Spachol	" "	" "
Mary E. Hall	" "	" "
Leona J. Bonbrun	" "	" "
Mildred Cox	" "	June 6-28
Lea Cunningham	" "	June 6-28
Melvinia F. Hanson	" "	June 28/28
Mrs. C. M. Dial	" "	July 11-28
Leona M. Collins	" "	July 11-28
Joan Y. Nelson	1918 Princeton	Aug. 1, 1928
Beatrice Walley-Bryn Mawr	" "	Oct. 3-1928
Margaret Johnston	" "	Oct. 3-1928

NAME	ADDRESS	DATE
Margaret A. Breen	Bryon Maurer	Nov 7, 1928
Helena Myrberg	Bryon Maurer - Nov 7, 1928	
Esther L. Leland	Bryon Maurer	Nov 7, 1928
Pauline Pollard	Bryon Maurer	Nov 7, 1928
Raymond L. Leland	Bryon Maurer	Nov 7, 1928
Jessie L. Leland	Bryon Maurer	Nov 7, 1928
Mary E. Berg	Bryon Maurer	Nov 7, 1928
Alma Berg	Bryon Maurer	Nov 7, 1928
Belle Berg	Bryon Maurer	Nov 7, 1928
Edna Berg	Bryon Maurer	Nov 7, 1928
Hattie Berg	Bryon Maurer	Nov 7, 1928
Phoebe Berg	Bryon Maurer	Nov 7, 1928
Kenneth Berg	Bryon Maurer	Nov 7, 1928
Louise Berg	Bryon Maurer	Nov 7, 1928
Elizabeth Berg	Bryon Maurer	Nov 7, 1928
Leola Berg	Bryon Maurer	Nov 7, 1928
Alma Berg	Bryon Maurer	Nov 7, 1928
Ida Berg	Bryon Maurer	Nov 7, 1928
Mary Palmer	Bryon Maurer	Nov 7, 1928
John C. Palmer	Bryon Maurer	Nov 7, 1928
Alice Palmer	Bryon Maurer	Nov 7, 1928

Arrangements were made with the School Commissioners to use the Bryn Mawr School for their community social functions. Teas, card parties, dances and all kinds of socials were held in the small community that had not enjoyed a social life to this extent before. Gentlemen were invited to some events, for their company and to lift the heavy stuff occasionally.

From day one, the long-range plan was to have a club house for the social and business needs of the Club, and the ladies never lost sight of that goal. With the enthusiasm of a group of youngsters, they had card parties, luncheons, quilt raffles, carnivals, dances, teas and any other activity that would generate money from the members and everyone in the community who had a spare nickel. A few dollars began to trickle into the treasury, and a savings account was established at Peoples Bank in Renton.

Acquiring property upon which to erect a building was the first order of business. Different locations were looked at, other locations may have been better, but the most reasonable was an offer by Frank and Melvina Hanson to sell two lots on 115th Street for \$100.00. In 1931 when Ethel Knoblauch was president, enough money was earned to purchase the property. The site was in the center of the community and since there were not many autos around, people could and did walk to the club house for weddings, dances and other social events.

During the time funds were gathered to finance erection of the club house, most of the doings were held in the member's homes; large events were held in the school house. During the nine years of fund raising, the social chairman had to tote the baskets of supplies, plates and cups, etc. to different homes each meeting, but this did not slow the ladies.

Mrs. Ethel Knoblauch was president for the second time, and Mrs. Ina Collier was secretary, when the members felt prosperous enough to appoint a building committee in April, 1935. Mrs. Belle Pryer, a very capable lady, was chairman. It was four years since the property was purchased and the persistent members had gathered \$1,308.00 in funds since then. Jim Carlson, Manager of the Seattle-Renton Mill, had the building experience the committee was looking for and, after a number of meetings, accepted the job. Besides, since his wife, Ida, was a good member of the club, he did not charge the ladies for doing the job.

Mr. Carlson was informed the tight budget was not to exceed \$1,645.00. Jim studied the situation carefully and proposed as most suitable for the lot and the money, a building 30 x 50 feet. The committee accepted the plans and Mr. Carlson suggested Clyde Spooner be hired as contractor. It is said he may have twisted a few arms to make his point. Mr. Spooner had erected many other buildings in the community for Mr. Carlson, and Jim was very satisfied with Clyde's work. Mr. Spooner and Mr. Carlson each made very little on the job. Whether the Seattle-Renton Mill broke even is a matter of debate, since they donated much of the material.

Mr. Spooner hired two local men, Andy Anderson, and his son-in-law, Toivo Moilanen, because they could walk to work, both lived just a block away from the job. After the building was well under way, many of the

NAME	ADDRESS	DATE
Allen Hestonick	Bryn Mawr	April 1937
Paul C. Stuffed	Bryn Mawr	Jan 1st 1932
Romana (Bridget) Bryn Mawr		June 7, 1933
Helen Olson		
Anna D. Pifer		Jan 3, 1934
Lillian La Chapelle		Feb 7-34
Dorothy Browne		Feb 7, 34
Jimmie F. Egan		" 7 "
Eliza Gaskell		" 7 "
Dora Cornet		Feb 7, 1934
Helen M. Ballou		March 6-1935
Leola E. Hunge		March 6th 1935
Helen Thompson		Nov 6th 1935
Marion H. Lewis		March 10th 1935
Mrs. Helen Waldorf		April 1st 1935
Grace Beers		May 1, 1935
Lillian Mitchell		June 3-3
Lillian Thompson		June 3-32
Helen Waldorf		June 3-32
Violet Griffith		June 7-193
Alma Hickey	Bryn Mawr	April-1937
Margaret Smith	Bryn Mawr	April 1937
Catherine Earl	10515 Pinar Drive Seattle Bn. 11	
Dorothy Adairling	10650 Dixon Dr., Seattle, Bn. 11	
Virginia Undering	1114 84th Bryn Mawr, 7th	
Edna M. Rose	113th & 84th St. Bryn Mawr May-1941	
Anna Vogel	Belling St. Bryn Mawr	
Eula E. Frown	Bryn Mawr	
Marjorie G. Bungarner	Bryn Mawr, 101	
Edith M. Walster	Bryn Mawr	
Jessie Scott	Rt. 11, Box 131, Seattle June 1st 1935	
Janet D. B. Bryn Mawr	Bryn Mawr, Bn. 11	
Maude V. Newton	104th & Rainier Ave. Oct. 1-1941	
Carrie Sprague	Bryn Mawr - Box 215 - 10th St. Nov. 5-1941	
Margaret Hunter	11419-88th Bryn Mawr	
Ernest L. Formine	8821-8th - 117th, Dec. 8-1941	
Clara J. Fish	10628 Rainier Ave. Dec. 3-1941	
Joan Miller	10628 Rainier Ave. Dec. 3-1941	
Maya F. Flynn	10644 - Rai. Ave. Jan. 7-1942	
Edith H. Hickey	8434 - 113th St. Bryn Mawr, Nov 4 - 1942	
Edith H. Hickey	8434 - 113th St. Bryn Mawr, Nov 4 - 1942	
Edith H. Hickey	8434 - 113th St. Bryn Mawr, Nov 4 - 1942	

Name	Address	Date 1942-7
Mildred Waugh	R 11 Box 81 A Seattle	
Jane Cooper	Bryn Mawr, Wash.	
Edith W. Gwell	Bryn Mawr, Wash.	
Jane Lawrence	Bryn Mawr, Wash.	
Florence Muller	Bryn Mawr, Wash.	
Anna G. G. G. G.	Bryn Mawr, Wash.	
Edith G. G. G.	Bryn Mawr, Wash.	
Maudie G. G. G.	Bryn Mawr, Wash.	
Jessie Nichols	Bryn Mawr, Wash.	
Margaret C. Cunningham	Bryn Mawr, Wash.	
Ellen Rogers	Bryn Mawr, Wash.	
Josephine E. Nairn	Bryn Mawr, Wash.	
Blanche A. Lord	Bryn Mawr, Wash.	
Rene E. Buffum	Bryn Mawr, Wash.	
Willie Hubbard	Bryn Mawr, Wash.	
Marion Schaefer	Bryn Mawr, Wash.	
Alma Bridgman	Bryn Mawr, Wash.	
Edith Gansan	Bryn Mawr, Wash.	
Effie Lawrence	Bryn Mawr, Wash.	
Margaret P. P. P.	Bryn Mawr, Wash.	
May B. P. P.	Bryn Mawr, Wash.	
Lincoln Meadows	Bryn Mawr, Wash.	
Myrtle Jensen	Bryn Mawr, Wash.	
Kentel Stangard	Bryn Mawr, Wash.	
Paula Long	Bryn Mawr, Wash.	
Stella Arne Runt	Bryn Mawr, Wash.	
Marion Moman	Bryn Mawr, Wash.	
Josephine Kennedy	Bryn Mawr, Wash.	
Beatrice Koehler	Bryn Mawr, Wash.	
Ida L. K. K.	Bryn Mawr, Wash.	
Prudence J. J. J.	Bryn Mawr, Wash.	
Prudence K. K. K.	Bryn Mawr, Wash.	
Kell Ford	Bryn Mawr, Wash.	
Catherine Battson	Bryn Mawr, Wash.	
Clara Wall	Bryn Mawr, Wash.	
Stella Mella	Bryn Mawr, Wash.	

husbands and other local citizens pitched in and did much of the labor and some of the specialties. Claude and Roy Hisey did the wiring with the help of Marion Wilson, Fred Beers, Ralph Tuttle and Mr. Knoblauch. The banquet tables were made by Herman Heemink. The fireplace andirons were crafted by Ray Pryer. Hayden Hughes did the plumbing for practically nothing; and Mr. Carlson donated the large front door. The lumber was purchased at a nominal price from Seattle-Renton Mill and much was given free.

In April, 1936 a crisis arose -- the building budget was used up and it was necessary to float a loan of \$500.00 to keep the project from sinking. Melvina Hanson loaned the money, which was very much appreciated by President Edna Hill and Treasurer Ina Collier.

Completion of the building was in the final stage, and the time had come to think of furnishing the club house. A coal and wood range was procured for \$25.00; a piano for \$50.00; card tables, 50 wooden chairs, dishes, silverware, plaid drapes and a few other things were partially paid for from member donations. A Burmese fibre tapestry came from a member, and Bonnell's Nursery donated shrubbery. Other incidentals were scrounged from the community.

Friday, May 22, 1936, was the grand opening of the long worked-for Bryn Mawr Women's Club House. The ladies began the weekend with a Silver Tea in the afternoon, with all members attending. The first orchestra was on hand to furnish music for a whole evening of dancing. Other programs kept the hall in service for the whole weekend.

This weekend of community socials was just the beginning of a busy club house calendar, events such as: weddings and receptions; Firemen's dances each fall along with the annual installation of Fire Department officers, which is still held each January; the Bryn Mawr Civic Club meetings; Bryn Mawr Garden Club; Boy and Girl Scout meetings; these and many other community organizations now had a place to meet, (most of the time free of charge), other than at the school or member's homes.

It's no wonder the club house calendar was full, at one time daily rates were \$5.00 for members, and \$10.00 for non-members. The club house was one of the few places that would hold a large gathering. The Lake Ridge Community Club held their New Year's social there for years.

Over the years the women willingly gave service and time, along with the help of the strong men in their families, to make a success of this community project. A perpetual string of card games, dances, luncheons, and other social affairs, have kept the club house treasury solvent. It has not been all work, but many enjoyable times for the ladies also. The building was well maintained and the taxes paid.

The Fire Department would, from time to time, clean the gutters and do other chores within their scope.

In May, 1943, after 16 years of community activity which benefitted everyone, the Club paid off the mortgage. A celebration was held and the day's highlight was the burning of the mortgage, the Club was free of debt.

During the intervening years the Club set aside enough funds to keep the building in good shape and bought new floor coverings, drapes and modern kitchen equipment as needed. Others helped from time to time: the Past Presidents presented an American flag and stand; the Garden Club, who met at the Club House, presented the copper plates that were over the mantel for a long time. The wooden cover on the guest book was made by Alma Herr's husband, Russell, and is still in use.

During World War II, the Club held home-cooked dinners and Christmas parties for the soldiers stationed around the rim of the hill in Army Anti-Aircraft Batteries and Balloon Companies. The Commanding Officer, 1st Lt. Donald L. Hartman, Army Headquarters Battery "A" 260th AAA Gun Battalion, expressed the heartfelt thanks of the men.

After the War, the Club continued aiding the community by donating \$50.00 toward the purchase of an Emerson resuscitator for the new Fire Department.

From the beginning, all was not work and card parties, the ladies enjoyed many interesting, educational programs such as slide shows and lectures. Member Lola Kirkland, toured the Alaskan Arctic, Canada, the continental United States, and Mexico, and presented many interesting programs. Another distinguished guest was President Roosevelt's daughter, Anna Roosevelt Boettiger, whose husband was a Seattle newspaper man.

Through the years, members came and went, but one of the best loved and active members, Mrs. Grace Beers, died in 1958, a great loss to both the Club and the community. Mrs. Beers lived across the street from the Club House and was reservations clerk, handled voter registrations, and helped with custodial work, among other chores and duties.

The club house served the Bryn Mawr Women's Club and the community well through the years. But as time went on, it became a chore to keep up the building and repair damage caused by vandals. Also, today's mobile society made it difficult to rent a small hall and rentals dropped off. At a regular meeting, in May, 1968, a difficult decision was made to sell the property. The building was sold to Rudy Starkovich and John Guiliani for \$5,900.00.

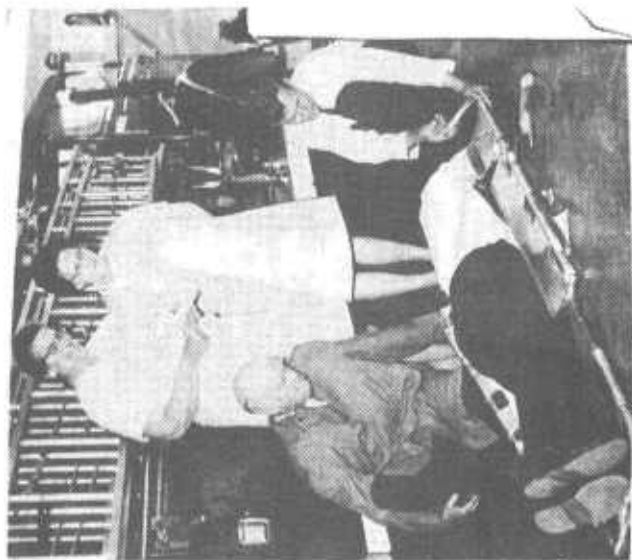
The Club filled another community need when, in 1971, they purchased for the Fire Department, a new clamshell-type stretcher which makes it unnecessary to lift an injured person onto the stretcher. (See page 54.)

Loyal members of the Club, some of whom have belonged for 50 years or so, and have remained active, arranged to meet at the Bryn Mawr Methodist Church, (a benefit to both the Church and the Club), after the sale of the club house. Meetings are held the 2nd Wednesday of each month at the Church, located at 80th Ave. South and South 116th Street; at present the roster contains 32 members.

The Bryn Mawr Women's Club has been an asset through the years to the community, providing many happy hours for both members and guests; and providing community service as well.

- | | | |
|---|---|--|
| June Austin - 11552-87th St. - Re. 9007 | Bernice L. Hunt - 8241 So. 1st St. - Seattle 88 | Ruby Thompson - 5716 So. 117th St. - Re. 88 |
| June A. Loken - 12403 79th Ave. S. - La. 5909 | Gene K. Thomas - 8722 S. 121st - Seattle 88 Ra. 7582 | Mrs. E. Barnett - 8814 S. 116th Place - Seattle 88, Wash. |
| Willie Ann - 8023 8023 5114th - La. 0608 | Eileen Kanner - 11017 Rainier Ave. - Seattle 88, Ra. 3266 | Margaret Cornelius - 18439 So. 115th St. - Seattle 88, Wash. |
| Edna (Cunningham) - 8521 S. 113th - Ra. 8093 | Hilfred M. Amore - 12116-87th St. - Seattle 88 Ra. 6796 | Ann Vaughan - 8409 S. 116th St. - Seattle 88, Wash. |
| Edna Barker - 8521 S. 113th - Ra. 8093 | Willie E. Wal - 11602 87th Ave. S. - Seattle 88, Wash. | Grace D. Finney - 8425 So. 121st - Seattle 88, Wash. (Ra. 8435) |
| Lothar King - 8540 So. 117th Pl. - RA 3319 | Helen Nolan Porter - 8531 So. 113th - Seattle 88, Wa. | Sharon D. Finney - 8425 So. 121st - Seattle 88, Wash. (Ra. 8435) |
| Marguerite Dimmitt - 8536 5117th Pl. - LA 4175 | Enelope J. Zimmerly - 10954 Forest Ave. - Seattle 88, Wash. | Mrs. Alpha E. Mapple - 8521 So. 117th Pl. - Seattle 88, Wash. |
| Paula Stehr - 8328 So. 131st - LA 3993 | Esther A. Johnson - 8510 So. 121st - Seattle 88, Wash. | Mary McConnel - 4608 Garden St. - La. 3975 |
| Leaile Williams - 8401 S. 115th - Ra. 256 | Lea. 2371 | |
| Cassie Poli - 8507 So. 114th - Ra. 256 | | |
| Barbara Johnson - 8507 So. 114th - Ra. 256 | | |
| Rose Anderson - 8524 So. 117th Pl. - Ra. 9 | | |
| Charlotte Jasper - 8513 So. 117th Pl. - Ra. 079 | | |
| Betty Johnson - 8513 So. 117th Pl. - Ra. 079 | | |
| Alma Paulsen - 8513 So. 114th - Ra. 73 | | |
| Ethel Amos - 8801 So. 115th Pl. - La. 640 | | |
| Maile Hongo - 10620 Ripon Drive - Ra. 319 | | |
| Brenda Loken - 11703 - 85th St. - La. 5748 | | |
| Marguerite Rose - 8415 So. 114th St. - La. 2391 | | |
| Sandra W. W. - 11611 - 85th St. - La. 2391 | | |
| Nellie Nielsen - 7821 - So. 114th - La. 4274 | | |
| Mary May - 8542 - So. 118th - La. 1377 | | |
| Marguerite Taylor - 10826 Rainier Ave. - Ra. 3736 | | |
| Anna F. Egan - 8427 - So. 114th - La. 0021 | | |
| Tom Strick - 10824 Forest Ave. - La. 6390 | | |
| Guille Downer - 10429 Forest Ave. - La. 2395 | | |
| Marie Christensen - 8526 S. 114th St. - RA 7126 | | |
| Margaret W. - 8415 S. 114th St. - Ra. 2391 | | |

Alma L. Herr R1-Box 80 Seattle W.
 Marion's Seattle 8428 So 114 St. Seattle 88, Wash.
 New J. Lewis 8501 So. 117 St. Seattle 88, Wash.
 Bernice E. L. 7528 2nd Ave. S. Seattle 88
 Vera L. London 1920 - Auburn W. Seattle 88, Wash.
 Helen Gold 10641 Dwyer Ave. Seattle 88 W.
 Mary E. Roberts 10800 Rainier Seattle 88
 Myra M. Lee 8520 Bowling St. 87 & 86 Bryn Mawr
 Hilda K. Cooke 11707 Rainier Ave. Bryn Mawr.
 Ruth C. Rock 8517 - So 119 Seattle 88 LA 1742
 Helen Evans Box 407 - Bryn Mawr RA 2655
 Helen Magnuson Box 534 - Bryn Mawr RA 2655
 Mary L. Dwyer Box 427 - Bryn Mawr, WA 6050
 Ruth Chitt 502 Bryn Mawr RA 6092
 Ora Smith 9239 - So 122nd Bryn Mawr. La-5544
 Dorothy H. Cister 7237 Sunnycrest Rd. Seattle RA 6614
 Mary Kaylow Box 149 Renton Wash. 4496
 Martha Ware 8432 So. 112 St. RA 5447
 Neva Colambis Box 493 Bryn Mawr (2211-85th St.) RA 8926
 Verma Koslark 8406 So. 117th Pl. Seattle, Wash. RA 2172
 Mahel Patton 7534 So. 118th St. Bryn Mawr. WA 6005
 Helen Grant 13006 87th St. Seattle RA 7472
 Abbie Will 8513 - So 114th. Bryn Mawr, WA 7379
 Vera Hill 8540 - So. 113th St. Seattle
 Blanche Mehl 8600 - So. 117th St. Bryn Mawr.
 William Williams 8502 - So 117th Pl. Seattle WA.
 C. McNeill 12637 - 87th St. Seattle WA.
 Stephen Mayberry Box 518 Bryn Mawr, Wash. RA 6460
 Leonard Shonborn 8007 - So. 116th St. Seattle WA.



Women's club donates stretcher

The Fire Department, Seattle, and U.S. Fire Marshal, on
 June 10, 1971, demonstrated how
 to use a stretcher, which was donated by the
 Women's Club, to the Fire Department.

Watching the demonstration are (l-r)
 Florence Naas and Pearl Nibarger of
 the Bryn Mawr Women's Club, Harold
 Cummings, Commissioner, Jim Carroll
 on the stretcher, and Fire Chief Don
 Sorenson help out. May 9, 1971.

BRYN MAWR AIRPORT

Before Lake Washington was lowered nine feet in 1916, the flood plain
 of the Cedar River combined with the outflow of the Lake into Black River,
 would make Renton a very damp place in the winter and spring, there would
 be water in Renton up to 2nd Avenue.

A delta formed over the years extending almost to where the North end
 of the Renton Airport is today. When the Lake was lowered, the swampy land
 was hospitable almost year-round and industry began to flourish. Bonnell
 Nursery, owned by Julius Bonnell, covered 117 acres where the course of the
 old Black River ran, over the old flood plain, and east to the course of
 the new Cedar River. Cedar River was straightened in 1912 when commercial
 waterway No. 2 was formed, rechanneling the Cedar's course where it had
 entered the Black River, about opposite the McDonald's Restaurant of today.

Frank Conklin, a local boy, landed a job at the Standard Oil Plant
 in Renton, making deliveries and doing other chores in the plant. While
 on a delivery along newly-opened Rainier Avenue early in 1922, he saw some
 action on the lakeshore opposite where the Bryn Mawr Tavern used to be.
 Frank stopped his Model T truck to see what George Thomas was doing with
 his steel-wheeled Fordson tractor on the delta.

George introduced Eddie Hubbard, who was placing planks on the beach
 to make a seaplane ramp for his mail plane. Frank sold Eddie the first
 aviation gas at the Bryn Mawr (Renton) Airport. Frank claims the field
 should be dedicated to Eddie Hubbard instead of Rogers and Post.

In the summer of 1922, someone decided the delta alongside the old
 Black River north of Bonnell's Nursery would make a good place for a small
 airport. Whoever it was had the field fairly well leveled off, the hay
 cut, and was in business with a 2,300 ft. north-south dirt and sand runway.

Apparently there was little action until about 1929 when Johnny Blum
 and his brother, Al, co-owners of Northwest Air Service based at Boeing
 Field, wanted to take on another phase of the plane service business. They
 expanded to the Bryn Mawr field with Bill Strain as a partner, and erected
 a hangar on the north end of the field next to the Lake. They also used
 another large triple hangar several hundred feet South, and built a home
 adjacent to the north hangar, right on the Lake edge, where John lived
 until he hired someone to operate the field.

In those days, the use of airplanes in Alaska was coming into its own
 when the bush pilots became active. In the North Country during the summer
 there were lots of lakes, so float planes were a natural. When the bush
 pilots came south for service or to get away from the cold, they would fly
 into Seattle and have the floats on their planes changed to wheels. The
 Blums had the facilities to make these changes, and offered other services
 as well when they opened for business in Bryn Mawr. The planes came in on
 floats and left on wheels -- the Blums had them coming and going.

Their Boeing Field business booming, the Blums needed a good man to operate the Bryn Mawr Field. In 1932 Al transferred Mr. Barrington to handle the mechanical work, and in 1934 hired a part-time movie projectionist, Ashley Bridgham, to take over the job of Field Manager. Ashley was a local boy, raised in Rainier Beach and the future Skyway area, and was around the field as a kid.

Ashley was watchman, dragged the field with an iron rail to keep bumps down, checked planes in and out, and did just about everything to keep the field running smoothly. He also kept busy a good part of the year changing floats and wheels on the planes.

Northwest Air stored and serviced a number of planes in the large triple hangar that backed up to the Black River, and some small hangars on the east side of the field backing up to Cedar River. Of interest were some 1918 Liberty engines made by Packard stored in a hangar.

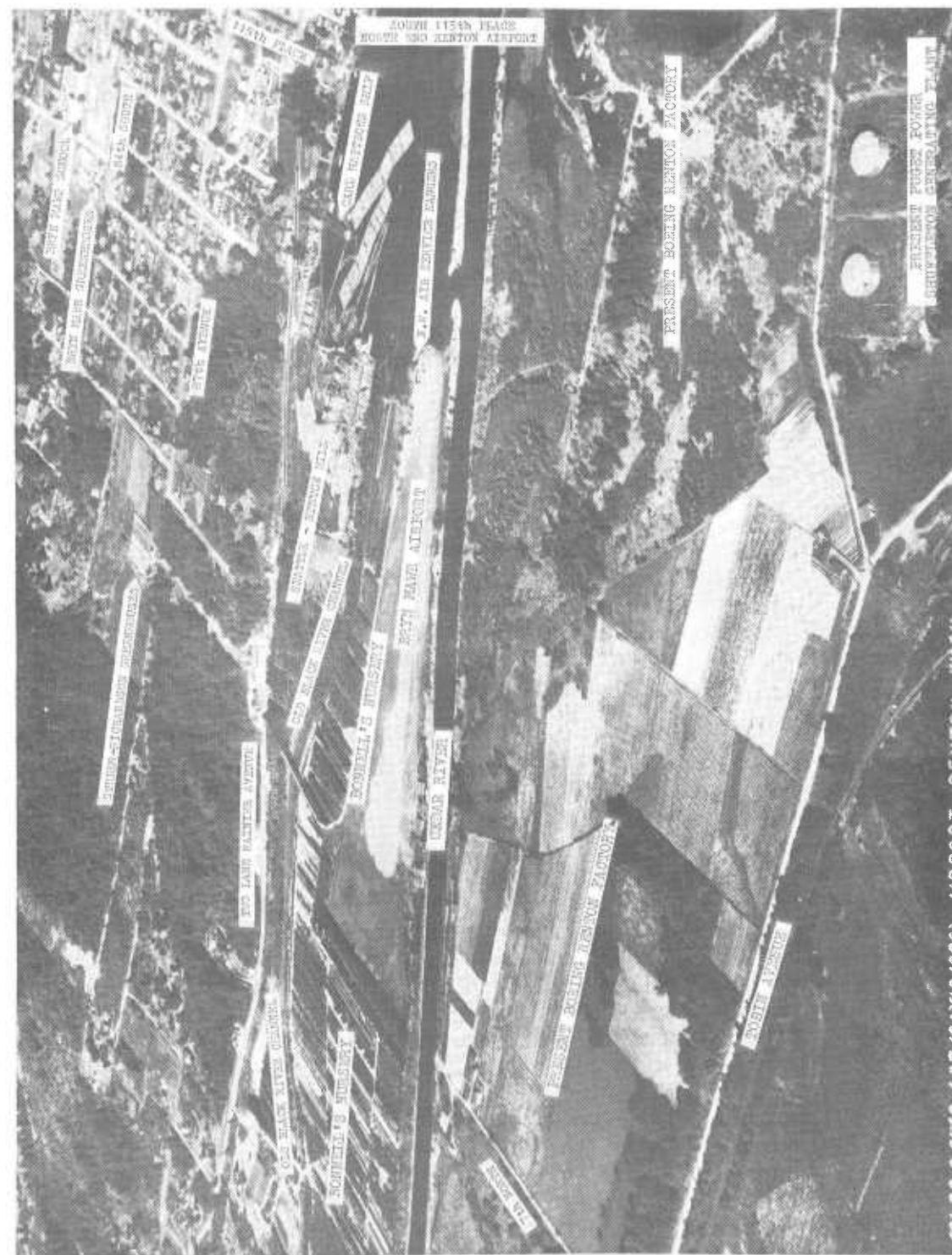
Ashley's main job incentive was the rent-free lakeside home located on the north side of the large hangar and facing Lake Washington. The view was beautiful, but the fireplace used for heat required a lot of attention. Ashley and Marian Bridgman's son, Michael, was born in 1936 after they lived there a few years. Ashley stayed until 1937 when Seattle City Light put transmission towers across Bonnell's Nursery, making it difficult for anything but small planes to operate from the field.

A group of local citizens interested in the art and joy of flying joined together to form the Bryn Mawr Flying Club, using the local field. On January 10, 1930, Winifred Kastrud and Van C. Griffin signed incorporation papers for the Club. However, after searching the records and asking people around the field today, there is no known activity of the club to date. The intent of the organization was to own and operate aircraft, to instruct people in the use thereof, and to promote the sport of flying.

About 1932, Archie Rutherford, Owner of the Triple XXX Root Beer Distributorship in Renton, was looking for a hangar for his new open cockpit Arrow Sport. N.W. Air had a corner on operations at the Bryn Mawr location, so Archie became a new tenant. Archie's son, Jerry Rutherford, about 14 years old and on his first flight with Ben Croan, found the sport was a quick drop kite when they came in for a landing. This was Jerry's first flying lesson, and since he later became a pilot for West Coast Airlines and Hughes Air West, the early instruction must have sunk in.

Archie was new to flying and hired Johnny Langdon to ferry him around until he obtained his own license. It was not long until Archie decided the open cockpit Arrow was too breezy, and bought a used OX-5 Curtis Robin that had a cabin. Archie was bitten by the flying bug and had progressively larger and better planes.

Archie had some young girls working at the Triple XXX who wanted to go for a plane ride. Johnny was just the guy to grant their wish, and one at a time took Audrey Caldwell, Elsie Miller, Peggy Holder, Doris Bunstine, and others for a spin. He gave them a birdseye view of the Triple XXX "Barrel," but they were all satisfied to get their feet back on the ground when they landed.



AERIAL PHOTOGRAPH OF THE BRYN MAWR AIRPORT IN 1937. BRYN MAWR IS UPPER RIGHT, BUFFALO STATION UPPER LEFT (WHITE SPOT IS OLD ROCK QUARRY), FOREGROUND IS SITE OF THE BOEING AIRPLANE COMPANY AND THE SHUFFLETON STEAM PLANT.

From an article in the Renton Chronicle of February 9, 1935, apparently Archie was not using the Curtis-Robin very much, since he advertised the plane for rent with Johnny Langdon as pilot; the Triple XXX insignia on the wings and fuselage were part of the deal.

One day young Carl Bronson, who had soloed in three hours and 15 minutes, made a deal to take Archie's Curtis-Robin for a spin. Carl had a south wind, took off over Bonnell's when the plane's engine swallowed a valve. Carl made a quick turn and started back but didn't make the field and nosed over in Bonnell's Nursery. Plane damage was mostly engine mounts and associated parts, remanufactured by local mechanics. To obtain F.A.A. approval, Jerry sketched the parts on the Rutherford kitchen table, they were sent to Washington, D. C. and accepted.

Another interesting fellow was Bill Bashaw, a Seattle automobile dealer, who drove around in a classy Chrysler Airstream, an automobile ahead of its time. Bill also had a Waco cabin plane and flew around the country from time to time, until he was killed on takeoff in Pueblo, Colorado, the same day a local bank was held up; it was then discovered Bill had been flying around the country robbing banks.

Many of the local Renton boys got their start on the old Bryn Mawr "sand pile." Bill Gebenini was about 15 when the flying bug bit him and did everything George Abbot would let him around the field. Soon Bill was sitting in the planes with the engine running, and at about age 18, soloed in 3 hours and 10 minutes, and got his license in 1935. Bill knew he was a pilot when he owned a leather jacket and a pair of goggles! Bill flew planes for the Washington State Patrol, and later was the first Manager when the City of Renton owned the Airport.

Another fellow who learned to fly at the "sand lot" was Ray Elliott, who did lots of chores around the field, probably trading for instruction time. It is rumored Ray soloed after two hours of instruction -- could be. Ray's younger brother, John, learned the trade that paid off for him when he joined the Navy and flew for Uncle Sam.

John Blum, besides being a good pilot and service manager, was also an avid bird hunter. In the fall of 1934-35, John and some friends flew east of the mountains on his annual bird hunting trip. Everything was o.k. until he was ready to come back. The weather closed in so he was following the road, made a bad turn at Snoqualmie Summit and slammed into the mountain; he was found with his three doctor friends and their dogs at what is now called "airplane curve" at Snoqualmie Pass.

The big time in the life of the Bryn Mawr Airport was on August 5, 1935, when Will Rogers and Wiley Post, on their round-the-world jaunt, landed a big Lockheed Orion/Explorer to have the airplane's wheels changed to pontoons. Before coming in Post made a few passes over the airport sizing up the field before setting down. According to eyewitness, Marian Bridgman, the field was none too long. The field was small but the crowd was large. People came from miles around to see the great Oklahoma humorist, Will Rogers, and the world-circling aviator, Wiley Post, while their large plane was being converted to a float plane.

In the crowd of spectators, cameramen and reporters, there was one small boy from Bryn Mawr who wanted to get a picture of Will Rogers, but was too shy to ask. Claude Hisey's mother, Hattie, told him to ask the big man. To Claude's great delight, Will said "sure, come ahead;" here's the picture Claude took and still cherishes.



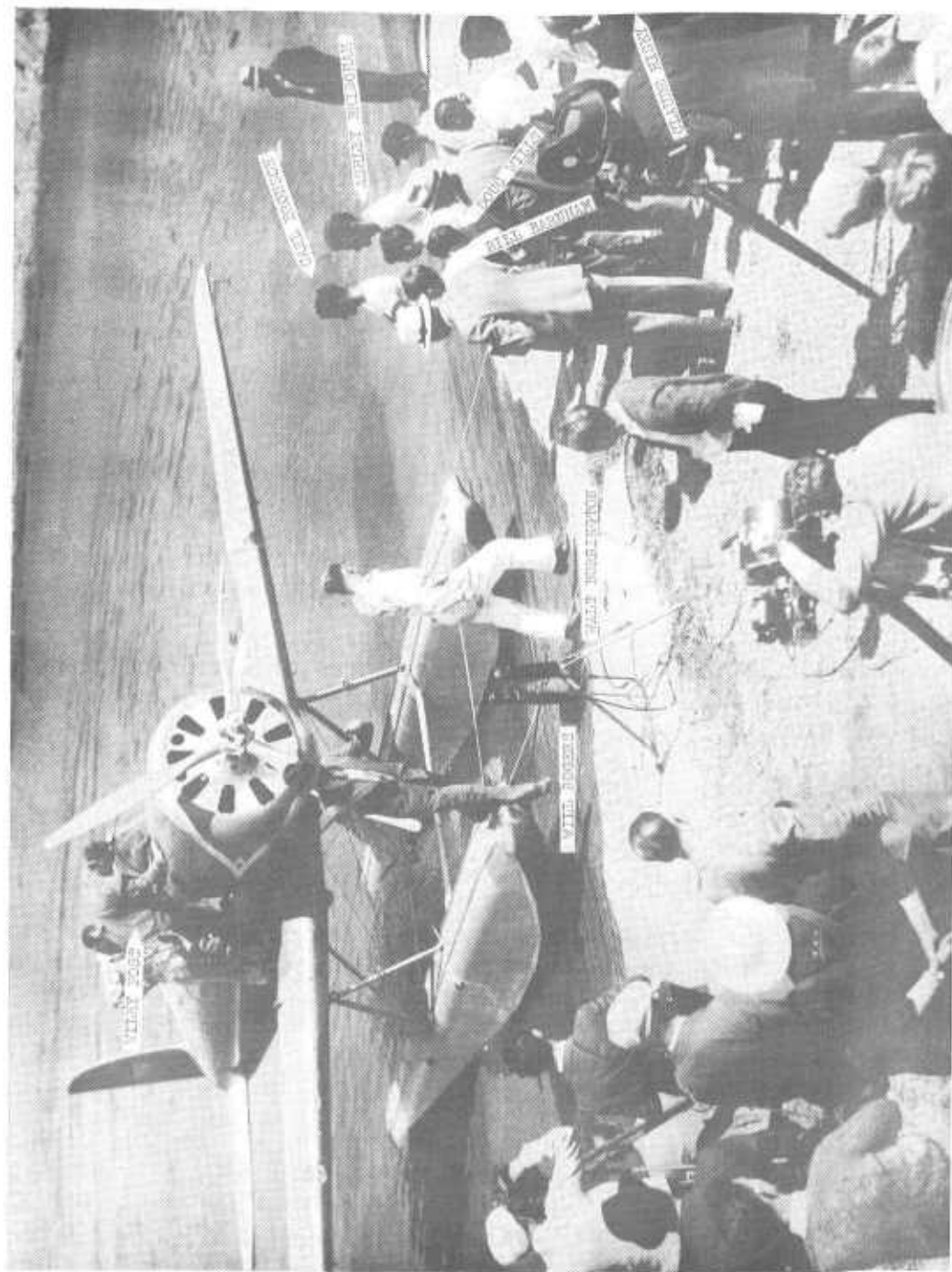
WILL ROGERS AT BRYN MAWR AIRPORT, August 5, 1935

Another young fellow showed up with a camera to record this epic event; Gordon Williams made some beautiful pictures of the Orion plane and Wiley Post during the tests, and in the process inveigled a ride on one of the test hops.

Will Rogers was both an avid fisherman and a polo player. While in town, he had a chance to do both, he caught a 15 pounder in Elliot Bay and met a friend of his, Frank Emeriack, who arranged a polo scrimmage in the afternoon, to Will's delight.

After preparations were made and the plane tested, Rogers and Post were ready to take off on the next leg of their jaunt on August 7, 1935. Rogers, standing on the wing, hollered down, "tell that fiddle playing Lieutenant Governor (Vic Meyers) goodbye for me." Will climbed into the aft cabin door, the plane was turned around, headed into the wind, and left at 9:15 in the morning.

The first leg with floats for the large Lockheed was to Ketchikan, where Will was all primed for a big salmon feed. Next stop was Juneau and then Fairbanks. They cruised around Alaska for a few more days, then made plans to go to Point Barrow. Post's wife was going along but decided she did not want to go to "Siberia." The next leg was to Point Barrow where they made a stop for repairs to the engine. On August 15, 1935 they took off at 8 p.m. and 15 miles away, experienced engine trouble. The plane crashed on the tundra, just outside a small remote village, the end of two great, successful careers.



August 7, 1935, the day Will Rogers and Wiley Post departed for Alaska from Bryn Mawr Airport. Post is looking inside the plane; Rogers is stepping from the pontoon. Others identified in the picture are: Walt Burrington, Carl Bronson, Doug Will Ashley Bridgham, Bill Barnham, and Claude Hisey.

The Renton Chamber of Commerce, the merchants, and the citizens of Renton erected a memorial to the tragedy on August 28, 1949. The monument is in front of the Chamber of Commerce Building on Rainier Avenue near the Southwest corner of Renton Airport.

After the high voltage power lines were put across the delta (to clear Cedar River's navigable waters), Al Blum of Northwest Air Service, pulled out of Bryn Mawr in 1938 to operate at Boeing Field. Elmer Kangas, a young Renton lad living on Logan Street, had hung around the field since 1933 and was hired as field maintenance man after Ashley Bridgham left in 1937. Elmer hauled the last of the accumulated material to the operation at Boeing Field and to a warehouse in Georgetown. Among the items were the wheels off Wiley Post's Orion.

When N.W. Air left, the field was still used by individual owners and fellows who built experimental planes until 1942, when the Government built the current Renton Airport to handle B-29's and smaller planes thereafter.

The tall poplar trees at the end of Bonnell's Nursery along with the City Light wires made some of the remaining tenants candidates for the crop duster's trade. When a North wind was blowing, it was necessary to come in parallel with the east-west row of poplars, make a turn and drop onto the north-south field. There were no serious accidents but everyone received an education.

Julius Bonnell and his son, Frank, were never too happy with the aerial activities to the north of their shrubbery plant. When the planes took off to the north, they would blow sand dust all over Bonnell's prize plants.

Near the beginning of World War II, the Boeing Airplane Company at Renton acquired a flying boat contract and a large building was built at the south end of Lake Washington in north Renton. After the PBY, (a large flying boat), prototype was built, it was found a long-range bomber was needed instead. This required a much larger airfield for testing, so the Government bought the area where Bryn Mawr Airport and Bonnell's Nursery were about 1944 and developed a field over a mile long.

Although the Bryn Mawr field was not in the city limits of Renton in 1928, the Chamber of Commerce (Renton Commercial Club) elected to call the field the Renton Airport. They finally got their wish after the War when the U. S. Government sold it to the City of Renton for a dollar. Bill Gebenini was one of the first managers of the newly-acquired plant and in its formative days, establishing this new venture for the City was no easy task. For the last eight years, Bill's younger brother, Louie, has been Manager and is still going strong.

Today, the field is an installation any medium size city would be proud to own, especially with the sizable income derived from the largest airplane producer (The Boeing Airplane Co.) in the country thrown in.

KING COUNTY FIRE DISTRICT 20

Fire!!! The call that sends chills up the spine and tingles the hair. This call was especially chilling in Bryn Mawr before September 15, 1940 when King County Water District 14 accepted the first motorized fire equipment. Local volunteers now had an even chance to beat demon fire, using tools to fight fires that defeated the earlier residents.

In the late evening of July 3, 1924, the two-story Robertson Building situated on the east side of Rainier Avenue gave the citizens of the area a show unparalleled in the history of Bryn Mawr. The second floor of the building was a warehouse for Hitts Fireworks Company of Rainier Valley; for some unknown reason, the fireworks ignited about midnight and put on a spectacular display. According to Sylvia (Scholtz) Cummings, some of the rockets came all the way to 84th Avenue.

An amusing incident occurred when Mrs. Terhune, who lived in the Cash Savings Store across Rainier Ave. from the Robertson Building, came running out in her bathrobe, looked at the alarm clock in her hand and said, "Why the heck did I bring this with me?" The Seattle Fire Department arrived, and to their surprise found no hydrants; they had to run a hose to Lake Washington and pump water from there. They managed to save only a small portion of the building.

Over the years fires happened that no effort available could have controlled. Carl Mattison's Lonesome Park on the Lake side (site of the Bryn Mawr Towers Apartments), consisted of a dance pavilion and a picnic park. For some reason the pavilion burned to the ground in 1922, was rebuilt and burned again a few years later in 1926.

In 1935, Bryn Mawr Civic Club members learned the Legislature had just passed a law allowing water districts to form a fire department. The Club decided to act and wrote the Water District about the problem of no fire protection. Shortly after, the Water District formed the Bryn Mawr Volunteer Fire Department, and recruited a few volunteers, with Hayden Hughes as Chief.

The District also purchased a hand-pulled hose reel cart loaded with 300 feet of hose. The cart was kept suspended from the rafters of Hayden's garage and, when the alarm rang the crew would lower the cart into Hayden's pick-up and take off for the blaze. Volunteers available during the day were Hayden, Bill Tomlin, Hayden's helper at the Bryn Mawr Plumbing Company, and Fred Hebner.

Early one morning in 1936 Paul Springer, who lived on 87th near 115th Street, was awakened by banging on his front door. It was the P.I. paper boy wanting a ladder -- the Cash Saving Store was on fire with two women trapped on the second floor. Paul and the paper boy used Paul's ladder and rescued Mrs. Gast and her daughter, Lillian, but the building burned to the foundation.

Later in 1936 the Civic Club contacted the Water District about the lack of hydrants and the need of a motorized fire engine. The District installed 13 hydrants (standpipes), and promised more at a later date.

It was 1940 before the always financially short District could find a piece of fire equipment within their budget. The City of Kent bought a new engine and offered their 1925 Howard-Cooper Fire Engine for sale. A deal was made to buy the engine for \$900.00. After a little bickering, the volunteers took over and practiced community fire protection.



THE FIRST FIRE ENGINE, A HOWARD-COOPER, BOUGHT FROM KENT FIRE DEPARTMENT IN 1940 FOR \$900.00. DRIVER IS FRANKIE PADDOCK.

The Water District was building an office on South 116th at the present site. The Volunteers, under Harold Cummings, offered to pitch in and do the job if the fire truck could be stored in the building. Everyone was pleased when the joint Water-Fire building was finished.

Hayden Hughes was enthused with the used engine and equipment, so the Water Commissioners appointed him the first Chief of the Bryn Mawr Volunteer Fire Department, and the new department began operation. In 1941 other citizens who gathered around Hayden to form the Department were: Jim Simpson, Scotty Walls, G. H. Hughes, Fred Hebner, Austin Van Wyke, Harold Cummings, Don Crenna, Leo King, Connie Tonneson, Roy and Don Jordan, Allen Shamek, Bill Tomlin, Mr. Hougherty and others. Everybody was raring to go.

After a few years the Water Commissioners decided they must give all their attention to water supply problems, and appointed a committee to form a Fire District.

An election was held in 1943 to determine if the communities of Bryn Mawr, Lake Ridge and Skyway wished to form a Fire District. At the time of the election three men were presented as Commissioner candidates: Ross Clark of Seattle Heights (Skyway), Scotty Walls of Bryn Mawr, and Charlie Curtis of Lake Ridge.

The people approved the Fire District and on February 14, 1944, the Commissioners of King County Fire Protection District 20 held their first meeting at the Water District 14 office. Officers elected were Ross Clark, President; Scotty Walls, temporary Secretary; and Charlie Curtis stood by to assist. When the Board was legally formed, Alex Edmund was appointed permanent Secretary. Alex took the minutes of the meetings and kept the records of the District for \$10.00 per month.

Soon after the District was formed, the Commissioners placed an order for a Seagrave Pumper, and plans were drawn up for the Fire Station. When the time came to sign the bonds for a new Fire Station and a fire truck, Alex had a full day's job.



KING COUNTY FIRE DISTRICT 20 - STATION 1 BUILT
IN 1944 AT BRYN MAWR, 84th Ave. So. & 117th St.

In 1944 Commissioner Edmund completed purchase of the fire station property at 84th and 117th (present site of Station 1), with Charles Gray of Detroit for \$800.00. A Mr. Morrison, an architect, delivered plans for a new fire station on December 1, 1944. To finance these projects the District issued \$18,000.00 worth of warrants and procured an \$11,000.00 grant from the Government.

The Seagrave Pumper ordered earlier in the year was delivered June 6, 1944, after which the District had to purchase \$1,431.00 worth of hose and equipment to make the \$7,625.00 engine operational. Frank Mathewson's

Shell Service Station filled the pumper with 24 gallons of gas for \$6.60. The volunteer crew moved the Water District's old Howard-Cooper Engine out of the joint Fire & Water District building, put it under a tarpaulin, and moved the new Seagrave Pumper into the building.

In 1945 the Commissioners knew they needed more equipment to satisfy the standards of the Washington Rating and Surveying Bureau (the organization that sets fire department standards). There were very few actual fire hydrants in the District, so the Commissioners instructed Chief Walls to look for a supply truck. Scotty bought a 1-1/2 ton truck the Army was selling for \$404.00, spent a few hundred more for a tank to place on the truck, and had a movable water supply. This piece of equipment, called the "GMC," was used as a first-line engine, and was used when 27 members of the Department spent all of Sunday, September 22, 1957, aiding the Kennydale Fire Department in fighting the Barbee Mill conflagration.

Eventually, the GMC became underpowered and overage, but it was all there was to haul water. The tanker served the District until 1957, and sold as surplus in March, 1963 to Larry's Truck Parts for \$475.00.

In 1945, Chief Scotty Walls told a meeting of local residents the District's boundaries now covered Lake Ridge, Skyway, Renwood Park, Seattle Heights, and Buffalo Station. He also explained the alarm would be sounded by telephone, and the volunteer alert would be five blasts of the siren.

To add to the Volunteer's Social Fund, a dance was held January 6, 1945, at the Bryn Mawr Women's Clubhouse and, with the aid of Brown's Grocery, the Fireplace Cafe, Marr's Drug Store, and a few other merchants, the affair was a success.

On January 19, 1945 a dinner was held at the Fireplace Cafe to install new officers: Scotty Walls, Chief, G. H. Hughes, Assistant Chief, Frank Longo, Captain, and Roy Jordan, Lieutenant.

On September 9, 1945 Alex Edmund reluctantly told the Board he had to resign the secretary's position because he was moving out of the District. Ray Johnson, School Principal, was appointed to fill the vacancy.

The Fire District's new building was completed by January 10, 1946, just under the target date. The next day the firemen moved equipment into the building and proudly showed the spanking new station to the citizens at an open house, everyone was pleased with the new facility.

When the Seagrave Pumper was backed into the Station, the volunteers lined up to sign the register, led by Chief Hayden Hughes, then Frank Longo, Ed Mangini, Jimmy Crenna, Ivan Lewis, Dan Weston, Toivo Moilanen, Guy Corbin, Hank Hawkins, Bill Carney, Jack Griffith, and other members of the Bryn Mawr Volunteer Fire Department.

In January, 1946, the first annual review of officer positions by the new Board brought Hayden Hughes back as Fire Chief, Frank Longo, Assistant Chief, and Ed Mangini, Captain. Scotty Walls resigned his Commissioner's position when he accepted a position with the Renton Fire Department under

Chief Floyd Lawrence. Frank Longo was appointed to fill Scotty's Commission vacancy, and remained until November, 1947. Charlie Hurd, a retired telephone man, and Justice of the Peace for Lake Ridge, was named to fill Frank's position on the Commission and became chairman. Ross Clark, Commission Board Chairman from the beginning, (1943), resigned the Chairman's position and filled Charlie's position.

One of the original Commissioners, Chuck Curtis, resigned because of business commitments, and Chief Hayden Hughes filled the position until late 1947. Assistant Chief Frank Longo became Fire Chief and held the job until he retired on a medical leave in April, 1970.

At a meeting of the Board early in 1948 Commissioners Hughes and Hurd were appointed to contact the Water District about buying the Howard-Cooper Engine. After some deliberation, Water Commissioners George Banderet and A. W. McBain agreed to sell the engine to the Fire District for \$1.00.

At the beginning of 1948, a citizen's committee consisting of John Zold, Mrs. Scott, Mrs. Fletcher, Mrs. Lillian Hoey, Mr. Ray, Mr. Ward, Don Crenna, and Mr. Anderson chose for the Fire Department, an Emerson resuscitator as one of the most needed pieces of equipment. Contributions were received from the P.T.A., Ladies Aid Society, Lake Ridge Garden Club, Volunteer Firemen, Women's Club, Cub Scout Pack, and other groups. The Renton Lions Club and some Renton Merchants also aided in the drive to buy the resuscitator, which was used for indepth first aid.

Frank Paddock, representing the Volunteers, presented the resuscitator to the Board of Commissioners in the name of all the contributors. This was the first of many items donated by various organizations to the struggling Fire District over the years.

In 1948, Hayden Hughes resigned from the Commission and moved from the District. Dale Merritt, who lived across the street from the Fire Station, was appointed Commissioner to fill the vacancy.

On September 14, 1948, some Skyway citizens: Art Dinzart, Jiggs Hoyt, Morris Woodward, Johnny Cone, Jim Williams, Lee Whitehead, Chet Bowyer, Hank Sickler, among others, visited the Fire Station to request faster service for their area. Chief Frank Longo and Assistant Chief Roy Jordan had their hands full explaining the problems of a small Fire Department.

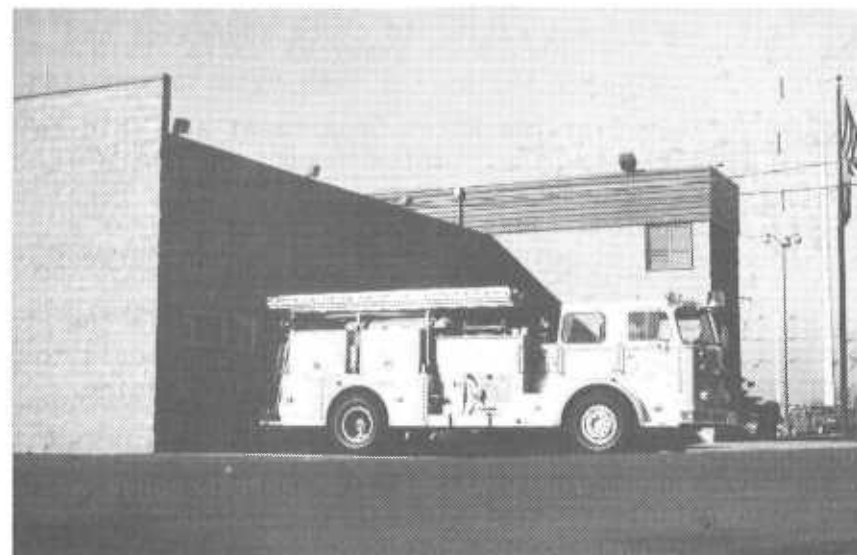
Finances were a problem for the Commissioners for several years, income was below outgo, and the bills were paid with warrants until the flow of money improved. Firemen did not receive much for their efforts as it was, and they would rather have been paid in cash, even though they did receive 6% interest for holding the warrants.

Commissioner Ross Clark, who served the District faithfully since the beginning, resigned October 11, 1948, and was replaced by L. D. Grieves.

Before long there was a clamor for a fire station in Skyway. The Commissioners appointed a committee of firemen to find a spot. Art Dinzart, Hank Sickler and Jiggs Hoyt searched the area and found the only affordable



NEW 1960
AMERICAN LA FRANCE



NEW 1974
SEAGRAVE ENGINE



1978 FIRST
MODULAR AID VEHICLE

property which Jim Coulon owned, on Renton Avenue and 76th. Jim agreed to furnish the property, and when the Fire Department moved out, he would keep the building. Everyone was happy.

The Fire Station 2 Committee borrowed and begged, took some cash from the thin Volunteer's Social Fund, and even bought some material to get started. The money-poor Board scraped up \$200.00 for a stove and bricks for a chimney. The Volunteers and people of the community rallied under the leadership of Burt Glazier, a local contractor, and the building was ready for the 1942 GMC tanker early in 1950. When the Skyway Station was operating, things calmed down for a spell.

The alarm system was not the best, calls were answered by a volunteer on duty at the Fire Station or at the home of Volunteer Ed De Rosia and his wife, Kay. They would answer the call, set off the siren and then relay information to the first fireman answering the phone. After that there was no contact. The alarm system improved considerably when the Firemen bought three radios from Far West Taxi, now it was easier to check addresses and vital information.

The Howard-Cooper engine purchased by the Water Department and sold to the Fire District was getting real tired. The Station needed the space it was occupying, so the Commissioners sold the engine for \$250.00 to a rural volunteer department in Lacey, Washington (just east of Olympia). After a few years they retired it, and now it is being restored for use in parades.

The old GMC tanker stationed at Skyway needed to be replaced, so the Commissioners decided to place a \$50,000.00 bond issue before the people to build a new station and for money to purchase a new Kenworth fire engine. In November, 1952, the community approved the bond issue.

On January 1, 1953, the District employed its first paid fireman, Chief Frank Longo, who had been Volunteer Chief since 1947. Frank was employed by Puget Sound Stamp Works, and spent a lot of his own time working for the Volunteer Department. Total fire calls rose from 60 to 80 per year, with many of them aid calls. In a few years calls increased to 167 annually, with 37 being calls for aid. At present, yearly emergency calls are 670 with about 70-75% being aid calls.

In 1954 the Board purchased the first two self-contained masks to help the firemen get inside a burning building faster. At the same meeting the Board appointed a new staff to aid Chief Frank Longo run the Department: Jiggs Hoyt, Assistant Chief, Roy Jordan, Captain, Bob Reichel, No. 2 Captain, and Sam Iwasaki, Lieutenant. Frank was also awarded a \$25.00 monthly raise to \$375.00.

Charlie Hurd, the hardworking Board Chairman, resigned December 8, 1954, because of illness, and died a short while later; his death left a large hole in the community he served for a number of years as Fire Commissioner, Justice of the Peace, and citizen. In appreciation of the service and guidance Charlie gave the community, Bryn Mawr Firemen erected a flagpole at Station 1 with a plaque inscribed to his memory. Roy Jordan, a veteran of 16 years as a Volunteer Fireman filled his position.

One bright Sunday morning, September 22, 1957, Frank Longo looked out his kitchen window and saw smoke and flames across Lake Washington in the area of the Barbee Mill. He turned in the alarm and the men of District 20 spent all that day helping contain the blaze. Only real solution to that type of fire -- put lots of water on it.

Lack of water made the situation worse, until the Firemen dammed up May Creek, using it as a reservoir. When the blaze was brought under control, the Barbee water tower was leaning because the heat damaged one leg; the lumber piles looked sad; but some of the buildings were saved and are still in use. Lake water could not be used because of mud banks and no access road. Districts who assisted Kenndale that day besides Bryn Mawr and Skyway, were: Bellevue, Renton, White Center, Burien, and Spring Glen, among others.

On another Sunday, March, 1958, the District answered a call for aid and found it had lost a good man -- Roy Jordan, who suffered a heart attack and died, after 20 years as a Volunteer Fireman. Lew Hughes, a long-time resident of Bryn Mawr filled the vacancy.

The Seagrave Fire Engine, in service since 1944, was showing its age in 1959, unable to meet the Rating Bureau's specifications. The Commissioners called for bids, and without an additional tax levy, purchased an American La France Engine that is still in service as of January, 1986. The standby Seagrave engine was retired in 1975 to a volunteer department near Shelton.

With calls and work mounting every year, the time had come to hire another paid fireman. Early in 1960, Victor Boulanger, an active Volunteer Fireman, was hired to help Chief Longo. Vic progressed from Lieutenant to Captain, and in 1969, passed the test for Fire Chief and was hired by Tukwila, then a fledgling community. Vic had his hands extra full a short time later when the old wooden fire department building burned down; Vic oversaw building a new one and purchased some new equipment.

Captain Sam Iwasaki, a very active Volunteer Fireman, died in March, 1962, leaving a great hole in the Department that took some time to fill. Sam lived in Bryn Mawr all his life, helping his father, Tom, run the Bryn Mawr Greenhouses.

In January, 1962, the Commissioners looked at the number of calls and decided to hire another man; a Volunteer Fireman, Don Sorenson was hired.

Harold Cummings, a long-time Bryn Mawr Volunteer, filled the Commissioner's vacancy left by Boeing employee Jack Forrest, who was transferred to Huntsville, Alabama; Jack was a Commissioner for several years.

After years of selecting Fire Department officers through election by the Volunteers, a new system of promotional examinations to select officers with good qualifications was begun. In March, 1965, Don Sorenson was the first to be selected when he passed the lieutenant's test. The system gave the position more security, a wage of \$475.00, and has been successful over the years.

In 1967 a State law was passed allowing Fire Commissioners to receive \$15.00 per Board meeting, not a large sum, but an improvement.

In 1968 the Board purchased new radios for the fire equipment, and some home alert radios for those volunteers out of hearing range of the siren. An event worthy of note was the retirement of the 1952 \$50,000.00 bond issue in January, 1968. This was the last time the Commissioners asked for an additional levy, the prudent Board purchased three other major pieces of equipment, two aid cars, five smaller vehicles, and built a new Fire Station 2 building in Skyway, all from the regular tax levy.

In 1969 the Commissioners received a pay raise of \$25.00 for meetings attended. Lieutenant Duke took a job at Ocean Shores, and Jim Carroll and Jerry Saario were hired to fill the paid personnel vacancies.

In 1970 the Department purchased their first hand held resuscitator bag for the new method of closed heart massage, the forerunner of cardio-pulmonary resuscitation (CPR). The old Emerson resuscitator purchased in 1947 was retired. The new aid method also brought the position of "EMT," Emergency Medical Technician, opening a new field in the fire service.

In 1970 Frank Longo, the long-time Chief, took a medical retirement, and assumed the duties of Secretary to the Board of Commissioners. Captain Sorenson became acting Chief at a salary of \$800.00 per month, and was appointed Chief early in 1971. Don must like the position, he is still Fire Chief in 1986, and the Fire District has progressed under his guidance.

Early in 1971, Frank Longo's health deteriorated, and he resigned as Board Secretary. Frank was "Mr. Fire" in the District for a good many years, a good man who served the District well; he died in January, 1974.

In 1973 Harold Cummings retired from the Board; Jiggs Hoyt resigned as Assistant Chief, ran for the vacant Commissioner's seat, and was elected November 12, 1973.

The 1952 Kenworth Pumper was deteriorating and could not meet Rating Bureau specifications, so the Commissioners called for bids and in mid-1974 a new Seagrave 1,500 GPM engine was purchased for \$58,847.00.

Later in 1974 it became apparent the District's center of activity was changing, and headquarters was changed from Bryn Mawr Station 1 to Skyway Station 2. Soon after, Charles Cariveau, a local Skyway man, was hired as a paid fireman.

In June, 1975, District 20's Firemen entered the Annual Fire Prevention Contest at Southcenter. Under the guidance of Lt. Cariveau, they constructed an innovative booth. They didn't take any prizes but were always near the top of the show for new ideas.

Operations were going smoothly when Lew Hughes retired July 7, 1976 from the Board of Commissioners, after 18 years of good, level-headed service. The position was filled by Gene Kampsen of Bryn Mawr.



FRANK LONGO "MR. FIRE"
Volunteer Chief 1947-1952
First Paid Chief - 1953
Took Leave in 1970, Became
Board Secretary, 1970-1971
Died January, 1974.

Before Dale Merritt retired in November, 1977, after 29 years of diligent and conscientious service, the groundwork had been laid for the purchase of the first modular aid car, which was delivered early in 1978. Doug Case, a former Volunteer Fireman, filled Dale's position.

In 1979, another new innovation, the defibrillator, an electric shock machine to be used for cardiac arrest emergencies, added to the skills of the EMT. That same year seven District EMT's took advanced lessons on the use of the machine, and in September, the crew proudly announced "a save," the patient was revived and, after a stay in the hospital, went home all right.

Commissioner Doug Case was transferred by Boeing to Japan in August, 1979, and Dale Merritt temporarily filled the position. In October, Gene Kampsen, another Commissioner, passed away and his position was filled by another Boeing fellow, Victor Seifert.

Later in 1979 a \$5,000.00 block grant was awarded to evaluate the District for a new station site; the conclusion was that a new station be built on the Skyway Station site.

In November, 1980, Don Charelton of Bryn Mawr filled the Commission position temporarily held by Dale Merritt. Shortly thereafter, the Board decided to replace the aging American La France engine purchased in 1959. A similar engine was delivered in February, 1981 at a cost of \$105,300.00. The old 1952 Kenworth was declared surplus and sold to Dick Lewis of Kent.

Lt. Chuck Cariveau was appointed Captain and worked on the second "save" by the aid crew with a newly acquired defibrillator. An increase in requests for aid and additional fires made it necessary to hire another paid Fireman, Volunteer Mark Fitzgerald, in July, 1981.

In March, 1982, Commissioner Don Charelton resigned his position when he moved to a farm near Wenatchee. Frank Kline, a past Commander and mainstay of the Skyway V.F.W. Post was selected and served until November, 1983 when he lost the election for the position to James Fulton.

With heating oil becoming increasingly expensive, the need for a new station house to replace the old 1952 building was imperative. The Board found they could obtain a shortterm loan to finance the station, and after interviewing four architects, hired Ridenour & Cochran of Bellevue.

The architects suggested a two-story building to fit the lot and to allow more room, but the \$350,000 estimate was \$50,000 over the Commissioners' estimate. After some discussion the building estimate of \$320,000 was accepted, with the option that part of the interior would be finished by the District. Ray Gorley Construction Co. was low bidder at \$275,000 with all options included. Building began in August, 1982 and was finished on March 14, 1983 when, at an Open House, Fireman Walter Steinhart drove in the last nail. During construction, the Firemen erected a temporary building in Skyway to house a piece of equipment.

Captain Charles Cariveau resigned his paid position to move to a home-stand in Eastern Washington. The vacant position was filled by James Brooks, who had the best competitive examination score in January, 1983.

Late in 1984, after considerable research and planning, a computer was purchased to keep up with the voluminous paper work at headquarters. Also, conscious of the liability factor in any business, the Commissioners, after more research, raised the liability coverage to \$2 million dollars.

1985 was a year of change: A new tool to assist in rescuing trapped car accident victims was acquired; the Legislature raised the meeting rate for Board members to \$50.00; and, after a long, difficult fight by all of the Fire Services of King County, the "911" emergency calling service came on-line, and the "Medic One" program was passed by the voters of King County to continue in operation for the next six years.

This chapter of Bryn Mawr's history is a proud one. Fire District 20 is a success because of the cooperation of the residents of the Bryn Mawr, Lake Ridge and Skyway areas; the loyal and dedicated volunteers and paid firemen and their wives; and the hardworking Board of Commissioners. The community is a safer place to live and the progress of District 20 can be viewed with pride.

NEW 1980
AMERICAN LA FRANCE



1983 - NEW
STATION 2, SKYWAY



1925 HOWARD-COOPER
RENEWED BY LACEY 1982



Chapter 13

BRYN MAWR STORES

Mental Science Store

The Mental Science Industrial Company wanted to be the first commercial business in the new community of Bryn Mawr. In 1905 the organization built a small building on the triangle bounded by Lake Avenue (Rainier), Grand Avenue (87th south), and Carlisle Avenue (South 114th), Block 6 of the area of Bryn Mawr. This hardworking group of people opened the doors for business after obtaining a small stock of groceries, animal feed, and other supplies needed by the populous of the small community.

The first manager was George Dorflinger, assisted by Mr. Reynolds, and whatever help was available. After a couple of years two other members of the group, Henry Collier and Charles J. Monson ran the store. In November, 1906, Mr. Dorflinger decided to expand, and built a foundation for a 20 foot addition to the store to take care of new business.

George Dorflinger was transferred to the managership of the Magnet Cooperative Bank of Bryn Mawr, which was to open in September, 1907 in part of the store building. A vault was built, but the bank never opened.

The Mental Science store sold groceries with emphasis on nature foods, to the people of the Mental Science group and to others in the community. Their stock was not large, and if they did not have what was wanted, they would have it delivered the next day on the Seattle and Renton Railway; the store also delivered by horse and buggy throughout the community. The store prospered until about 1920 when competition arrived, the Mental Science members lost interest when Professor Knox died in 1920, and the Dorflingers moved to California. The store burned, a fact not substantiated, and Mrs. Tom Terhune bought the property from the Mental Science Estate.

Nora List Store and Gas Pump

It is said Mrs. Terhune leased the property to a Mrs. Nora List, Dick Doran's aunt, who built a prefab building and installed one glass bowl gas pump (regular gas only) in 1920. She operated only for a year, selling the stock to Ernie Bare's store which had just opened. Dick Doran helped move the stock. Dick's brother, Bert, tore the building down and used the wood to put an addition onto his mother's home. It looks like Mrs. List retired from the grocery business and married Roy Morgan, School Custodian.

Abbey Store

About 1911, when the Maple Valley Lumber Company operated a mill on the shore of Lake Washington, east of the Seattle, Renton & Southern railway tracks, a Mr. Robertson built a two-story building with a store on the ground floor which was rented to a Mr. Abbey. Lottie East, when about 16 years old, obtained a job working in the store for 50 cents a day. Maybe Mr. Abbey thought the other side of the tracks was a better location, because he built a building on Rainier Avenue and South 113th where he operated a grocery until he sold it to Ernie Bare in 1920.

Ernie Bare's Store

Ernie Bare and his sister, Rhoda, moved into Bryn Mawr about 1918 and purchased three acres on 84th near 122nd. In 1920 Ernie bought the store located on 113th from Mr. Abbey and opened for business. An old friend of Ernie's, Harry Gouge, lived with Ernie and Rhoda for a couple of years and worked in the store as a clerk.

Ernie hired Alex Edmund, who lived next to the store with his folks, as a delivery boy and all-round helper. Alex used the money while attending Franklin High School, and later for business college. Ernie drove around Bryn Mawr in his Chevrolet delivery truck taking grocery orders on Mondays and Fridays; and Alex would deliver on Tuesdays and Saturdays.

Ernie was a member of both the Bryn Mawr Civic and Community Clubs. He never married, but lived with his sister, Rhoda, who helped him in the store. They cared for Phoebe, their mother, and their Aunt Clara Stilwell. Ernie operated the store until he died in January, 1945. The business was operated by his estate for some time and then went to private owners. The store later became the "Why?" Grocery, and about 1976 was purchased by Bob Bowman who, in 1980, moved the stock and name to the old McBain Building on the corner of 115th Place and Rainier Avenue, where the store is today.

Terhune Cash Saving Store

In 1919, the Cash Saving Store was opened by Tom and Melissa Terhune of North Bend, who moved into Bryn Mawr, and built a two-story building with living quarters on the second floor, on the corner of Baker Street (88th South) and Carlisle Avenue (South 114th). The Terhunes acquired the Post Office when Mr. St. Thomas gave it up in 1921. Mrs. Terhune was Postmistress, and Mrs. Collier was post office clerk, and served customers of the store also. Tom and Melissa operated the store until March 26, 1926, when Mrs. Malie King took over management of the Cash Saving Store and the Post Office until March, 1931. Mrs. King sold her interest to Lillian Gast and her husband, who operated the store until it burned in 1937.

Lola Irvin Building

About 1927, Mrs. Lola Irvin arrived in Bryn Mawr from Pennsylvania, with her 10 year old son, Bill and purchased some property from the Mental Science Estate that faced Rainier Avenue at about 117th. After a year or so in the community, she had a two-story building built with an apartment on the second floor. The street floor was a combination grocery store, meat market, and ice cream parlor, which was not a paying proposition, so she changed it into a tea room.

Mrs. Irvin housed the Post Office in her building from March, 1931, which was managed by Mrs. Winifred Killian until 1937 when she became ill, and her husband, Daniel, ran the Post Office until it was moved to Mr. McBain's new store in 1945. At that time Daniel Muri bought the building and his two sons, Kermit and Sidney, operated it until he sold it in 1941 to a couple of Californians.

Marr Drug's

Roy James Marr rented the building and opened Marr's Drugs, the only drug store in King County that sold bread -- there was a stipulation in the contract a bread company had negotiated years earlier. Mr. Marr operated until about 1958 when he moved to another location. The building was empty for a few years until a Bicycle Shop moved in and stayed until about 1980.

Hattie Smith's Pop Stand

Hattie Smith, an early day business lady, set up a cold drink stand serving orange flavored pop, in a small building on the corner of South 115th Place and Rainier Avenue across the street from Lonesome Park.

Alex and Minnie McBain's Store

Alexander McBain and his wife, Minnie, opened a butcher shop about 1924 on the corner of South 115th Place and Rainier Avenue, with only a cool room and a butcher block. There were few refrigerated meat cases at that time, and also few home refrigerators, so Alex saw his customers regularly. Alex would bring out a side of beef, saw off the cut desired by the customer, and place the meat back in the cooler. Alex felt a refrigerator would pay, and bought a Hussman case for \$2,000.00, which pleased his customers so much he was able to pay it off in a year.

Alex decided groceries would be a good addition to his meat market, and brought in a small stock of food. In a couple of years, he built a two-story brick building with living quarters on the second floor. The new building was the pride of the community and served Alex purpose well, he had all the business he could handle.

In 1942, came the Ration Board with the usual government red tape, which Alex decided he didn't need and closed the store. A Mr. Brown came along, offered Alex a deal, and kept the store open during World War II.

In 1945, Alex enlarged the store building, almost doubling the space. The Post Office Department needed space for a Seattle substation, and Alex had just the spot. Daniel Killian, Postmaster, his clerks and carriers, moved over from Marr's Drugs. The Post Office operated in the store until 1950 when Alex built a new building across 115th Place for the substation.

Alex McBain leased the store to several operators through the years, among them Mr. Sidebotham and Dave Thorson. Alex retired, lived alone in the apartment, and at age 85 moved to Longview to live with his daughter.

Pollock Store

All the Bryn Mawr stores were on Rainier Avenue, except one. About 1939 a couple by the name of Pollock set up a grocery and meat market on 85th near the northwest corner of 117th, which they ran until about 1953 when they sold to another person who operated it for a short while. It was sold again, but soon closed for good. The building is now a residence.

Sometimes the Pollocks would answer the Fire Department telephone as a favor to Kay and Ed De Rosia, who were handling the phone full-time.

Carl Mattison's Lonesome Park and the Bluebird

In the early days when Bryn Mawr was considered out in the "sticks," an enterprising fellow, Carl Mattison, who loved to dance and have a good time, figured a spot on the shore of Lake Washington would be just the place for a fancy pavilion and erected "Lonesome Park" where the Bryn Mawr Towers Apartments are today. The pavilion burned to the ground in 1922 and again in 1927, perhaps as a result of the rousing good times held there.

Carl Mattison bought the old "Blue Bird," a former river ferry that served out most of its days on the Columbia River as an excursion boat. It was towed to Bryn Mawr in 1928 and made into a floating dancehall, replacing the old pavilion that burned in 1927. Carl moored her at the south end of Lake Washington, about where the Bryn Mawr Plaza Apartments are today, and opened for business as an addition to Lonesome Park.

The Blue Bird served her purpose, after settling in the mud at the Lake edge, until 1942 when the War effort made it necessary to fill in the mooring space to expand Renton Airport. Carl needed a place to live, liked the deckhouse, cut it in two, and moved the two parts across Rainier Avenue and up the hill. He placed the two sections on foundations, rented one as an apartment and lived in the other until 1978, when he died at the age of 86 years.

After over 50 years of use in Bryn Mawr as a dancehall and the living quarters of a unique individual, the end of the line came for the Bluebird in 1981. Carl's grandniece, Judy Matson, acquired the property but found the cost of rebuilding the two round end apartments too great. The Bryn Mawr Fire Department practiced for two weeks on the old hulks.

Someone's Gas Station

Next to Mrs. Irvin's new building was one of the three gas stations in the area. On the corner of Rainier Avenue and South 115th Place an unknown fellow put together a small imitation log building with one gas pump out in front from which he peddled Richfield Gas and not much else. The business operated a few years after its start in the early 1920's, until the fellow walked away, leaving it vacant for years.

A Bryn Mawr businessman didn't like the eyesore. He tried to get the absentee owner to do something but he paid no attention. The shack also made the Bryn Mawr merchants unhappy, until a private citizen said for \$10.00 he would see the joint was torn down. He made a large sign "Free Lumber, You Haul," and hung it on the shack one dark night. In two days the building was completely gone, and no one knew what happened to it.

Ben Britzius' Garage

The building to the north across South 115th was McBain's Store, and then north of McBain's Store was Ben Britzius' Garage and gas pump.

Ben had a clapboard building that looked like it had been there forever. It always seemed ready to fall down but did not completely succeed until the last. Ben had one gas pump out in front that was nearly on the street. Rainier Avenue was not very wide, and when Ben had a gas customer, the operation took part of the right of way. Ben must have been a good mechanic, from all indications he kept the cars of Bryn Mawr on the road.

Ben's building was not the best appearing business on the Avenue, but the young fellows of the Bryn Mawr Athletic Club used the rear area around the homemade stove as their unofficial club house and meeting room. Many a cold winter day Bill Tomlin, Frank and Gar Nichols, Bill and Bob Logue, Bill Loken, Les Nelson, Jack and Bob Griffith, Babe Gurley, Jay Hisey, Doug and Walter Will, and others would talk over their plans for spring.

Car Roller Coaster

In 1930 an enterprising citizen had a new idea, the rage of the age was a roller coaster made of timbers and two by fours. For 10 cents a ride one could beat the dickens out of an automobile going over the humps and valleys, but it sure was a thrill. The ride lasted for about a year until people lost interest, or maybe the cars gave up.

Dick Doran's Barber Shop

In 1920 Mrs. Laura Doran migrated from North Dakota to Bryn Mawr with her son, Bert. The following year another son, Dick, came to the area and they lived in a house on the corner of 85th and 115th.

Dick held a few jobs, went to Barber College in 1925, and opened a barber shop in a small building on Rainier Avenue, just north of Ben Britzius' Garage. Dick added on to the building, expanding into the sporting goods business, his wife set up a small novelty shop, and the two kept busy. Dick retired in 1978 after 51 years and five months in the same spot. After about a year of retirement, a barber friend broke an arm, Dick went in to help temporarily and is still on the job.

Dick was not one to sit around when a community project needed his help. When Rainier Avenue became the main thoroughfare, there were no sidewalks. Dick organized a few fellows who procured some old planks from Pacific Coast Railroad cars that were being rebuilt at Pacific Car and Foundry, and installed them in front of the store buildings.

During World War II and after, the Sheriff's Department did not have enough men available to patrol the area. Dick volunteered some of his nights to participate in the auxiliary patrol in Bryn Mawr and Skyway. Over a span of 56 years Dick was in the community he saw a lot of changes.

Hisey Brothers Service Station

The Hisey Brothers Service Station located just north of South 114th and Rainier Avenue in the triangle now occupied by apartments, was the only other business in Bryn Mawr in the mid-1920's. In 1927 George and Claude Hisey negotiated with Mrs. Terhune over the purchase of the triangular piece

of ground that had a small store building with one glass bowl gas pump on it. The brothers bought the land and building and did mechanical work in addition to the gas business. Claude operated the business and George went to work at Pacific Car & Foundry.

It was soon necessary to expand, Claude hired Fred Beers and added three lube bays on the south end that had one side open to the weather; there were no hoists in 1929, you drove the car over a pit and went under to do the work. The Hiseys sold the popular gas of the day General, which later became Mobile. In a short while Claude found it necessary to add the second pump, and also put an addition on the north end of the building and started a hardware store.

Claude still found time for community service. When the Civic Club provided some street lights, Claude was the one who turned the first four street lights on and off every morning and evening until the Water District took over the lights about 1936.

On the 4th of July, 1932, the whole Hisey family went to work selling fireworks. The service station was the first business outside the City Limits of Seattle, making it a natural for the sale of fireworks which were outlawed in the City. The morning of the 4th, Hattie was busy setting up tables and placing the stock of firecrackers and all the goodies on the south end of the lot. Business was brisk, at quitting time everything was sold and everyone was happy.

The business prospered over the years and Claude thought now would be a good time to retire from his 12-hour days and 7 days a week business. In 1938 the Hisey brothers leased the business to Frank Mathewson.



CLAUDE HISEY AND WALTER WILLS BY HISEY BROTHERS STATION - 1929

Frank Mathewson's Gas Station and Garage

In 1938 when "Matty" leased the station from the Hisey Brothers, he changed the brand of gasoline to Shell, expanded the building, added two lube bays, enclosed the shop area, installed a 1,000 gallon gas storage tank, and hired a couple more men to work with him. One afternoon the unexpected happened, the shop caught fire but, thanks to the boys from the Bryn Mawr Fire Department, the business was saved with very little damage.

Matty operated at the same location until 1955, when he moved to his own building in Renton on Rainier Avenue between 3rd Place and Renton Avenue. In October, 1984, after 50 years in the automotive business, Matty retired to a life of ease. The business is in good hands, Matty's son, Ross, took over after working with his Dad for about 15 years.

Jim Carlson's Display Houses

After the Seattle-Renton Mill was in high gear, Jim Carlson acquired some property on the bluff above the Lake where Harer's Apartments are, and contracted with Clyde Spooner to build six display houses on the bluff above the Lake. Clyde hired Andy Anderson and his two sons-in-law, Toivo Moilanen and Bill Cornelius to help him. Jim rented the houses for a few years and then sold them to Ann Burdulis, Renton beauty shop operator. Ann also rented them for awhile until she sold them to John Harer in 1949.

George W. Saulsberry, Realtor

Just to the north of these homes in the vicinity of 115th Place, and Rainier Avenue, "Judge" George Saulsberry, the early day local Bryn Mawr land baron, built a large three-story log house. The Judge used the house as his residence, and to entertain friends and potential property buyers from the Bryn Mawr Land Company.

John Harer

This leads up to the arrival at Bryn Mawr in 1940 of John Harer, who came from Kearney, Nebraska. In 1932 his father's farm, in the middle of the dust bowl, was blowing away into South Dakota. John and a very close friend thought there must be a better place to find work. They hopped a freight in the middle of the -60 degree winter and headed for Havre, Montana where the Great Northern passenger trains headed west for Seattle. They rode the "blinds" to the end of the line, the King Street Station. As soon as they hit town, they were thrown in jail as vagrants; which they didn't mind because they got a hot shower, clean clothes and something to eat. The next day the Judge told them to get out of town.

After a similar mix-up in Los Angeles, John and his friend headed for Las Vegas. Still finding no work there, John used his head, took a few boxing lessons, got pretty handy with his dukes, made a stake and headed for Seattle again. He found the place to be in the fight game was the old Crystal Pool Gym on 2nd Avenue and Lenora Street. John fought in small gyms and smokers all over the State and made some money, until one night he was flattened by a haymaker and decided it was time to hang up the gloves.

John headed south from Seattle in 1940, liked what he saw in Bryn Mawr and stayed. Investing in real estate, he eventually tore down the old cabin court Alex McBain had put up in the early 1930's, and built the Bryn Mawr Beach and Lakeshore Mobilehome Court. In 1949 John acquired the six homes Ann Burdulis owned south of the court and, after a couple of years, moved some of them and put up the Bryn Mawr Towers Apartments. Recently, he removed the rest of the homes and built the Bryn Mawr Plaza Apartment complex near the north entrance of the Renton Airport.

Harry Gouge Ice Box Cafe

Harry Gouge purchased the foundation and property of the old Cash Saving Store in 1942 with the idea of erecting a cement block building to house a cafe. When he had enough blocks he called the bricklayer's union and asked for a man; the business agent just laughed, there was not a man to be had on account of World War II. Harry explained what he wanted to do, the agent told him to get everything ready and he would come out on Saturday and show him how it was done. It was a slow procedure but Harry finally got the walls up and the roof on by himself.

Harry named the cafe the "Ice Box Cafe" because it was cold summer and winter. The creek that crossed 87th near 114th ran under the building and air conditioned it on the cool side. Harry operated the hamburger joint until around 1952 when he leased it to a pinball distributor. In 1973 it was operated by Annebell Martin as "Ann's Cafe," and in 1974 by Nellie Carpenter as "Nell's Cafe."

Hardware Store

In 1946 Bob Ferguson and Joe Wallin opened a hardware store in the north building of the McBain block on the point between Rainier and 88th Avenues. The business was a success and they were in Bryn Mawr for quite a few years. They were also in the lumber business and had a yard that faced Tobin Avenue in Renton, nearby today's Black Angus Restaurant.

Bryn Mawr Business District - 1986

Although the Bryn Mawr business community is still concentrated in a small area, it has succeeded through the years in meeting the needs of the community.

Businesses on the west side of Rainier, some of which have been here a long time: Williams Upholstering at corner of 113th; apartments on 87th and 114th triangle; United Cerebral Palsy, 114th; Tanner Chiropractic Center, 88th; Personality Beauty Salon; Quarter Deck Apartments; Tee Shirt Factory; Why? Grocery and Bowman Oil Company, 115th Place; Storm Window & Glass Co., 115th; Bryn Mawr Grocery, 116th; Campbell and Associates Manufacturing, south of 116th; and the Puget Sound Business Park.

Those on the east side of Rainier: Bryn Mawr Beach Mobilehome Court at 114th; Lake Washington Beach Mobilehome Court, 88th; Lake Shore Manor at 115th Place; Harer's Bryn Mawr Towers Apartments, 116th, and the Bryn Mawr Plaza Apartments.

CLUBS AND ORGANIZATIONS

Bryn Mawr Garden Club

The beginning of the Bryn Mawr Women's Club in April, 1927, and the building of a Clubhouse in 1934 filled the community's need for a group to assist with community projects, and a place to hold community gatherings.

Some Women's Club members and other community ladies interested in gardening wished to start a garden club so, in October, 1946, with the blessing of the Women's Club, the Bryn Mawr Garden Club was formed. The Club was a reality when the charter was received from the Snoqualmie District of the Washington State Federation of Garden Clubs. The Club was also affiliated with the National Council of Federated Garden Clubs.

The first officers were Luella Stehr, President; Marguerite Dimmitt, Vice President; Josephine Nairn, Secretary; and Dorothy Carney, Treasurer. The charter members were:

Dorothy Carney	Ida Loken	Jeannette Shearer
Ina Collier	Rose Longo	Luella Stehr
Leona Conklin	Margaret Mangini	Fern Streich
Kay De Rosia	Blanche Mehl	Sigrid Thorson
Marguerite Dimmitt	Josephine Nairn	Lucile Williams
Iris Harris	Vivian Schaudies	Helen Zold
Bernice King	Charlotte Sendal	

Proficiency and knowledge came with time and the members began to talk like professionals. They met with the Greater Renton Garden Clubs, Rainier Beach, Lake Ridge, and Hillcrest (Skyway) Clubs and exchanged ideas. They also took part in shows on the county and state level, and came home with a number of ribbons over the years.

Community and humane projects were part of their activities, making bouquets or a birthday cake to gladden the hearts of shut-ins. Each Christmas they would make wreaths for the Marine Hospital on Beacon Hill, and at other times of the year, when flowers were in season, furnish flowers for the patients.

In later years the Club held monthly birthday parties at the Renton Terrace Nursing Center to make things a little brighter for the residents. In April, 1968, Ada Ervin celebrated her 100th birthday. Her nephew came from Nevada for the occasion, and was so impressed with the kindness shown his aunt he presented the Club with a \$50.00 check in appreciation.

A sad event happened in March, 1968, when Leona Conklin, a long-time Bryn Mawr resident, charter member of the Bryn Mawr Women's Club, and 24-year member of the Garden Club passed away.

Through the years the Club has endeavored to make the community a nicer place in which to live. One of their first projects in 1951 was

to dress up the Bryn Mawr Methodist Parsonage with the purchase of \$17.00 worth of shrubbery from their thin treasury. The Bryn Mawr School also benefitted when the ladies provided and planted shrubs around the school.

From the beginning the Club kept the original Bonnell Nursery shrubbery in shape at the Bryn Mawr Women's Club, and added to the look of the community landmark. One project the Club did not feel they could handle was landscaping of the new Bryn Mawr Sewer Department Pumping Station.

The Garden Club maintained a membership of 35-40 over the years, with an average attendance of 16 per meeting. Meetings and tours are still informative and educational. Club members hold plant sales and a few other money-making projects, meet quarterly with the Snoqualmie District Garden Clubs at the Scottish Rite Temple in Seattle, and once in awhile attend the State convention.

Club membership today is 20, with monthly meetings held in member's homes the 2nd Thursday of the month. The Club still works for the betterment of the community, and will remain an asset as long as there are active and determined members of the Club. Some charter members still belong.

The Bryn Mawr Pines Club

On July 31, 1925, several young people, A. E. Wilson, Mrs. Frank Evans, and R. J. Roberson, appeared before Notary Public William Edmund and signed incorporation papers for the Bryn Mawr Pines Club with the intention of having a bathing beach and clubhouse in which to hold dances, entertainment and meetings. The idea sounded great and would have been a community asset, but outside of the incorporation papers, there is no record of any development or activity of the group.

Bryn Mawr Athletic Club

Around 1920 a few of the local boys with a lot of ambition formed the Bryn Mawr Athletic Club, a loose knit group with no assets but a desire to get together to enjoy sports and exercise. The first official headquarters of the Club was a house at 85th and 119th, used when the weather was bad.

An unofficial hangout was Ben Britzius' garage and gas station on Rainier Avenue next to Dick Doran's Barbershop. The garage was not the most substantial building, but it served as a place to get together on cold, wet days; everyone brought a few sticks of wood to keep the oil drum heater going.

Also, on cold days, the Bryn Mawr School Gym was used when school was not in session. The boys formed a basketball team with Frank and Gar Nichols the stars; and Babe Gurley, Jack and Bob Griffith, Jay Hisey, Ray Scholtz, Lattie Knoblauch, Bill Loken, Doug and Walter Will, Bill Tomlin, and some others that do not come to mind. A few of the boys became stars when they played high school ball.

Other indoor sports were wrestling and an abbreviated type of soccer Alex Edmund's father brought from Scotland. The Alex Edmund family moved into Bryn Mawr in 1921, and it was not long before Alex and his father had the local boys interested in indoor soccer, which got a little rough at times but was enjoyed by everyone.

The Club was accumulating some funds to buy needed equipment. One day Harold Cummings, Club Treasurer, found a bargain and spent the \$50.00 in the treasury for some wrestling mats. This did not go over big with the members, but when Les Nelson became cagey and handy with his wrestling holds he won an exhibition, the money went into the treasury, and Harold was back in the Club's good graces.

During the winter of 1926 the boys congregated in Ben's Garage around the stove and viewed the vacant property on the east side of the street car tracks where Robertson's Store was before it burned to the ground on July 3, 1924; the flat, vacant property looked like a baseball field to them. The boys found the owner, who gave them permission to use the property if they would clean it up. They worked hard and by spring the field was ready for the first team play. The field was used for a few years until the property was sold and the new owner had other uses for it.

The Club was temporarily out of the baseball business, until the school board had George Banderet grade some school property for a baseball field, and the boys could resume play. Most of the basketball stars were also baseball players, and there were a few that specialized in "wood." Fred Beers, Harley Barnum, Harold Washburn, and catcher Simpson, made enough to have a team who played Renton and several other local teams.

In 1927 and 1928, the Athletic Club "boys" had grown up, their skills were used for high school sports, girls appeared on the scene, and about 1928-29 the Bryn Mawr Athletic Club faded away to a lot of memories.

Girl Scout Troop 44

In 1947, the Garden Club and Women's Club felt the young girls of the community needed a Girl Scout Troop. Josephine Nairn was Scoutmistress for 18 girls of Troop 44, and saw they were kept busy. Each year the Troop spent two weeks at the Denny Creek Campgrounds Lodge on Snoqualmie Pass. On August 1, 1985, the same Troop and Scoutmistress met at the Campground for a reunion. Seventeen of the original 18 girls came and a rousing day was enjoyed by the girls who came: Marilyn Miskimens, Shirley Olson, Joyce Phelps, Leola Pollard, Billie Sidebotham, Donna Thomas, Betty Washburn, Marie Watson, Joanne Bowers, Geraldine Cavanaugh, Nancy Clark, Barbara and Lois Fetter, Bonnie and Beverly Marr, Charlotte Nairn, and Arlene Meadows, who flew in from Georgia. Patricia Nairn couldn't come.

Bryn Mawr Community and Civic Clubs

In all new communities there is a need for improvement, the Village of Bryn Mawr was no different. The Mental Science group filled part of the need but did not extend community-wide.

In 1919 a number of citizens formed the Bryn Mawr Community Club, and published a document stating the ideals of the Club and the Community. This resolution was a masterpiece of community law, composed by a person who had lived in a new community before. The duties of the residents of the community and the need for them to band together for the good of all was pointed out.

Some original members were: Henry E. Collier of the Mental Science group, the first president; True Partridge, secretary; Earl Paddock, Mr. Hawley, Mr. and Mrs. Wilkes, Mr. Ingram, Charles White, Claude Hisey, R. L. East, Charles Dial, and others.

At a meeting of the Club on July 31, 1924, the 110 adults present petitioned the new District 14 Water Commissioners to install a 100,000 gallon concrete storage reservoir with adequate pipes to provide water for the community and for fire protection. From the records it would appear Charles Dial didn't agree with the Commissioners way of doing things, but after accepting the strongly-worded letter, the Commissioners did it their way anyhow.

Because of the large school gymnasium, the School Board did not see the need to improve the adjacent school grounds, but about 1922 agreed to let George Banderet and other members of the Club grade and improve the grounds for recreation purposes. The Club also installed a plank walkway from 84th Street to the School, especially pleasing the mothers and the school custodian, since the children didn't have to walk through the mud.

In 1929 there was enough dissension among the members to cause Art Hill, George Banderet, Clyde Spooner, Jim Carlson, Charles Dial and others to form the Bryn Mawr Civic Club. This division must have been popular because a number of the former Community Club members are listed on the Civic Club roster: Claude and George Hisey, H. G. Rowland, Ken Gallagher, Dave and Sigrid Thorson, Emma and John Gleason, Don Ellis, Walter Porter, Frank Miller, Bill Carney, Mike Scholtz, Bert Bunker and others.

The Civic Club decided the streets were too dark at night, contacted Puget Sound Power & Light, and had four lights installed at different locations throughout the area. Since the circuit switch was at Claude Hisey's Service Station on Rainier Avenue, Claude fell heir to turning the lights on and off each day. After a year or so of prodding, the Civic Club coerced the Water Commissioners into assuming responsibility for the lights. The lights were incandescent and didn't shed much light, but when the Water District added more lights, and also absorbed the cost of their upkeep, it was a big improvement.

In 1931 the Depression had arrived and a large percentage of men were unemployed. President Roosevelt created the Works Progress Administration (W.P.A.) to do community projects. The Civic Club arranged with the W.P.A. to hire local unemployed men to build much-needed sidewalks in Bryn Mawr. The job was done at a maximum cost of \$.15 a running foot to the property owner. Some owners required a long time to pay even this small amount because of the tight economy. The sidewalks installed in 1932-33 are still in use but many need repair.

In 1933 State Law made it possible for Water Districts to form a Fire District. The Civic Club encouraged the Water District to install fire hydrants (standpipes) and to purchase some fire equipment, which they did. First, a hose cart was purchased, 13 hydrants with 15 more were ordered, and eventually a fire truck and station materialized. The Club maintained their interest in the fire needs of the community through 1940 when the engine was purchased.

As more people moved into Bryn Mawr, the automobile became somewhat of a problem. The Civic Club asked King County to erect some speed limit signs for the protection of everyone, and especially the school children.

The Community and Civic Clubs have come and gone, but made a great impact by their concern for the good of all. Members of the Civic Club still live in the area, but there is no organized Club effort any more.

Bryn Mawr Preschool

For some years Mary Berg taught the preschool age youngsters in her home. The mothers of these children had an informal group which met to discuss their mutual problems and to occasionally hear a speaker. Some of the ladies who belonged in the late 1930's were: Erma Rowland, Mrs. Tutty, Ruth Rock, Ebba Goldman, Veda Welsh, Ella Orseth, Lucile Williams, Alice Heemink, Mrs. Hogan, Carrie Sprague, Josephine Nairn and Alma Herr.

THE RACOONS

Sometimes memories never dim. The "Renton Area Council of Older Native Survivors," better known as "Racoons," is a bunch of fellows that were the life of the community from about 1930 to 1950 while going to Bryn Mawr School and Renton High, and are still at it.

Bob Logue, the unofficial secretary, along with Al "Bud" Miskimens, Olaf Olson, Bill Connor, Ron and Jerry Regis, Jerry Ofsthus, Al and Fred Rickets, Dave Sullivan, Larry Canaan, Jim Crenna and Bill Loken, still gather a few times a year and talk things over (usually with enthusiasm).

The above star athletes had baseball and basketball teams that took on Earlington, St. Anthony's, Rainier Beach, Kenndale and Campbell Hill schools; nobody ever figured out who won, but nobody cared either.

Bob Logue remembers swimming to Kenndale, resting on the log rafts going over and coming back, ice skating in Skyway, socials at the Women's Club; and Scoutmaster Cecil Baldwin and Bill Hogan, his assistant. During the War years Air Raid Wardens Claude and George Hisey ran all the kids home at curfew, and doused the outside lights. At the same time sand bags were piled around the school and air raid drills cut into school days.

When the boys needed a little change, they collected beer bottles and sold them to Bert Doran at the Bryn Mawr Tavern. Other remembered merchants were Roy Marr of Marr's Drugs, and Dick Doran, who sometimes gave a free haircut to a needy kid. Ah, those were the days!

CHAPTER 15

BRYN MAWR PIONEERS

When things began to stir in Bryn Mawr in the late 1890's, there wasn't much to look at. On the surface there was a lot of logged off land with stumps and brush, but underneath the debris on the sidehill and plains of the wilderness, there was good soil and water, beautiful Lake Washington, and a magnificent view of the surrounding foothills and mountains.

Ferry Burrows arrived in Bryn Mawr in 1897 with the idea of promoting Lake Washington's fishery and the area's wild game, by furnishing facilities for the affluent of the City of Seattle.

In 1900 persons of Robert L. East's caliber made Bryn Mawr a potential "Garden of Eden," as described by the Mental Science group when they came to the area in 1905.

When more families and individuals moved into Bryn Mawr, the area became a solid community. This chapter will give additional insight into the lives of the pioneers mentioned in previous chapters, as well as other people who added to the building and lore of a community fast-approaching the century mark.

FERRY FAY BURROWS AND MARTHA BURROWS

An early pioneer with an idea, Ferry Fay Burrows arrived in Bryn Mawr on New Year's Day, 1897, with his wife, Martha, and two children, four year old Edgar Burrows, and Ruth Burrows, age two. In 1898 another child, Melba, was born to Ferry and Martha Burrows. All three kids went to the Renton School until 1908 when they enrolled in the new Bryn Mawr School.

Ferry's resort business flourished until the locks at Ballard were opened in 1916, Lake Washington was lowered nine feet, and he was left with more dry land and less wilderness because of the influx of people. (See Chapter 1). He stayed in this location until 1919 when he decided there were other things to do and sold the resort to Ted White.

Ferry died in 1925, and his wife, Martha Burrows, married an old neighbor, Jack Hayes, nine years later. Eddie Burrows became the Mayor of Renton in September, 1944.

ROBERT L. EAST FAMILY

Robert L. East was one of the first permanent settlers in the newly-populated Bryn Mawr wilderness, arriving in 1900 with his wife, Ellen (Trembath) East, and three daughters, Mary, Alice, and Lottie.

Robert L. East, born in Digby, England in 1863, married Mary Ellen Trembath, (born in Cornwall, England in 1861), in 1883. The lure of a new



Left: ROBERT L. AND MARY
ELLEN (TREMBATH) EAST

Above: R. L. EAST IN HIS BRYN
MAWR GREENHOUSE.



1910 - R. L. EAST AND A 12-HORSEPOWER ROAD GRADER

land brought them to Manitoba, Canada in 1884. They filed a homestead claim, but after a few years in the North Country they decided to move to a milder climate and arrived in Seattle in 1890. The new immigrants became U. S. citizens as soon as possible because it was important to them.

An imaginative fellow, Robert went into business in Seattle as a wholesale/retail dealer in poultry, eggs and produce on the corner of West (Western) Avenue and Madison Street. Bob had to be inventive to support his wife, Ellen, and three daughters: Mary, born November 24, 1890; Alice, born in 1895; and Lottie, born April 15, 1897, all in King County.

About 1900 Bob heard of the Bryn Mawr area from his customers, decided it sounded good, and took a look. The only way to Bryn Mawr then was by steamboat, by horse and wagon from Seattle along the pole line road from Rainier Beach, or on the Seattle & Rainier Beach Railway and get off at the Shady Lane Station at Alcott Avenue (now 112th). The family moved to Bryn Mawr in 1900 and purchased two 5-acre (320 x 618 ft.) tracts for \$750.00 each from Robert Craig, a bachelor, who purchased the land from the Edward Bellows Estate. The property was one tract west of 84th So., between South 114th and 116th Streets. East's first tax statement in 1902 was \$8.10.

When the Easts arrived in Bryn Mawr there was very little timber on the land but a lot of brush and many large stumps which were blasted out with dynamite and then stacked in huge piles and burned. Lottie East, a small child at the time, remembers how scared she was of the large bonfires. After the land was cleared it was planted with gardens and orchards.

Ellen and Robert East set up housekeeping in two empty log cabins that were on the property. Robert bought lumber from the Taylor Mill and had it delivered to the beach at Bryn Mawr. Then he built a sled and with a team of horses hauled the lumber up the hill to a spot near South 114th about a block up from 84th. Robert built a substantial house which lasted for many years until it was demolished a few years ago to make way for new housing.

While Robert was busy building the house, Ellen East (she didn't use her first name "Mary") had her hands full taking care of the girls and doing numerous chores in the wilderness.

About 1910 Robert East built a greenhouse to grow food for his family and to make a few extra dollars for the household kitty. He operated the greenhouse until 1934 when he leased it to Kikujiro Mano, who used it until 1939 when he began a greenhouse business on Renton Avenue, which is now run by Mr. Mano's son, Tosh, and his family. Mr. East ran his Bryn Mawr greenhouse until it was torn down about 1941.

Lottie East had a chicken house alongside the greenhouse where she raised poultry and sold the eggs and chickens for a number of years.

Robert East's main source of income was road construction. He would obtain a county contract, and hire local men with teams and scrapers to do the work to the county's specifications. This type of agreement was general practice those days.

One of the local roads he constructed for the county was Langston Road from the City Limits of Renton to the Seattle City Limits. When Langston was laid out the county specs called for going around almost every stump and mole hill. When the job was close to the East home, Lottie took her father's lunch to him each day.

East kept busy in the early 1900's building roads to open up the wilderness, clearing land and logging for others, and making shingle bolts in his spare time. However, he still had time to tend his own property, and operated the R. L. East Real Estate office on Rainier Avenue at South 114th Street with his daughter Lottie's help. He must have been a good builder because he was South County Road Superintendent for a few years until he decided he had enough of his own activities to keep him busy.

County citizens were more or less very honest, but it was still necessary to have law and order. R. L. East was elected Constable of the Black River Precinct on November 14, 1908 and held the position for 30 years, wearing the badge of office with pride. Bill Edmunds was Justice of the Peace for a number of years and the two of them kept things peaceful.

The East's oldest daughter, Mary, became romantically inclined and married Oscar Hall in 1915. Oscar and Mary built a home at 8215 South 114th Street, very near her parents. Robert, the Hall's firstborn, was named for his grandfather; a daughter, Vivian, was born in 1919.

Mary "Ellen" (Trembath) East was 84 when she died in 1945. Robert thought it time to retire and tend the house and surrounding property. He kept busy until about 1954 when he fell from a ladder, injured himself, and never fully recovered. On June 6, 1955, he died at the age of 92. Two of Bryn Mawr's pioneers were gone after leading a good, full life.

Mary (East) Hall lived in her family home for 72 years before moving to Wesley Gardens at Des Moines, Washington, where she died June 28, 1983 at the age of 92.

Alice East married A. J. Eberharter, a Seattle boy, and they had three children, James, Richard, and Jane. Alice is 90 years of age and lives near Green Lake in Seattle.

Lottie East, age 88, has lived at Wesley Gardens Retirement Home, since 1975, and remains active, taking part in the Home's activities.

Lew and Vivian (Hall) Hughes followed family tradition and built their home at 8008 South 114th Street in 1950, about two blocks from the East family homestead. Vivian, the East's granddaughter has lived on South 114th Street for 55 years.

PROFESSOR MILLARD FILLMORE KNOX AND CARRIE KNOX

Millard F. Knox and his wife, Carrie J. Knox, arrived in Seattle in the late 1880's. Prof. Knox first appears in the 1890 Seattle Directory as a lawyer and realtor in the Occidental Building. On December 16, 1890 M. F. and Carrie J. Knox purchased with R. H. Morgan and wife, Nannie E. Morgan, Lot 19, Block 4 in Bryn Mawr Park, probably an investment in the future.

Millard and Carrie Knox set up housekeeping in the wilderness near the present Providence Hospital, before moving to downtown Seattle, first near 6th and Yesler. Sometime before 1910 they moved to 773 Harrison Street on Denny Hill. From there they moved to Bryn Mawr in 1914, building a large home on Grand Avenue (87th) at Emerson Avenue (115th Place).

Millard Fillmore Knox was born February 6, 1853 in southern Illinois, the son of Charles Knox and Sadie Wilson. Carrie J. was born in January, 1860, also in Illinois. They were married in Illinois (probably) in 1880, and their daughter, Lena M. Knox was born in 1881 in Illinois.

From information gathered from Bryn Mawr natives, Professor Knox was an educated man and well liked in the community. He made a living as a lecturer, touring various cities in the United States, talking about the Science of Phrenology, the theory that the shape of the skull governs the rest of the body and its functions. After coming to Seattle he continued to lecture and formed in 1905, a Mental Science group that held classes in Bryn Mawr. (See Chapter 3).

The Mental Science group was very active until Professor Knox died November 6, 1922. After that interest waned and the property owned by the group was auctioned off about 1923, and a few years later the college building burned down.

The Professor's wife, Carrie J. Knox died about 1924-25, age 64. Their daughter, Lena Knox Colman, worked for years as Chief Clerk in the law office of the Great Northern Railroad in Seattle.

The Knox family contributed to the progress of the community, and Bryn Mawr was a better place because of their presence.

MELVINA AND FRANK HANSON

Frank and Melvina were among the first Mental Science settlers in Bryn Mawr in 1905. They liked the look of the area and built the first substantial home in the fledgling community. The big two-story home, built on Grand Avenue (87th South) between Goldsmith Avenue (South 117th) and Hawthorne (South 117th Place), was well built; the house is still in the same place and lived in.

It did not take Melvina long to see the urgent need for a community water supply. The Hansons and Dorflingers established the system (See Chapter 8) in 1906. From information on hand, Melvina did everything from fixing the pipes to collecting bills, and taking complaints.

In 1924 the Hansons and Dorflingers sold the Bryn Mawr Water Company to King County Water District 14 for a total of \$5,500.00, taking general utility bonds as security, since the District did not have any cash.

Melvina and Frank were also active in the Mental Science Industrial Company, both writing articles in the "True Word," (the group's journal), selling real estate, and working in the community.

When the Bryn Mawr Women's Club was formed in 1928, Melvina was one of the first to sign the roster, and continued an active member through the years, helping where she could. In 1931 Melvina sold two lots to the Club for \$100.00 for a club house site. When additional funds were needed to build the club house, Melvina loaned the Club \$500.00 interest free.

Frank L. Hanson was a traveling man and rarely home. It is said he was in the pasteboard investment business (cards), a profession that often took him to Alaska and France by ship; and on train trips around the U. S. Frank's unusual attire was a fancy-cut suit, grey spats, Stetson hat, a gold chain draped across his vest; and he carried a fancy cane. There is no further record of Frank, except that he died in May, 1956, age 86, and was buried in Greenwood Cemetery in Renton.



MELVINA HANSON - FEBRUARY, 1970

Resident of Bryn Mawr, living at 11707 87th Avenue South. Ready for another trip to Hawaii with the Valley Publishing sponsored tour, leaving Valentine's Day.

Melvina took occasional trips and continued to live in the Bryn Mawr community. Her sister, Ina Collier, moved in with her after her husband, Henry Collier, died in 1944, age 81. Melvina became ill and returned to her home in Union Town, Pennsylvania in 1972 to be with her other sisters, Ida and Ada, where she died in August, 1972, age 92. According to her wishes, her body was shipped back to Bryn Mawr and she was buried beside her husband, Frank, in Greenwood Cemetery in Renton.

This indomitable lady said she was going to live as long as Walter, her father, who lived to be 102, but she didn't quite make it.

MELISSA AND GEORGE DORFLINGER

George Dorflinger and his wife, Melissa, moved into Bryn Mawr with the Mental Science group in 1905, and were active from the first: George as Manager of the new Mental Science Industrial Grocery Store, a position he held for two years before he took other jobs within the group.

When the Bryn Mawr, Washington Post Office opened January 1, 1906, (See Chapter 4), Melissa Dorflinger was the first Postmistress, a job she held until March, 1919, when it seems the store burned to the ground.

Apparently being postmistress did not occupy all of Melissa's time, because she was the midwife who took care of quite a few ladies whose "time had come." There was an acute shortage of medical attention in Bryn Mawr, since the closest doctor was in Renton, accessible by the Seattle, Renton and Southern Railway. Although there were undoubtedly a number of children born with Melissa's help, the only one known for sure was the last of Gust and Susanna Hebner's eight children, Phillip Hebner, born in 1911.

The Dorflingers and Hansons formed the Bryn Mawr Water Company in 1906, which no doubt took a lot of Melissa's time, since she and Melvina Hanson did most of the daily chores for the Company.

However, Melissa also had time to write monthly articles for the "True Word," the journal of the Mental Science group, and did other routine tasks toward the operation of the Mental Science College.

When Prof. Knox died in 1922 and the Mental Science group seemed to fade away, the Dorflingers loaded their possessions on the Model-T and left for sunny California, settling in Glendale.

In 1924 George and Melissa Dorflinger sold their share in the Bryn Mawr Water Company for \$5,500.00, taking general utility bonds in lieu of cash from the financially short King County Water District 14.

Nothing further is known about the George and Melissa Dorflinger, except that their presence added to the growth of Bryn Mawr.

HENRY E. COLLIER AND INA COLLIER

Ina Collier was Melvina Hanson's younger sister, both having come from Union Town, Pennsylvania, shortly before the Mental Science Industrial Company began to operate in Bryn Mawr in 1905. Ina and her husband, Henry decided to stay in the new community with Melvina, and built a small home near the Hansons, on the northwest corner of Grand Avenue (87th) and Hawthorne Avenue (South 117th Place); the home is still occupied.

Both Henry and Ina Collier were active in Mental Science College classes and in the community. Henry was a clerk in the group's store for a few years until he was appointed to another position. Ina clerked for Postmistress Melissa Dorflinger in the Science Store until the post office changed hands in 1919. (See Chapter 4).

When the Bryn Mawr Women's Club was formed in 1927, Ina Collier joined and soon fell heir to the Secretary's job, a position she held for a number of years. Ina wrote a running history of the Women's Club that has been invaluable to the author of this journal. Ina was also a charter member of the Bryn Mawr Garden Club, formed in the fall of 1943.

When the Mental Science group ceased to exist in 1919, Henry Collier worked at various jobs in the community until he died in October, 1944, age 81, and was buried in Greenwood Cemetery in Renton. When Henry died, Ina Collier moved in with her sister, Melvina Hanson and continued her community work until she became ill and died in March, 1966, at age 80.

GUSTAVUS HIIBNER (HEBNER) AND SUSANNA HEARTH

Gustavus Hiibner (Hebner), 22, married his bride, Susanna Hearth, 17, in Wisconsin in 1886. Their parents brought them from Germany in 1882. Gus and Susanna settled in Phillips, Price County, Wisconsin, and had eight children while there: George, Bertha, Louise, Fred, Mayme, Hattie, William, and Lawrence. Phillip, the youngest, was born in Bryn Mawr after 1910.

Susanna's folks came to the Northwest about 1896. Mr. Hearth tried prospecting for gold in Alaska, but went broke the first time. He was determined to hit it rich and succeeded the second time. After that he went into business in Seattle and prospered.

Gus was a lumber mill foreman in Wisconsin until 1906 when the market began to fade. He and his family followed his wife's folks to the Northwest, arriving in Seattle in 1906. Gus and Susanna rented an apartment at 23rd and Yesler for about a year until he got a job at the Maple Valley Lumber Mill in Bryn Mawr. The family of ten moved to Bryn Mawr in 1908 when Fred went to school at Renton and Hattie and Mayme began fourth grade at the new Bryn Mawr School.

Tragedy struck when Louise, the third oldest child, died shortly after the family's arrival in Bryn Mawr. There were no roads to Renton, so the only solution was to wrap Louise in a blanket and put her on the rear fender of the trolley for transport to Jim Tachell's undertaking parlor in Renton. In 1909 Grandma Hearth died and the procedure was repeated.

When the family arrived in Bryn Mawr they had no place to live, but it didn't take long for Gus to put a roof over their heads. He purchased six lots at \$150.00 each on 118th Street near 84th and built a house.

After Fred graduated from school he worked for about a year at the Wilson Greenhouse on Grand Avenue (87th); then at Hollywood Farms in Woodinville for nine years. After a misunderstanding with the foreman, Fred left and went to work for Stuber and Richardson Greenhouses in Bryn Mawr where he stayed until 1923. In 1926 Fred and his brother Lawrence, went into business for themselves. (See Chapter 9).

Gustavus Hebner died December 16, 1944 at the age of 81, and was buried at Mt. Olivet Cemetery in Renton. Susanna H. Hebner died in 1967.

Fred was a volunteer fireman until Fire District 20 took over the operation in 1944. The Board Chairman, Charlie Hurd, awarded Fred an Honorary District 20 Badge for his service to the community.

Lawrence Hebner lived in Bellevue until he died in February, 1985. Hattie (Hebner) Hisey, a sharp lady, is enjoying life at Wesley Gardens in Des Moines. Fred Hebner is still a resident of Bryn Mawr, and at 94 bowls four days a week, his average is 130; attends the Methodist Church; and keeps house for himself. Fred's daughters, June (Hebner) Cooper and Frances (Hebner) Rutherford Link and their children and grandchildren live nearby.

The Hebner family has been a part of the progress of Bryn Mawr and is an asset to the community.

THEODORE AND JOSEPHINE OSTLUND

Theodore Ostlund was born in Boone County, North Dakota on a cool sunny spring day, April 27, 1868. His wife, Josephine, was born on a cold day, January 19, 1880 in Richland County, Wisconsin. In 1902, Ted and Josephine were married in Hillsboro, Trail County, North Dakota. Ted and Jo must have liked Hillsboro, a hospitable, bustling community of 1,338 people, for they stayed seven years while Ted operated a hardware store.

Their first child, Elmore (Jim) was born October 10, 1904, and Isadore (Izzy) was born in 1907. With a growing family, Ted decided he needed a profession, and took time off to obtain a degree from Missouri College of Chiropractics.

The family of four started west in 1910, got as far as Polson, Montana where they settled down, and Ted returned to the hardware business. The Ostlund's third child, Dorothy, was born in 1911. When Elmore became ill, the doctor said the only cure was a change of climate, and suggested salt water air would do the trick.

So, in 1912, Ted loaded the family of five, and Josephine's Mother, "Grandma Johnson," into the Model-T, and headed west over a very rough road to the shores of Puget Sound and Seattle. The family liked the area, and the doctor must have been right, since Elmore's health improved.

Soon after arriving in Seattle, Ted heard about a better place to raise a family, and they moved to Bryn Mawr, the first station of the Seattle, Renton and Southern Railway, south of the Seattle City Limits. Ted rented a little house on Bowling (South 114th Street) where they set up housekeeping and Ted opened his first chiropractic office.

It was soon obvious they needed more room, so Ted and Josephine looked around and found a large, two-story house on the northeast corner of 85th and 115th. A large vacant property to the north of the house, Ted put to good use with a garden, fruit trees, berries and chickens.

Grandma Johnson did not sit around either, and had a shed built at the end of the street on the edge of the gully to have protection for her cow. The shed was near where the Bryn Mawr Women's Clubhouse was built in 1936. Grandma tended her cow which provided milk for her family and for the neighbors. When Grandma died at the age of 96, she still had a cow.

Early in 1913 Izzy and Elmore (Jim) started school at Bryn Mawr in the first and third grades. Jim kept a high grade average all through school. Jim's memories include teachers Edith Wright and Mrs. Hadden; and the fire slide at the south end of the building.

When the boys finished grammar school in Bryn Mawr, they rode the "Galloping Goose" to Franklin High, the "big city" school. Rainier Avenue opened in 1917, just in time for the neighborhood kids to get a ride to Franklin with Mr. Shamek when he went down town to his Button Shop. On the way home, they left the trolley at the Seattle City Limits, and saved a nickel by walking from there.

Dr. Ted Ostlund moved his chiropractic office to the Arcade Building in downtown Seattle. He kept his Model-T downtown and drove as far as Rainier Beach until 1917 when Rainier Avenue opened and he could drive all the way to Bryn Mawr. After awhile he prospered enough to afford a new Studebaker touring car. The "Studey" was not an automobile to leave out in the weather, so he built a garage on his property. The family chicken coop was attached to the back of the garage for shelter.

Jo and Ted's routine was always the same. Every morning at 6:00 a.m. Ted went to the basement, stoked the furnace and brought up a scuttle of coal for the kitchen stove. Jo, an excellent cook and housewife, washed Mondays the hard way, with a copper boiler and a scrub board; ironed and mended on Tuesday; Wednesday she kept free; Thursday, Jo did chores not done other days; Friday she cleaned house; on Saturday she rode to town with Ted, walked to the Pike Place Public Market to shop for the week's supply of fresh fruit, produce and bargains for the family. Jo would go to Ted's office and rest awhile before finishing her shopping, and then the couple would return to Bryn Mawr. It was seldom Jo and Ted varied this routine.

The Ostlund children vividly remember the trips back to Montana. Ted could only drive as far as North Bend, where the Model-T and family would be loaded on the Milwaukee train, transported to Easton and unloaded there. The biggest thrill of the whole journey was the steep, 11 mile ride down the east side of old Blewett Pass. A large tree was tied to the back of the Model-T to keep from going downhill too fast and risk burning out the brakes and transmission. There was a pile of trees at the bottom of the pass left there by other travelers. The return trip up Blewett Pass burned the transmission bands from climbing up the east side in low gear.

The drive continued to Vantage where the family boarded a ferry to cross the mighty Columbia River, and then across the rolling Eastern Washington countryside to Idaho, where they boarded another train, and finished the three day trip to Polson.

Ted Ostlund was active in the community, enjoyed people, and was a school director for King County District 97, later District 403.

Elmore Ostlund learned a hard fact of life when he shot his .22 rifle out of the upstairs window at a mud puddle in the street. The bullet ricocheted and made a hole in Andy Anderson's window kitty corner across the street. Papa paid for the window and Elmore learned a cheap lesson.

In 1931, before the Great Depression had a good start, Elmore wooed and won the hand of Ellen "Nellie" Harrington, and they were married in the Bryn Mawr Methodist Church that was just across 85th from the Ostlund home. The young couple lived in the family home for a couple of years.

One day Nellie took her father-in-law's Studebaker for a ride, lost control of the car coming into the garage, thereby making an extra garage door, and also running into the chicken coop. One thing Nellie enjoyed most was sitting around the huge oak dining table at dinnertime, in the summer with the windows open, the curtains blowing, and the perfume of the

hawthorne tree filling the air. Another memory is of the lard can in the kitchen Grandma Johnson and Jo (Mom) kept filled with fresh doughnuts that "left a lump in the throat." The can never overflowed, there were too many children and grandchildren around for that to happen.

In 1940 Elmore and Nellie moved into the Hale home on Bowling Street with their family of four children: James, Richard, Eleanor (Cookie) and Robert. Nellie kept the family well fed, taking some of her recipes from the Women's Society of Christian Service Cookbook compiled by members of the Bryn Mawr Methodist Church. A much-used recipe was for pecan wafers.

Isadore Ostlund married Edith Hildahl in 1934 and they had two children, Jon and Janis. "Izzy" earned an Engineering degree at the U. of W. and worked for Boeing for 35 years. He passed away in 1977, age 71.

Dorothy Ostlund, the youngest child, married Ed Wells in 1934, and they had a son, Ed, and a daughter, Laurie. The Wells celebrated their Golden Wedding Anniversary in 1984, and are still in the Seattle area, enjoying a well-earned retirement from Boeing.

Theodore and Josephine (Johnson) Ostlund lived a long and fruitful life, leaving three children and 16 grandchildren, 14 of them living in Western Washington.

When family members reminisce, memories of long-forgotten incidents are vividly recalled. Richard remembers one wall of the garage covered with license plates from most of Ted's Studebakers. Early day customized plates were different colors, but the number was the same, "4388," his grandparents phone number.

Elmore recalls fond memories of some neighborhood kids and their families. Mr. Simpson, the boat builder, and his family of two boys and four girls lived close by on 85th. There was also Elwyn and Hayden Hughes who worked at times for the Water Department. Leon Derbyshire, and his brother, Chester, and sister, Dessie. Leon became a noted artist with many gallery shows. Elmore and Nellie cherish the "Derbyshire" painting hanging in their West Seattle beachfront home today.

There was also Mr. Orvis, Hudson Bernard, and Jack Hayes; Jim and Ed Ellis; Ralph and Jenny Duke, who lived on 85th and 113th; the Nairns, who lived on 87th and 114th; the Hales, whose home at 85th and 116th, was on the edge of the gully. One of the boys, Gordon Hale married Dessie Derbyshire, became a doctor, and still lives on Capitol Hill in Seattle.

The Ostlund family was fruitful, enjoyed success, and cherish the children and grandchildren with which they were blessed.

ANDREW B. ANDERSON AND AASA OFSTHUS

Andrew B. Anderson was born in Sweden, and married Aasa Ofsthus who was born in Norway. Aasa was working as a maid for Andrew's sister when they met. They emigrated to the United States, and arrived in Seattle in

1911, Andy Anderson went to work for the Taylor Mill in Bryn Mawr, and the family moved into a home at 8439 South 115th Street.

Andrew and Aasa (Ofsthus) Anderson had three children: Helen and Arthur, born in Bryn Mawr, and Margaret Anderson, born at the old Renton Hospital.

Andy Anderson was a carpenter and worked on many homes and other projects in the Bryn Mawr area, among them the Bryn Mawr Club House. Andy taught his sons-in-law, Toivo Moilanen and Bill Cornelius his trade, and they worked with him until World War II.

Arthur Anderson married Juanita Sherwin, they had three sons and ran a dry cleaning business on Rainier Avenue. Arthur died in 1962. Helen Anderson married Toivo Moilanen. Their son Emil and his family live near Port Angeles; daughter Margaret and family live in New Hampshire; daughter Linda and family live in Richland; and son Dan and family live in Renton. Toivo Moilanen died in 1979. Margaret Anderson married William Cornelius and they live in the family home; their daughter, Kathryn and family live in Renton; and son David and family live in Mount Vernon.

The Andrew and Aasa (Ofsthus) Anderson and their descendants have enriched the community through their involvement in local projects and clubs.

ADELINE MUZZY, TEACHER

John and Helena Muzzy decided Minnesota winters were too rough and, at the beckoning of John's sister, Julia Hull and her husband, Charles, the Muzzys moved to the Northwest and settled in Bryn Mawr in 1919 with four children -- Adeline, Dick, Don and Dan.

When the family arrived in Bryn Mawr, Adeline enrolled as a sophomore at Franklin High School. So she could earn a little money, her friend, Carol Ryan, got her a job at the Seattle Public Market selling butter and eggs. But Adeline was not up to yelling "eggs, butter, and cheese," and was fired after just one day. In a few more days she was hired for a job more to her liking at the Bon Marche, enabling her to add to the savings being built up to pay for an education.

While still at Franklin, Adeline successfully sold homemade candy for Delpha Washburn in her spare time on school days. The delicious divinity candy bars were 5¢ with Adeline's profit being 2¢ a bar. Two of her best customers were the Principal, Joseph A. "Papa" Reed, and Vice Principal, Sidney P. Trathen.

Like lots of the Bryn Mawr kids, Adeline rode the trolley, "Gallop-in' Goose," and got off at the Seattle City Limits to save the extra nickel fare. Adeline enjoyed the exercise when walking with Elmore Ostlund, Carol Ryan, Irene Beers and others, even in all kinds of weather. On Friday nights Adeline and many other Bryn Mawr teens went square dancing at the Mental Science College Building.

In the fall of 1922, Adeline began her college education at the State Normal School (Western Washington University) in Bellingham. To help pay her way she took a job as a waitress in a local restaurant. One day she badly burned her arm and had to drop out of school temporarily. The next term she picked up where she left off and completed the two-year course in three years, graduating in June, 1925, a new elementary school teacher.

After graduation Adeline looked for a teaching position in the vicinity of Bryn Mawr. In the fall of 1925 she applied for an opening at Campbell Hill School to be within walking distance of her Bryn Mawr home to save on street car fare and time. When the school board examined her credentials, the first question was "can you play the piano?" She said she could and was hired for her first teaching position.

During her first year of teaching at this distant school, Adeline walked up a path (now 84th South) with her dog, "Rep," across what is now Skyway until reaching Campbell Hill school on the far side of the hill. After one year of this type of exercise, she saved enough money to buy a new Chevy Roadster which usually had a single bench seat, cloth top with no side curtains, or a hard top with a wooden frame covered with cloth. The car made a shorter and better day for Adeline, but she and Rep didn't get as much exercise.

From Bryn Mawr, the shortest driving route to Campbell Hill in 1926, was south on 87th, past Stuber and Richardson's Greenhouse to Hardie Street, then to Langston Road, turn right up the steep hill, shift into second gear and on to the school.

Campbell Hill had two classrooms upstairs and a large play area and furnace room in the daylight basement. Adeline was second in command after Principal Ben Mitchell, with four grades to manage -- quite a challenge.

Campbell Hill and Bryn Mawr Schools were both in King County School District 97. There was an opening at Bryn Mawr in the spring of 1928, Adeline applied, received the position and was at her desk in the fall of 1928. Her first year at Bryn Mawr School was under Principal James Dunn. Adeline must have enjoyed teaching first and second grades, and the Bryn Mawr area, since she was on the payroll of District 97 (later District 403) for 23 years until the spring of 1948.

In the fall of 1949, Adeline taught at Brighton Elementary and other Seattle schools until she finished her career as a primary grades consultant. She retired in 1971 after 46 years of being a friend and a much loved teacher for the local youngsters, and enjoyed every minute of it.

WILLIAM AND ALEXANDER EDMUND

William Edmund was born in Scotland in 1863. About 1885 he married Janet King, born in Scotland in 1861, the daughter of Marian and John King. Their son, George William Edmund was born in 1886 in England. When young George was six years old, William grew restless, thought he could do better in America, so he brought his family to the United States in 1892, and arrived in Wenatchee, Washington a year later at the age of 21.

By 1904 Bill had enough money to start an apple orchard at a site near the settlement of Orondo on the east side of the Columbia River about 15 miles above Wenatchee. By 1909 he was shipping apples to New York for trans-shipment to England. According to the column, "75 Years Ago" in the Wenatchee World Newspaper of October 22, 1984, Bill's apples were included in a record shipment out of Wenatchee, the "Apple Capital of the World," bound for "the Big Apple" (New York City). Bill also shipped some of the first apples to Australia.

George William Edmund married and had three children, two girls and a boy. George, 32, died in 1918, a victim of the flu epidemic of that year.

About 1919 Bill and his family moved to Bainbridge Island and started a chicken business. At the same time he wrote Alexander, his brother in Scotland, that there was a spot for him in the Northwest area of the United States. In 1921, after a year in the east, Alexander and his family moved in with Bill on Bainbridge Island for three months.

Shortly before Thanksgiving, 1921, Bill loaded all his equipment, furniture, and chickens, along with Alexander's belongings, on a rented, medium-sized launch and, on a stormy day, headed for Bryn Mawr. Although it looked doubtful at times, the family made it to the Bryn Mawr beach at the end of South 114th Street.

When Bill Edmund moved to Bryn Mawr he established a home on 87th Avenue and 118th Street, and became involved in the community. In 1924 when a Water District was formed to replace the privately-owned Bryn Mawr Water Company, Bill was one of three elected Water Commissioners, and also was Clerk of the Board. On June 3, 1925, he resigned the Commissioner's job, to become Superintendent/Clerk of the District. Both jobs kept him busy and so well known, he was affectionately called "Water Edmunds."

Bill's wife, Janet (King) Edmund died in 1927 at the age of 65.

Alexander Edmund was born in 1883 and married Catherine, (born 1885), about 1908 in Scotland, where they were both born. Their son, Alexander Edmund, Jr. was born in 1909, and a sister, Louisa some time later. Alex was 12 years old when the family moved to Bryn Mawr in 1921. He and Louisa started school the Monday after Thanksgiving.

Alexander Edmund and his family rented a house on South 116th until he completed building the family home at 11307 87th South, where they remained for years. Alex was an old country Presbyterian, but the only local church was the Bryn Mawr Methodist, so Alex became a Methodist. He took an interest in the church, and with an excellent voice, sang at the services with Mrs. Jennie Ellis and others. Being a journeyman cabinet maker, Alex made a number of pews, and was Superintendent of the Sunday School for years.

Alex Edmund, Sr. and Jr. were avid soccer players and taught a good many of the Bryn Mawr kids the fine points of the game as it was played in Scotland, using the school gym in the winter and playing other teams when spring came.

Alexander, Jr. hired on as delivery boy and sweeper at Ernie Bare's store. The job helped finance Alex' way through Franklin High School and business college. He took an interest in the community and helped his Uncle Bill with the Water District, and served as secretary for the Fire District. In 1945 he moved to the Mt. Baker area in Seattle, returning to Bryn Mawr after a number of years, is now retired and living just a block from the Bryn Mawr Elementary School.

Louisa B. Edmund married a Mr. Nicholson, and she lives in Bellevue.

Catherine, Alex, Sr.'s wife, died in 1931, and he married a lady named Jessie, awhile later, who died in 1936.

Bill Edmund set up a Real Estate office along with the Water District office in his front room, and was Justice of the Peace for Black River Precinct for a good many years. Bill and the Constable, R. L. East, kept peace and order in the community. He resigned the Water District position in August, 1944, and Toivo Moilanen took over the position.

The Edmund family descendants still reside in and around Bryn Mawr, are still members of the Methodist Church, and have added much to the life of the community.

WILLIAM SCHOLTZ AND MARY SPEAHAR

William "Mike" Scholtz born in 1889, was raised in Calumet, Michigan. His future spouse, Mary Speahar, was born in Butte, Montana in 1892. Mike figured a young man's future was in the West, started that way, pausing in Butte where he met Mary. The couple was married in 1909, started West again, and settled in Spokane.

After a year in Spokane they were blessed with the first addition to the family, Sylvia, who was born in 1911. Mike continued to follow the woodworking trade, and in 1915 they moved to Anaconda, Montana, where their second daughter, Katherine, was born. The family returned to Spokane, and would have stayed there, except for World War I -- the Government needed Mike's skill in the Seattle Shipyards.

Mike stayed at the War effort until the Armistice was signed; it was not long before he found another job, and on April 29, 1919, the family moved into a home on 85th South and South 118th Street in Bryn Mawr. Two days after the move, Sylvia began second grade at the Bryn Mawr School. Shortly after the family settled in the community, the fifth family member, Raymond, arrived.

In 1921 when the District 97 School Board decided the Bryn Mawr School needed indoor recreation and dramatic facilities, Mike bid for and won the contract to build the addition. When the school job was finished Mike continued to build residential and commercial buildings, until he went to work as a Millwright for Elliot Bay Mill Company.

Mike helped form the Bryn Mawr Civic Club for the betterment of the struggling community.

Sylvia Scholtz graduated from Bryn Mawr Elementary and Franklin High Schools. After graduation, Sylvia met Harold Cummings, a 1919 graduate of Broadway High who settled in Bryn Mawr. Sylvia and Harold were married July 25, 1929 in Bremerton by Reverend Ashby, and moved to a home in Bryn Mawr at 85th South and South 119th, when there were very few through streets in the community. Harold Cummings had a real estate office on Rainier Avenue in Bryn Mawr when he passed away about December, 1985. Sylvia still lives in Bryn Mawr; so does Harold, Jr., "Bob," and his wife, Wilda.

Mike Scholtz died in March, 1957. Mary Scholtz continued to live in Bryn Mawr where she died at the age of 91, in January, 1983.

GEORGE AND LAVENA BANDERET

George Banderet's parents, Gustav, age 32, and Sophia, age 27, were married in 1868, in Switzerland. Seven children were born to them, beginning in 1871 with Gustav, Jr., followed by John, 1873; George, 1874; Lucy, 1876; Henry, 1877; Daniel, 1878; and finally Elisa, 1880.

Gus must have decided the family would prosper better in America. The family embarked from Le Havre, France in the summer of 1882 with high hopes for a good life in the New World. However, things did not turn out according to plan -- Gustav, Sr. died enroute, leaving Sophia with seven small children, ages 2 through 11. It must have been difficult for Sophia when she landed in New York, but she and Gustav must have planned well before they left Switzerland, because she was able to move the family to Issaquah, Washington Territory, taking up a homestead south of Issaquah in what is now the May Valley area.

Almost all the family stayed in the Issaquah or Renton area for the rest of their lives. All are buried in Renton's Greenwood Cemetery with the exception of John, who took a job in Peru. The only ones to marry were George, and his sister, Elisa, who moved to California and had a son, Albert, born in 1918.

In the Issaquah area the lumbering, logging, and mining industries were going wide open, and George Banderet did not let any grass grow under his feet. He was in the road building business in the late 1890's; and in 1902 built what is now the May Valley Road south of Issaquah, known in its original days as the "Banderet Road." George prospered as a road builder, attending the Good Roads Convention in Aberdeen, Washington in 1910. About 1911 George built some streets in Redmond, put a road through Auburn in 1912, and built many other local county roads.

George moved into Bryn Mawr about 1913. J. F. Smith, Owner of the Maple Valley Lumber Company, was in financial difficulty, so he sold the large home on the corner of South 115th Place and 88th Street, built in 1911, to George for about \$1,500.00. The only through street at the time was Grand Avenue (87th South). There was no Rainier Avenue, and the only way in and out of Bryn Mawr was by horse, lake steamer, or the Seattle, Renton and Southern Railway.

Soon after George bought the large home, he and Lavena were married, both being about the age of 40 years. They set up housekeeping, and George built a large barn on the southeast corner of Grand Avenue (87th) and Carlisle Avenue (South 114th) to house his horses and equipment. The large barn faced Grand, and all the horses were kept on the second floor, and the equipment was stored on the lower floor that was entered by the alley off South 114th.

George was a heavy construction contractor, so he needed a lot of strong horses ready for a job. Dick Doran relates that between jobs George would ship the horses to Eastern Washington to rest and fatten them. When a new job was in the offing, they would be brought back to Seattle by rail car and unloaded at the Union Stockyards located on the Seattle tideflats, on what is now Airport Way at about the Bar-S Plant. George would recruit some of the local boys and men to help him bring the teams to Bryn Mawr. Everyone would load into a wagon in Bryn Mawr, go up 4th Avenue (now 84th) to the pole line road, about where 84th intersects with South 126th, head north over what is now Skyway, across today's Empire Way and up over Beacon Hill to the stockyards. The horses would be picked up and everyone make the return trip to Bryn Mawr.

Between 1910 and 1920, new automobile owners were looking for places to drive. George kept busy building roads and, among other jobs, he built the road from Fall City to Snoqualmie and on to North Bend. The Snoqualmie Pass Road was a real challenge, but the determined Swiss finally had a two-lane road up and over the pass. Another real challenge was the road up Pine Canyon from Orondo (on the east side of the Columbia River, north of Wenatchee), to Waterville in the wheat country at the top.

In 1919 George contracted to build a section of Highway 101 on the west side of the Olympic Peninsula; a road requiring the most ingenuity. George loaded his horses and equipment (two dump trucks and a steam shovel) on a couple of barges in Bryn Mawr, went through the new Chittenden Locks to Puget Sound, out the Strait of Juan de Fuca to the Ocean. Then the small navy headed south to the mouth of the Hoh River, debarked all the equipment and stock and started building the highway north to Forks and south to Quinault, both at the same time. He brought the project in under the estimated time and budget.

George built another section of Highway 101 just west of Port Angeles on Deep Creek, using the same strategy and finished in good time. Two Bryn Mawr men, Johnny Moore and Ralph Tuttle went with George on this job. Jan (Baumgardner) Ballard, George's niece, remembers going with her mother when she was a youngster to the road job; her most vivid memory of that trip was the size of the big horses and oxen used for road work, and the platform tent house George and his wife, Lavena, lived in during the summer.

The Depression hit in 1931 and things slowed down, with lots of men out of work. To take up the slack, the W.P.A. was put into effect by President Franklin D. Roosevelt to make work and to save families. George built a section of Highway 99 beginning near Sylvania (Marysville), which went north toward Canada. He used only horses and men on the job to make it last as long as possible to keep the local men busy.

George was always civic minded and about 1919, along with other local men, helped form the Bryn Mawr Community Club, and later the Bryn Mawr Civic Club. Some time after the completion of the Highway 99 project, George decided about 1938 to retire and take it easy.

Some of the Bryn Mawr citizens thought it better if George Banderet kept busy. They elected him a Commissioner of Water District 14 in 1941, a position he held until he died in 1951 at the age of 77 years. George had an adage which he repeated occasionally, which served him well "look out for the pennies and the dollars will look out for themselves."

George's wife, Lavena Banderet, was also active in community life, continued to live in the home until she died in 1956. Her niece, Janet (Baumgardner) Ballard, and her husband, Don, became the owners of the home and still live in the sturdy structure.

DICK DORAN

Dick Doran's father was born in Virginia in 1844, and served in the Civil War from 1861 at the age of 17, until 1865 when he was discharged with malaria. His mother was born in Illinois where the couple were married in 1870. They moved to Minnesota where they homesteaded for 10 years before moving to a farm in South Dakota, farming there for about 20 years, and where their son, Dick, was born in 1897. Three years after Dick's birth, his father died.

Dick was 20 when World War I began, he enlisted in the Engineers, and was sent to France with the first 25,000 men in September, 1917. Meanwhile, Dick's mother moved to Renton in 1919. When Dick returned to the U. S. after the War he stayed in South Dakota for awhile, and then with his mother and his brother, Bert, moved to Bryn Mawr about 1920, settling at 84th and 114th.

Dick worked in Seattle for a few years until he married his South Dakota girl friend, Daisy, in 1925. The new couple moved into a home in Columbia City the same year, where a daughter, Patricia was born to them.

In 1925 Dick set up a barber shop in Bryn Mawr in a corner of the McBain Store for a short while, then built a small building two doors north and stayed in the same location for 51 years. Daisy Doran wanted to keep busy, so she had a small notions store in the same location; eventually the shop had everything in the sporting goods line, too.

Dick also worked with the Bryn Mawr Athletic Club to clear the property on the east side of Rainier Avenue for a baseball field. He joined the Bryn Mawr Civic Club, and was an Auxiliary Deputy Sheriff during and after World War II.

Dick retired from barbering in 1977, hoping to take it easy, but a fellow tonsorial artist (barber), broke a leg and asked Dick if he would fill in for awhile. That was 6 years ago, and he is still on the job. How much longer he will stay is a good guess, but he doesn't mind as long as there is someone to talk with.

JOHNNY AND MARGARET (POLLARD) MOORE

Johnny Moore was born in Seattle in 1897 and lived the first six years of his life in the Green Lake District before moving to 413 22nd Avenue. When he was 14 he had a meat delivery job at the local Yesler Way Meat Market because he was the proud owner of a five horsepower Thor Motorcycle. The owner of Yesler Meats bought a second market on Capitol Hill and John fell heir to the manager's job when he was 18.

One of Johnny's riding partners was Bill Pollard, a future Bryn Mawr Postman. Bill and his sister, Margaret, were raised in Fresno, California and were youngsters when their folks moved to Seattle. Johnny Moore took a fancy to Bill's sister, Margaret and, after a long courtship, popped the question; he and Margaret Pollard were married when John was 21 years old. The young couple found a small home at Madison Park where they lived for a year until they moved to Bryn Mawr.

After ten years in the meat business, Johnny decided he would try the carpenter's trade and went to work at the Maple Valley Mine before going to work for the Taylor Mill in Rainier Beach. George Banderet, the local road contractor, was building the new Highway 101 on the Olympic Peninsula and asked Johnny and Ralph Tuttle to go with him. It was John's job to keep the workmen supplied with food, dynamite, and equipment to keep the job running smoothly.

One of John's jobs was the weekly shopping trip to Port Angeles for supplies. The cook made a list of the grocery needs and John took it to the boss, George, who would look it over and cross out some of the items he did not think necessary. When John returned with the load, the cook would want to know what happened to the rest of the food, John told him and the cook quit. This happened many times.

In 1919 John was looking for some property and found what he wanted for sale in Bryn Mawr. He bought a lot on 87th Ave. at about 114th St., and built his small family a cozy home. A couple of years later in 1922, the Mental Science group was selling some of the college property and Mr. Pollard, John's father-in-law, bought two lots for \$600.00 on the corner of 87th and 115th Place. John bought a lot nearby for \$200.00 and built a nice home. In 1927, after selling their old home to Paul Springer, they moved into the new one.

In 1930 John went to work for Pacific Car & Foundry in Renton, and remained on the payroll until retirement in 1962 at the age of 65. He still lives in the home he built and, at the age of 88 is out digging, taking care of his large garden and lawn, and doing a little fishing. John's wife, Margaret (Moore) Pollard, died recently at the age of 88, after a few years in a convalescent home.

LOLA KIRKLAND IRVIN

Although Lola Irvin is not a "true pioneer" of Bryn Mawr, her interesting background, adventuresome escapades, and interest in the community are worthy of note.

Lola married William Kirkland in 1919 and they lived in Beaver, a small western Pennsylvania community of 6,000 where a son, Bill, was born. After a few years of married life, Bill, Sr. died in 1922. Lola remarried a Mr. Irvin of Beaver and thought it a good idea to move from the old homestead. Lola loaded 10 year old Bill Kirkland, Jr. and her mother in the family car and started toward Seattle. Mr. Irvin decided to stay in Beaver for awhile.

In 1927, shortly after arriving in Seattle, Lola found a community she liked south of Seattle with the same name, Bryn Mawr, as a college in her home state of Pennsylvania.

Before Lola arrived in Bryn Mawr the Mental Science group in 1906 built a college on property at 115th Place west of today's Rainier Ave. When their leader died in 1922 they sold some of the property, and Lola bought the remainder from the Mental Science Estate, and began to build about 1930.

Lola and her son, Bill, lived in the apartment on the second story of the building she built. About 1929 Mr. Irvin, her husband, came from Pennsylvania and moved in with them. After awhile Mr. Irvin began to bend his elbow a little too much, they parted, and he returned to Pennsylvania.

In 1937, Lola hired Clyde Spooner to build a number of homes between Rainier Avenue and 87th, and moved into the largest one with her son, Bill, after she sold the store building to Daniel Muri in 1937.

Lola Irvin was not one to sit around. After she arrived in the spring of 1927 she wanted to see the Evergreen State, so she and Bill toured the forests and hills, enjoyed camping out and taking pictures of the great outdoors. At the age of 50, Lola learned to ski and became quite adept.

When World War II began Lola went to work for Boeing as an expeditor; son Bill, worked for Lake Washington Shipyards in Kirkland until he joined the Air Force. After training, he was assigned to the area around Italy, and was killed while on a special mission.

After the War, Lola and a friend, Mary Naden Legge, motored all over the United States, Mexico, and Canada between 1945 and 1951. While touring, Lola kept a log of her travels and took many interesting photographs. She showed her pictures, and lectured about her travels to the Bryn Mawr Women's Club, of which she was a long-time member. Lola managed the bookings for her lectures while traveling on the East Coast. She was a huge success on the lecture tour, speaking throughout the country about her adventures.

Early in 1951, Lola fulfilled a lifelong dream. A couple of friends of her son, Bill, invited her to tour the wilds of western and northern Alaska. In the late fall Lola was back in Bryn Mawr showing the Women's Club the breathtaking pictures of her summer Alaskan tour. The following year she visited Alaska again and, upon her return was urged by interesting author, Alberta Weed, to relate her far north experiences. The result was, "Grandmother Goes to the Arctic," a story that was well accepted.

In 1967 Lola Irvin moved to Chula Vista, California, and set up housekeeping in a mobilehome. On her trips back to Bryn Mawr she stayed with Mrs. Willette Hale on 87th Avenue South while visiting around the Northwest. Lola died in 1972 at the age of 81 years, her death was the end of an exceptional, colorful career.

GEORGE AND LEONA (TRAVERS) CONKLIN

George Conklin arrived in Tacoma in 1890 from his home on a farm near Flint, Michigan, where he was born in 1869. Before leaving his home state George attended a Normal School and earned a Grammar School Teaching Certificate, which later proved to be useful.

George and his brother, Al, began a restaurant in Tacoma and were doing fairly well until the panic of 1893 put a stop to the venture. George applied for a teaching position in the King County School system and landed a job at Coalfield, one of the small coal mining communities between Renton and Issaquah. At first the only accommodations were in a barn loft, not too comfortable, but practical. The next year he was transferred to the one-room school located at Cedar Mountain in Maple Valley.

George met his future wife, Leona Travers, at a Saturday night dance at the Cedar Mountain School. Leona's father, Frank Travers, had emigrated from Belgium in 1880 and situated in Newcastle, another small coal mining town between Renton and the mining community of Issaquah. Shortly after Frank Travers took over a 160 acre homestead in the area where Fairwood is now located.

Being a long way from anything, and with not much to do, Leona and her sisters would hitch up the family plow horse and head for the Saturday night dance at the Cedar Mountain School. At one of these dances Leona met George Conklin -- it was love at first sight. The couple married in 1897, and moved to Renton when George accepted a teaching position at Central Grade School in 1899. George was also the first School Superintendent. Their home was in the same block as the school at the Southeast corner of Main Avenue South and South 4th Street, the present site of the Service Laundry Company.

In 1902 George decided to obtain a high school teacher's certificate and returned to summer school. He taught his regular 7th and 8th grade classes and began teaching the 9th and 10th grades. The high school students were separated from the other classes only by sitting on a raised platform along the window side of the room. The first high school graduating class was of nine pupils who graduated from the 10th grade in 1904.

George Conklin was a stern, stubborn man who won the respect of the teachers, pupils, and parents. In the early days a teacher could use corporal punishment on the kids who needed it. Like as not those kids would catch it at home, too. Teaching 6-foot, 18 year old boys took a man with determination -- George Conklin had it.

After teaching elementary and high school students, acting as School Superintendent, sometime janitor and stove wood carrier for eight years in the Renton Schools, George left education in 1908 and joined Jack Duncalf in the meat business, which was a success. George retired from business life in 1924, and moved his family to Bryn Mawr.

George bought a five acre tract of land on South 114th Street from Mr. Alexander and built a home for Leona and their four children: Ella, Lorina, Ed and Frank, and they all joined community activities.

George was a Water Commissioner from 1926 until April, 1945, when he resigned because of illness, and died a short while later.

Leona Conklin was a charter member of the Bryn Mawr Women's Club, and also the Bryn Mawr Garden Club, remaining active until she died at the age of 94 years in 1964.

Their son, Frank Conklin, at 81, is working part-time, and is head usher at St. Paul's Catholic Church on Sundays. His two sisters, Ella and Lorina, are still in the area and active as ever.

JOHN STUBER, JR. AND ISABELL W. MCDOWELL

John Stuber, Jr., son of John Stuber and Emma Stuber, came with his family to Bryn Mawr in 1921, and went to Bryn Mawr School from then until 1924. In his younger days, John worked at the greenhouses for his Uncle, Joe Stuber, who was his Dad's older brother. John Stuber, Sr. planted some evergreens that grew so large they had to be removed many years later when Myron Maxwell built his home across the street from the Stuber place. John remembers when the Shamek place at 87th So. and 120th Place was built and named "Maple High Home" about 1923 because there were so many maple trees there.

Jim McDowell and younger sister, Isabell, age 12+, came to Bryn Mawr about 1929, with their parents. Isabell finished grade school at Bryn Mawr Elementary. When she and John Stuber, Jr. married they lived in the old Stuber home at the southwest corner of 85th and 124th on one acre of land. Edith (Bailey) Richardson's folks lived nearby. John and Isabell Stuber sold their property and moved to Anacortes, Washington four years ago. They have many fond memories of the Bryn Mawr area.

OTHER PIONEERS

Information regarding some pioneers was too sketchy to relate. By reading the "Who's Who" list of Women's Club members, many more will be brought to mind (see Pages 48, 49, 51, 51a, 54, and 54a).

The Lake Ridge area in the southeast corner of the metropolis of Seattle was still a wilderness in the early 1900's. Renton, a town of about 2,500 people, was at the south end of Lake Washington; and Rainier Beach, seven miles or so to the north was an awakening hillside gathering of a few homes. In between was the little Village of Bryn Mawr which was stirring, with a few trappers, loggers, and some early pioneers.

In 1902, George Kinnear, one of Seattle's early settlers, found a piece of property between Bryn Mawr and Rainier Beach. With an eye to the future, George bought this piece of property with a fine view of the ridges across the Lake. Only a few hunters, berry pickers, and loggers broke the silence of the area at that time. The loggers ruined the area's ecology but opened up one of the best views of the surrounding area in south Seattle.

In 1917, when the City, County and State finally built a road from Rainier Beach to Renton, the image of this wilderness began to change. On December 16, 1919, C. L. Dixon and his wife, Mary, platted a strip along Rainier Avenue from Ryan Street to South 112th. The first Dixon Lake Park Addition offered lots with a sales pitch that included a prime feature -- a community beach on Lake Washington opposite South 106th Street.

Sales in the first addition were brisk, and in February, 1922, the Dixon's platted a second addition which went up the hillside to the alleyway of the houses now facing Lake Ridge Drive. One of the most crooked roads this side of San Francisco's Lombard Street is just off Rainier Avenue in the first plat, deceptively named "Dixon Drive."

In 1927-1928 during President "Silent Cal" Coolidge's administration, the economy was fairly good and the stock market was booming -- things looked bright. On July 23, 1928, Curtis Parker of Parker and Hill, Real Estate Developers, platted most of the hillside from Dixon's Additions to the top of the hill at Cornell Avenue, building roads which gave every lot a view of the Lake and ridges; and therefore, called "Lake Ridge."

Not to be outdone, E. S. Goodwin and Paul Dean filed a plat for Lake Ridge Division No. 2. The area included everything west of Cornell and north to the Seattle City Limits. Street and avenue names were compatible in both plats.

Roads were graded and named, water and electric lines were installed, and the sales offices were set up. On a bright Sunday afternoon in 1928, a Rainier Valley lady, Mrs. Markle, and her teenage daughter, Eileen, hopped on the "Galloping Goose" for a ride going south. When they saw the promotional sign at the entrance to Lake Ridge they decided to have a look. They hiked to the top where Parker & Hill, Realtors, had set up a large tent, and were serving coffee and punch to potential buyers.

Mrs. Markle and Eileen were not buyers but enjoyed a nice Sunday afternoon outing. Years later Eileen was one of the first buyers in the



Plat Designed by
PARKER & HILL.

Lake Ridge

Main entrance to Lake Ridge is from Lake Washington Boulevard—one-fourth mile south of city limits.

At Lake Ridge, the engineers have designed a plat of extraordinary grace of line, skilfully adapted to the varied topography, and effecting a pleasing deviation from the usual, monotonous, checker-board arrangement of blocks and lots. Beautiful winding avenues open up unending vistas to delight the eye, and 85 per cent of the home sites, all of generous dimensions, command a sweeping view of Lake Washington and the Cascade Mountains from Mount Rainier to Mount Baker.

PROTECTIVE RESTRICTIONS

All house plans are first approved by the company before construction starts.

Residences will be built back a specified distance from the street line.

Ownership is limited to persons of the white race.

There is a reasonable, but adequate, building cost restriction.

Service poles, wherever practicable, are placed along rear lot lines, not in parking strips.

A few convenient, but unobtrusive, locations have been zoned for business, all other sections being carefully protected against commercial encroachments.

LEGEND FOR PLAT

1—Forty acres, woodland park, exclusively for Lake Ridge.

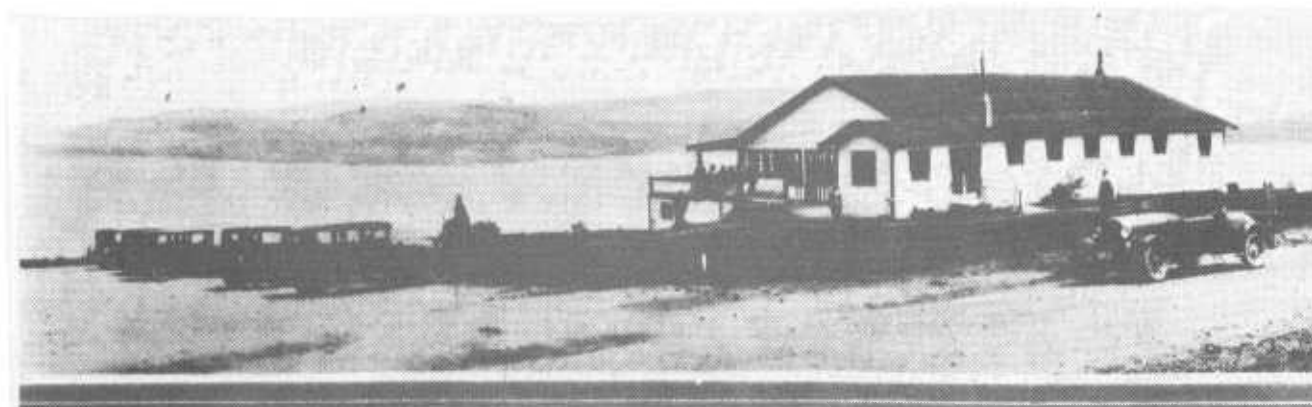
2—Site of 125-acre 18-hole golf course, a membership in which will be given every owner of a lot at Lake Ridge.

3—Lake shore park, 850 feet long already dedicated by the company to Lake Ridge Community Club.

The Goodwin Company

Owners and Developers 410 Liggett Building, Seattle
Phone MAin 4357

LAKE RIDGE PLAT ADVERTISING FLYER - 1930



Lake Ridge Auditorium, available for all community gatherings. From the outset a spirit of friendly intercourse will be encouraged among residents of Lake Ridge. See opposite page for photographic view of complete plat.

Lake Ridge

This scenic, residential park embraces the entire area of the historic old Kinnear Estate containing 595 acres of beautiful uplands along and overlooking Lake Washington and lying partly within, partly just without, the southerly City Limits of Seattle. The Goodwin Company is creating here a home district that will set a standard for community development and bring within reach of several thousand families of modest income the advantages and pleasures heretofore enjoyed only by persons of wealth.

The investment of The Goodwin Company at Lake Ridge already amounts to \$300,000, the ultimate expenditure by the company being estimated at close to a million dollars.

Lake Ridge is 25 minutes from downtown via two arterial highways. Street cars and busses pass through the property.

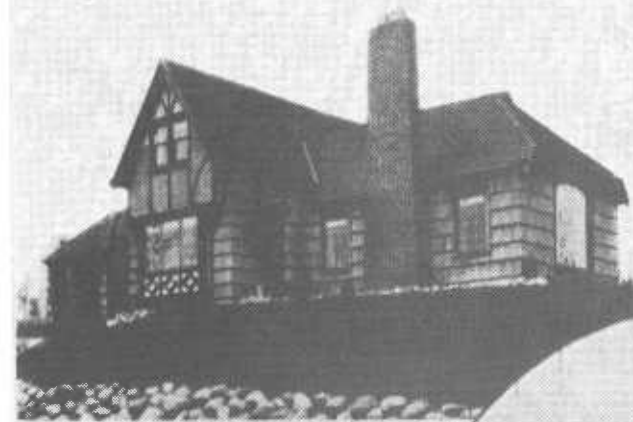
In Lake Ridge, the South End will possess the outstanding, single residential development in entire Pacific Northwest. It is an enterprise that is unique with respect to its magnitude and the scope of its plan, which is briefly set forth on the opposite page.

For additional information and descriptive literature, address

The Goodwin Company,

Owners and Developers
Seattle
Phone MAin 4357

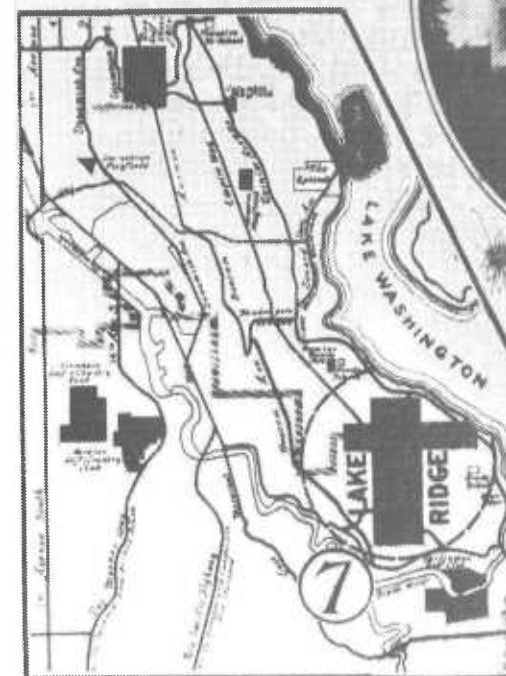
Below: This enticing stretch of Lake Washington shoreland, 850 feet long, already dedicated by the Company to the Lake Ridge Community Club, will provide ideal facilities for bathing and boating.



Left: A pretty home at Lake Ridge.

Right: Gracing one of the many scenic home sites at Lake Ridge—a charming residence of Spanish Mission design.

See page 3.



LAKE RIDGE PLAT ADVERTISING FLYER - 1930

area. Some lots were sold and later on a few nice homes were built, one on Auburn and Woodley, and the other on Lake Ridge Drive near the intersection of Sunnycrest; at one time this home was known as the "El Rancho;" things began to look rosy.

During this planning stage, another president, Herbert Hoover, was elected by the U. S. citizens. Hoover just began his term when the stock market crashed in 1929 and took the bottom out of the economy. People needed proper clothing and something to eat, not new homes and the niceties of life; the real estate market temporarily closed down and many other businesses fell apart.

For a few years, the roads that ran around the hill were used only as a nice place for couples to enjoy the view across the Lake, and by quail hunters; some say there were bears in the area, and deer could be seen swimming to the shore from the wilds of Mercer Island.

The 1928 Lake Ridge area covenants attached to the original sales contracts were designed to keep the area an exclusive district, with homes valued at not less than \$2,500.00, no more than one vehicle on each lot, fences not over four feet, no more than two pets per lot. Not all of these covenants were or are adhered to.

In 1931, the George Priors bought one of the first homes built in Lake Ridge on the southwest corner of Auburn and Woodley; the large view windows and architecture of the home suited them to a "T."

One of their daughters, Winifred Carnegie Prior, a drama teacher, wanted to inspire the new community rising on the side hill, and searched the hillside until she found just the right spot for an outdoor theater. The bower near where 80th Avenue South and 114th Street meet today, was formed by run off from the watershed of today's Water District 14 and was ideal. With the help of some of her students, she cleared the brush to form a natural, open air amphitheater with a small clearing on one side of the stream as the stage, and on the other side were ledges where the patrons sat.

Winifred chose the cast of "The Sylvan Players," and used one of her favorite plays for the first play performed in the summer of 1931. Some of the cast members were aspiring actresses from the Rainier Valley area, who were also making a name for themselves in Franklin High School drama classes; Van Adderson, Edythe Swenson, and Lois Nelson, made their entry down the idyllic steps as Arabian maidens in a "Night In Bagdad." One of the male stars was John Connor, a local Bryn Mawr boy. Records do not say if the play was a success, but it was entertainment for the local people of Bryn Mawr and the fledgling community of Lake Ridge.

In 1937, Charles and Kitty Curtis, a newly-married couple, managed to scrape together \$50.00 (a large sum in 1937) for a down payment on a \$475.00 lot at Sunnycrest Road and Woodley Avenue. Their biggest problem when they started to build was the overgrown road from Rainier Avenue to the lot, there was just enough room to squeeze through.

In 1937 Tom and Eileen (Markle) Grove purchased the lot she and her mother inspected in 1928, and built a home on it in 1939.

In 1940 another couple built on their \$400.00 lot. Waldo Eaton and wife, Helen, finished their home in 1941, set up housekeeping and are still living at the same address. The adjoining \$1,000 lot they purchased a few years later was kept in reserve.

The Curtis, Grove and Eaton families were happy to have new neighbors and see lights on dark nights. Other early residents were the Flash, Wallin, Marken, and Webster families, as well as some others.

In 1942 the bighearted developers sold the wooden pipe water system, installed in 1928, to the people of the area for \$1.00. An election to accept the system was held and everyone felt the price was right. The residents owned the system designated as King County Water District 63.

Somebody has to manage a water district, so three community-minded citizens were elected. The District Commissioners were: Sam De Moss, Chairman, assisted by Tom Grove and Bill Griffin. These unpaid gentlemen had their hands full organizing and running this deteriorating bunch of pipes.

Like most commissioners of early water districts with wooden pipes, they learned fast how to plug holes. Tom was a good man with a hammer and wedges, and became "chief plugger." His wife, Eileen, was District Clerk for a good many years. Tom's patience was sorely tried when a pipe sprung a leak, and while repairing it, someone watching him work would complain about the lack of water.

Before World War II ended the wooden pipes were beyond repair, and the water system had to be replaced. The Commissioners did the best they could with the war-time steel pipes, but the new system proved worse than the old wooden pipes and began to spring leaks after a few years. About 1955 a new set of commissioners took over the reins and began replacement of the steel pipes in increments. Commissioners Bud Collender, Paul Piper, Jack Laffaw, Charlie Wildebour and others whose names do not come to mind, replaced and completed the new cast iron pipe water system without the need of increasing the tax base.

Community spirit came to the forefront in 1941 when 10-12 neighbors gathered in Glen Wallin's home and formed the Lake Ridge Community Club. The Club was small but active, and became involved with Associated Clubs of South King County. There were community projects, such as prodding the County Commissioners to gravel the mud streets and cut some of the brush off the right-of-way. In the beginning, all the mail was delivered to a group of boxes at 76th and Taft, just off Rainier Avenue. This made it a long climb up the hill if the box was empty. The Club kept after the Postmaster and finally succeeded in obtaining local street delivery.

Community friendliness was promoted through home socials, teas, card parties, sewing circles, and other meetings. A Lake Ridge group held a New Year's Party in the new Bryn Mawr Club House annually for a good many

years. During the War, everyone was busy with the business at hand, but the Club was still active.

The community badly needed some fire protection, so some of the local citizens twisted the arm of Chuck Curtis, who agreed to represent the Club on King County Fire District 20's Board of Commissioners. Chuck served for three years, until the District was on its feet and fire protection was assured; but did not run for election.

Outside of the Bryn Mawr Women's Club House and the homes of the Lake Ridge Community Club members, there was no community meeting place. The Club received a site on Cornell and Woodley for a club house from the original developers, but the lot was too small and was raffled off.

With the proceeds, two lots on South 114th at the top of the hill just off Cornell Avenue were purchased. When enough cash was raised to start building the Club's new home, building blocks were purchased and the foundation poured, but after a few years of volunteer labor, interest waned and things came to a standstill. The last President, Roger Grohs, and the last Treasurer, Alvin White, sold the property in 1960 with the approval of the Board of Trustees: Bob Bernhardt, Dan Raymond, Warren Vaudel, and Van Adderson.

A war-time Knitting Club was formed with the goal of finishing one hand knit sweater per week, sometimes the quota was not met, but Millie Flash, Marie DeMoss, Helen Pettibone, Bernice Wallin, and others gave it a valiant try.

During the War years the whole Puget Sound area was protected by anti-aircraft batteries and balloon companies. The ladies of the Lake Ridge area made life as homelike as possible for the young soldiers, especially at holiday time. The association of the residents and troops made some longterm friendships. The local batteries were located on the present sites of the Lake Ridge School and the Lake Ridge Swim Club. In 1946 the School Board acquired the property from the Government and built the Lake Ridge School in 1954, adding to it in 1960.

In 1944, Van Voorhies, a builder, developed Lake Ridge Additions 3 and 4, the area west of the present day Lake Ridge School, almost to Renton Avenue, and from South 112th to South 115th. The homes were built on a Federal program, and 60% of them had to be rented to Servicemen or Defense Workers. After the War he sold a number of the homes, and annexed the area to the City of Seattle before too many were disposed of.

A companion organization to the Lake Ridge Community Club began May 4, 1950 when a number of ladies met at the home of Louise Rice and formed the Lake Ridge Women's Club. The first officers were Lucille Downs, President; Betsy Van Ness, Vice President; & Louise Rice, Secretary-Treasurer. After a little over a year, the Club's growth required more meeting space and, in November, 1951, meetings were moved to the Bryn Mawr Women's Club House. In December, 1953, the Club met at the new Lake Ridge School, which was much closer to the member's homes.

1954 was a banner year -- in April the Club was invited to attend a Seattle Radio Station KOMO program which honored outstanding ladies of various Seattle clubs. Van Adderson was selected to represent the Lake Ridge Women's Club. In the summer of 1954 the ladies sponsored a Children's Parade -- to the delight of the community.

By 1963 interest in the organization waned, the handwriting on the wall was obvious, so the board donated accumulated building funds to the March of Dimes, Little League, Skyway Library, Lake Ridge Garden Club, and some other organizations. The board elected to dispense with meetings, but continued to hold the traditional New Year's dance for a number of years.

In January, 1972, the acting board of Lake Ridge Women's Club, President Van Adderson, Vice President Jackie McBride, Secretary Marge Arnold, and Treasurer Gen Monkowski, felt the time had come to disband the Club.

During World War II few people had time to dress up their homes or spruce up the community, but in the fall of 1944 the Lake Ridge Garden Club was formed with Mrs. Josephine Savage as the first president. A first and ongoing project is the Rainier Avenue entrance to Lake Ridge. The Club planted shrubs and ivy, and purchased ornamental lamp posts and lights to spruce up the entrance. The Club still pays the light bill for the lamps. With some urging from the ladies, King County installed drain tile and outlined the curb areas with blacktop to give a uniform look to the beds.

In 1961 the Garden Club hired Mizuki Landscape Service to plant some rhododendrons and other shrubs, and the Elu Ka Ka Campfire Girls donated and planted two heather plants on Arbor Day, further beautifying the area.

In 1963 the National Federation of Garden Clubs suggested each local club begin a mailbox area beautification project. Lake Ridge Garden Club worked on this project for two years, painting and repairing the mailbox stands, and planting ivy around the bases. The Club received recognition for their effort in the Seattle Times rotogravure section, and in the Renton Record-Chronicle newspaper. Two prizes were awarded for the best judged mailbox stands.

The ladies have met regularly for 41 years to exchange ideas for beautifying their homes and the district, and to do a little socializing.

In 1960 the first annual Lake Ridge Community Christmas Trail was sponsored by the Garden Club, and brought out the best in some of the husband and wife teams. Prizes were awarded for the best decorations and some of the winners were the Mr. and Mrs. Gene Sutin, Mr. and Mrs. Ben Harty, Mr. and Mrs. Claude Lantz, Mr. and Mrs. Bruno Bialkowski, Mr. and Mrs. E. C. Sandstrom, Mr. and Mrs. A. C. Voelker, Mr. and Mrs. Frank Giachino, Mr. and Mrs. Walter B. Edwards, Mr. and Mrs. Louis Delaurenti, Mr. and Mrs. S. A. Collender, Mr. and Mrs. R. J. Ploegman, and Mr. and Mrs. H. S. Koken. The Collenders won the sweepstakes award for their large, decorated windows.

The Past Presidents of the Lake Ridge Garden Club bear recognition:

1944	Josephine Savage	1963 & 1966	Charlotte Olson
1945	Evelyn Mahnken	1964	Betty Carlberg
1946	Helen Melton	1965	Barbara Robbins
1947	Bernice Wallin	1967	Eleanor Lambert
1948	Eileen Grove	1968	Betty Laffaw
1949	Frankie Schou	1969	Jean Johnson
1950	Grace Delaware	1970	Helen Eaton
1951 & 1977	Betty Merrill	1971	Elaine Mullen
1952	Viola Wilson	1972	Mary Connell
1953	Elizabeth O'Conner	1973	Lou Schrum
1954	Jean Conway	1974	Kay Gratzner
1955	Doreen Mitchell	1975	Martha Davidson
1956	Ruth Palumbo	1976	Doris Wimpres
1957 & 1983	Martha Johnson	1978	Kay Kimball
1958	Florence Knutson	1979	Mary Roberts
1959 & 1980	Robert O'Farrell	1981	Edith Steed
1960	Eldra Rutherford	1982	Gwen Meyers
1961	Grace Anderson	1984	Ruth Brink
1962	Ruth Adelman	1985	Linda Middlebrook

The president never carries the load by herself, but always has helpers with ideas and ambitions, who like to get their hands in the warm spring earth and spend the cold days of winter making plans.

Late in 1949 it was obvious to the people in Lake Ridge and Bryn Mawr that a sewer system was needed. The proposition was put before the people of the area and, after a long, hard battle, on January 10, 1950 the voters approved the formation of the Bryn Mawr-Lake Ridge Sewer District.

New board members: Nathan Medley, S. E. Kenney, and J. W. Dickinson, held their first formal meeting at the Medley home on February 23, 1950. One of their first actions was to hire James Ellis as General Counsel to form a district. (Mr. Ellis, was later hired to form Metro.) At the April 6th meeting, General Engineering was hired as general contractor. By the middle of July, 1953, everything was in order and the plant began operation -- almost everyone was very pleased.

The original commissioners should have been awarded medals for all the abuse, trials and tribulations they went through to produce a good, much-needed utility.

About the time the Community Club was disbanded, a new generation on the scene wanted to swim and play tennis. Some energetic persons banded together in 1960 and formed the Lake Ridge Swim & Tennis Club. Bob Shanks, Howard O'Farrell, Dave Johnson, Mary and Lee Connell, Bob Hendrickson, Bob Wilhoit, Jack Laffaw, Judy Davidson, and others started the ball rolling.

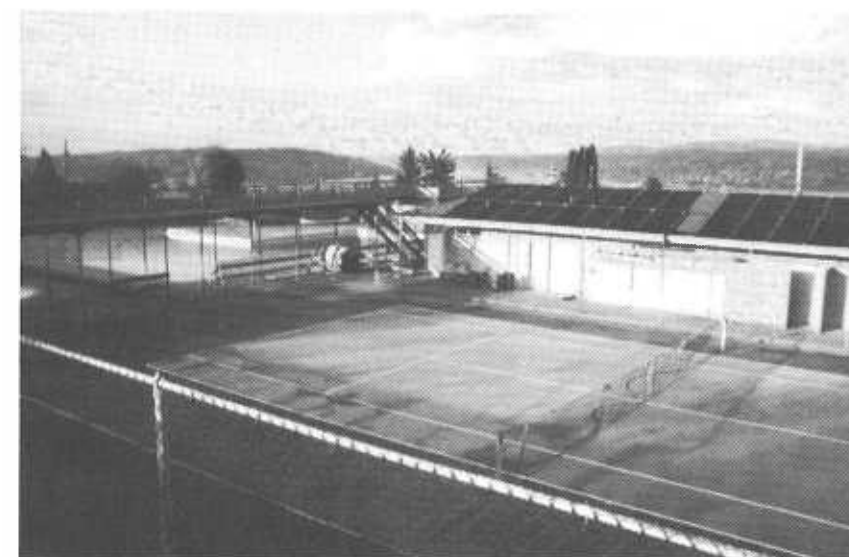
To begin with it was necessary to find an area large enough for the needed facility. The lower end of the Lake Ridge School property was picked as the most suitable spot. Committee members attended all the Renton School Board meetings for a year until a deal was completed.

Now the problem was funds enough to pay for the property and the architect's retainer fee. Some of the committee members made personal loans to get the project moving. The finance committee sold memberships, eventually gathering enough to pay for the property and the architect.

In time, the architect presented an acceptable plan and bids were called for, the response was good and the first dirt was moved early in 1962. To their surprise, the committee could not obtain water from the local water district because of low pressure. They contracted with an adjoining district, and members themselves dug the two-block long ditch for the two-inch pipe for the connection.

Another hurdle was emptying the pool. The sewer district was new and could only handle the extra load at certain times. An agreement was reached, but notification was necessary before the pool could be emptied each time.

Problems were solved and in the fall of 1962 a grand opening of the Lake Ridge Swim Club was held. Finances were a problem at first when the goal of 200 memberships was not reached by opening day and a loan from the bank was necessary. In several years the minimum number of memberships required to remain solvent were sold and the facility was a success.



LAKE RIDGE SWIM CLUB - 1986

During 1963 the second stage of the plan was realized when the parking lot and tennis court were installed, from then on matters ran fairly smooth. After continued success the original committee members and those who worked on the project could sit back and feel the project was worth the \$100,000.00 original investment.

Some youngsters and adults in the area earned swimming honors, and not a few persons can attribute better health to use of the facility.



LAKE RIDGE LUTHERAN CHURCH
ORIGINAL BUILDING - 1944



LAYING CORNERSTONE FOR THE
SANCTUARY - 1956. L to R
ADRIAN OLSON, JAMES SKOG,
CHRISTIAN OLSON, DON ANDER-
SON, and ERV. YODER.

There is some room for a few new residences in the area, but most of the original lots have been bought and built upon. Lake Ridge is unique -- it is one of only a few areas who are total "bedroom" communities. There are no commercial businesses, and only three non-profit organizations: the Lake Ridge Lutheran Church, Lake Ridge Elementary School, and the Lake Ridge Swim Club.

The Lake Ridge Lutheran Church probably had the most impact of any of the non-profit organizations. Reverend O. R. Kleppe came to the area in 1944, and gathered some interested citizens together to start a congregation. The need for a building was obvious and in January, 1945 Rev. Kleppe and the Church Council hired Elmer Hurskainen, a local contractor, to build the first part of the church. (See picture on Page 118.) Rev. Kleppe remained as spiritual leader until he was transferred to Bremerton early in 1951.

Rev. O. C. Helland was minister in 1951 for a short period until transferred to a U. S. Air Force Chaplain's position. Rev. Christian Olson took over the congregation in 1952 until he retired in 1967. During his term Easter Services were held in 1956 in the new addition to the sanctuary. (See picture Page 118.)

Between 1967 and 1971, the Rev. Paul Braafladt led the flock until he was called to serve with the American Lutheran Church. His replacement was the Rev. Gordon E. Coates, transferred from Peace Lutheran Church in Tacoma, who leads the congregation at this time (1986).

The Lake Ridge area was not populated as early as some of the adjoining communities, and with no business houses is not a bustling area, but community involvement has remained very active. The Lake Ridge Swim Club still is producing champions, the Lake Ridge Lutheran Church is still a major factor in the community, and the Lake Ridge Garden Club is very active and doing its best to beautify the community.

EARLY RESIDENTS OF BUFFALO STATION

Buffalo Station, located just south of Bryn Mawr, was the last stop before Renton on the Seattle and Rainier Valley Railway; why it was given that name is a mystery.

Nate and Ola (Reckard) Davidson were one of the first couples to move to the area in 1921. They bought two acres above today's N.W. 3rd Place, between Lind and Stevens Avenues N.W. Nate was a carpenter and built a sturdy, two-room house which was gradually enlarged over the years. The home is still occupied. Most of the large evergreen trees were gone so there was lots of room for an orchard, a garden, a cow, and hives of bees, that would swarm occasionally, causing some panic by whomever was around.

Nathaniel "Nate" Davidson left his home in Kansas City when 12 years old and built small fishing boats for a living. He learned from the Indians how to tan hides, smoke salmon, hunt with a bow and arrow, and how comfortable moccasins could be. He and stepson Russell Herr worked at Boeing in the Old Red Barn making wooden struts for the airplanes during 1921, and Nate later worked on the Washington State Capitol Building at Olympia in 1926.

L. Olinda "Ola" (Reckard) Herr Davidson was born in March, 1880 near Marietta, Ohio. Her two sons were born in Pittsburgh. In 1916 she came to Seattle, met and married Nate in 1918. She had a driver's license for a 23 h.p. Ford in 1918, no doubt so she could drive to her job as a checker for a sand and gravel company. She and Nate improved the property located half way up Buffalo Hill, and divided it into three parts: one for themselves and one each for Ola's two sons, Russell and Stanley Herr.

When Russell, wife Alma (Lee) Herr, and daughters, Betty, 8, and Beverly, 2, came from California in 1933, Russ and Nate built a home for them just south of Nate and Ola's home. Stan's home was built about 1936; all three houses were built to last and are still there.

The Davidson property was just southeast of the Black River Quarry, and when they blasted out the granite-like rock, the dishes would rattle, kids would run for cover, and a few rocks came rather close; one went through the roof of the neighboring Vanderford home one time.

Russ and Nate started routes in Seattle, delivering eggs and chickens to homes in Seward Park and other areas, about 1933. Russ continued his egg business for 30 years until he retired. Son-in-law, Rudy Starkovich, took over some of the routes and ran them profitably for quite a few years.

Betty, Beverly, and Sylvia Herr (born in 1934), attended Bryn Mawr School; Ray Johnson was Principal when Betty was in the 8th grade; Beverly and Sylvia had Miss Muzzy, Nan Bangs and other teachers. Some school events were May Day Festivals, puppet shows, the Tom Thumb Wedding show, 8th Grade graduations, plays and athletic contests.

Alma and daughters have attended the Bryn Mawr Methodist Church off and on since 1935. Rev. Fred Thompson baptized the girls with water Mrs. Thompson brought from the River Jordan, about 1936.

Going to Seattle to shop was a special occasion; however, riding the trolley was a bit scary, since it rocked back and forth, and seemed about to go into Lake Washington, the tracks were so close to the water's edge.

Alma Herr joined the Bryn Mawr Women's Club about 1935 and has been a member off and on ever since. She also belonged to a bridge club which met once or twice a month for 22 years. Some members were Helen Olson, Alice Heemink, Jenny Duke, Mermah Sherman, and Boonie Sidebotham.

Alma's folks, Ida May (Thomas) and Simpson S. Lee, lived on 121st Street in Bryn Mawr for awhile in the mid-1930's, later moving to the Buffalo Hill property, and then to Renton, where they resided on Smithers Street for a long while. Sim was a glazier by trade, worked at the Savage Lumber Mill across from Renton High School until it closed, and on many Renton buildings. Simpson Lee lived to be 83, and Ida May, "Dixie," Lee, a feisty little Welsh lady, lived to be 90. They were loved by friends and family alike.

Rudy Starkovich (who later married Beverly Herr) and his brother, George, went to see Will Rogers at the Bryn Mawr Airport in 1935.

Some Bryn Mawr School girls were part of a Blue Bird group led by Elsbeth Johnson, and then Camp Fire girls guided by Dora Conner. A few of the girls were Joan Coe, Gladys Sidebotham, Dorothy Ann Connor, Betty Herr, and Dorothy Wilgers.

About 1940 Nate and Ola Davidson moved from Buffalo Hill to downtown Renton where Nate built a two-story building on 3rd Avenue just west of Shattuck St. They opened the Black River Indian Trading Post, made and sold hunting bows and arrows on machines designed by Nate, and had an archery range during World War II on the lot next door. Ola made white buckskin suits trimmed with long fringe, of deer hides Nate tanned. They wore the suits for special occasions, beginning with the Longacres Day Parades, and later the 4th of July parades Renton used to have. Nate made about a 3 ft. long blunderbuss that would actually shoot and carried it in the parades. Nate had a white goatee and moustache similar to "Buffalo" Bill Cody's, and was pleased when told he resembled Cody.

Russ and Alma Herr moved from the hill to the corner of 3rd Place N.W. and Rainier Avenue about 1945. In 1949 they bought the brick home built by Julius Bonnell just off Rainier Ave. (near the Renton Airport Tower) from Mary and Ray Kaylor. They lived there until 1976 when Russell died, and Alma sold the home to their granddaughter, Peggy (Starkovich) Christopherson and her husband, Lee, and moved to Bryn Mawr. Peggy and Lee's daughter, Sarah, attends Bryn Mawr School.

Ola (Reckard) Davidson died in 1961, and Nate Davidson was Grand Marshall of his last 4th of July parade in 1965, passing on in 1968. These were two unique individuals. They attended Indian Powwows and ceremonies,

and on special occasions Nate would put up in his yard, the large teepee he made. Ola enjoyed sewing and at one time made wedding dresses for Rhodes Department Store in Seattle. They are remembered with fondness and sometimes a chuckle as the family recalls Nate's (mostly true) tall tales.

Members of the family recall when the first flying boats were on the Lake, and when the first B-29 was rolled out onto Renton Airport in the early 1940's, it was the largest aircraft we had ever seen.

Beverly (Herr) and Rudy Starkovich moved to Bryn Mawr about 1958 and built a home on 87th and 117th. About 1963 they bought and remodeled the old Shamek homestead off 87th at 120th Place, and moved into the home with daughters, Ilene and Peggy, who went to Bryn Mawr School. Rudy and Beverly own Huntington Travel in Renton, are active in real estate, Lions Club, and Bev's hobby is redecorating houses.

In January, 1986 Bev and Rudy purchased a home near Cedar River and downtown Renton, and sold the Shamek homestead, called "Maple High Home" when it was built in 1923, to their niece, Shirley (Rudin) Shockey-Hogg and husband, Robert S. Hogg.

Shirley and Rob's children, Matt and Pat Hogg, and Jenny and Chris Shockey live with them and use the large yard to play football and other sports. Grandma "Honey," (Alma Herr) lives on the property and enjoys having the children drop in after school. Shirley is Choir Director for Bryn Mawr Methodist, where four generations of the family attend church.

Betty (Herr) Moore and husband, Denzil Moore, live just west of the Earlington Hill area. He is a retired Navy Chief and electrician, and she is semi-retired after 40 years as a secretary. They enjoy living near the family, and keep busy with fix-it work and family history research.

Sylvia (Herr) Jarnagin Forquer, the youngest Herr girl, lives in Litchfield Park, Arizona, and manages the school media center. She has two boys, Guy Russell and William T. Jarnagin, and two grandchildren, Kristen and William T. Jarnagin, IV.

Ilene (Starkovich) and husband, Tassos Antonitsas, were married April 26, 1986; his two daughters, Zoe and Lili live with them.

Rudy Starkovich' sisters, Tillie Andraska and Dorothy Johnson and their families live in Bryn Mawr also.

This family is not unique, there are many residents in the area whose children and grandchildren are 4th generation descendants of early pioneers, all of whom have added to the quality of life in the community.

Some other early families who lived at Buffalo Station are: Tom and Willa Nelson, Ottie and Linnie Vanderford, Dick and Otis Parks' family, Dick and Agnes Coe (Emily Coe's son), the Waugh family, Connie and Hank Harre, and George and Kate Dalsanto. Lloyd and Veda Welch, who moved to Bryn Mawr in 1927 to a home they purchased from Frank Nichols, moved in 1943 to Buffalo Station at Rainier Avenue near 3rd Place, with their daughters Darlene and Delores.

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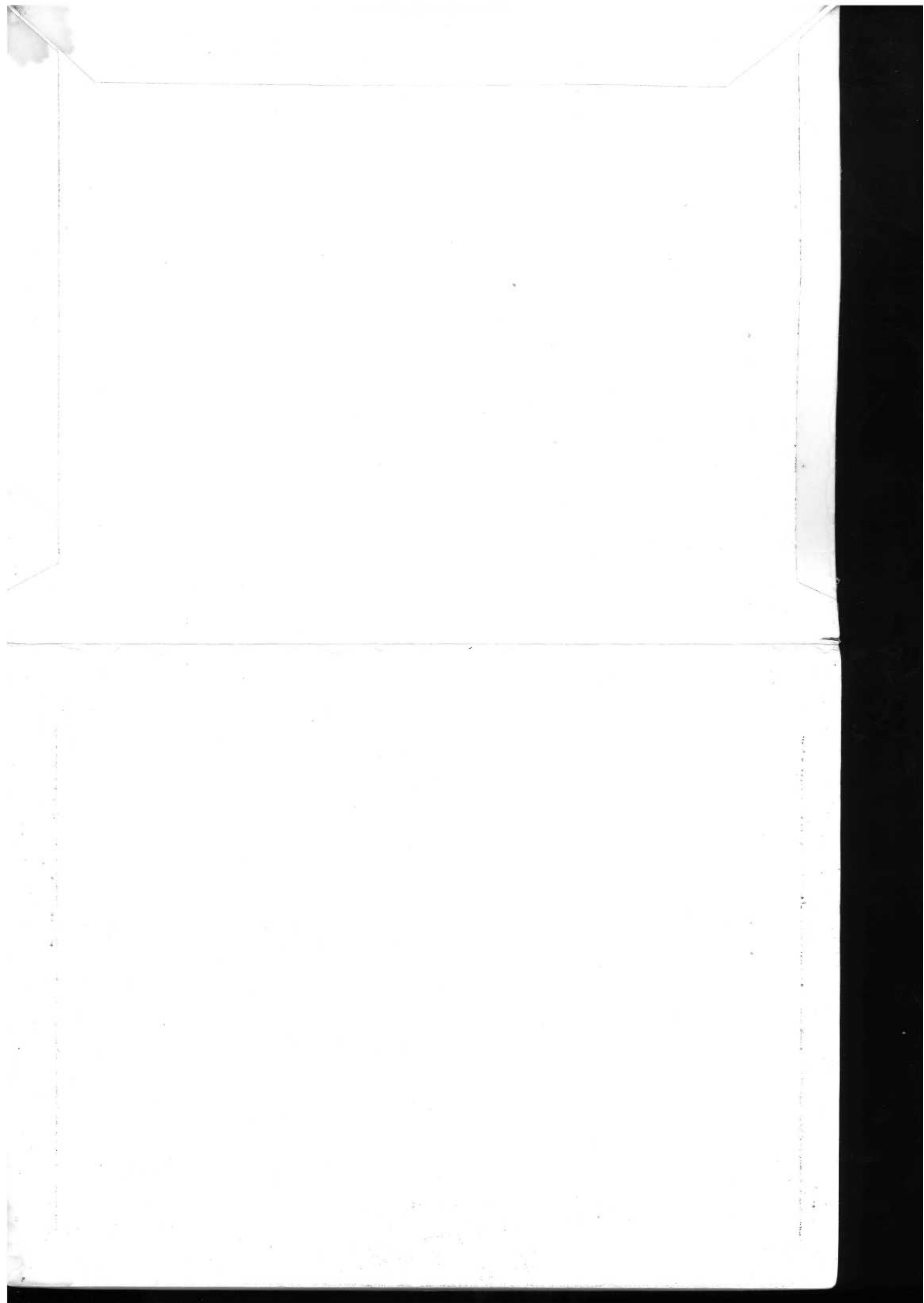
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Dave 86





Harold "Jiggs" Hoyt, a native of Seattle, has been a resident of Skyway for 44 years, and associated with King County Fire District No. 20 for 38 years. Mr. Hoyt owned and operated two businesses in the area before retiring.

The story of Skyway, "A Tale of Between Two Cities," Mr. Hoyt's first book about local history, was well received. Queries about the history of the fire department and Bryn Mawr led to many tales and lore about the area. Covering the period from 1890-1986, his second book, "The Story of Bryn Mawr," will clarify some of the "facts," rekindle old memories, and answer questions such as:

Who were the first land barons? What is a Dinky? The Gallopin' Goose? How come the school had a slide? Why did the lumber mill move? What building disappeared without a trace? Who decorated the mailboxes? Who were the famous visitors? What is hog fuel? Where did the Blue Bird go? Who are the "Racoons?" Why was the call "Fire" particularly menacing? Who rescued the damsels in distress?

Who were the pioneers? Why is the airport so large? What important meeting did the ladies hold? Who was the flying thief? Why are there so many greenhouses? What is a 20-horsepower road grader? Who named Bryn Mawr? Who drove the fire engine? Where was the Black River? Who was "Water" Edmund? What is the W.P.A.? Who were the Volunteers? What group did the "Professor" lead? Which is Bryn Mawr's only church? Who bought the wrestling mats? What businesses came to the area? Who was the first postmistress?

Bryn Mawr, 96 years young, is in Western Washington State between the City Limits of Seattle and Renton in South King County.

Mr. Hoyt says: "If this history brings as much good feeling and rekindles as many memories of past events to the reader as it has to me, its author, then I will feel very much rewarded with my newly-found knowledge of one of the most intriguing communities in the South King County area."