



LAKE HISTORICAL SOCIETY
QUINAULT
AND MUSEUM

P.O. Box 35
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Newsletter

Spring, 2020

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SERIOUSLY – SPEAKING....From the December 21, 1945, SKOOKUM WAWA

OUR INDUSTRIOUS CUSTODIAN

One person who has done a great deal for us and our school’s upkeep is Mr. Streater, our janitor. I said he was a janitor but besides this he is a bus driver and a teacher.

Mr. Streater’s day starts every morning about 7:00 A.M. He builds a fire at the school and then drives his car to Humptulips; he brings the bus back and starts the rest of his work. At school he cleans all the buses and keeps the school in very good order; he also has a class in woodworking every day. When the 3:30 bell rings he again drives the bus to Humptulips. He arrives back at the school house about five; does a few more chores and goes home. That is the end of his day at school.

Mr. Streater always has a smile and a bright word for everyone.

Many times the grade school children take skates and other articles to him to fix. At one time, when he had spare time, he made very pretty wooden bracelets for the girls.

Before we ever go to school in the fall, he has cleaned out the school building, varnished the desks, cleaned windows, rubbed off pencil marks and also has done many other tasks.

Whenever there is a dance or other

school activity Mr. Streater always has the gym clean and warm. During basketball season when we take the bus to other schools, Mr. Streater has the fatiguing job of driving a busload of students, on the average, over a hundred miles.

Although we never bother to thank Mr. Streater for all the things he does for us, we would certainly miss them if we had to go without them.

I think Mr. Streater has done a great job for our school so let’s all try to make his work easier for him.

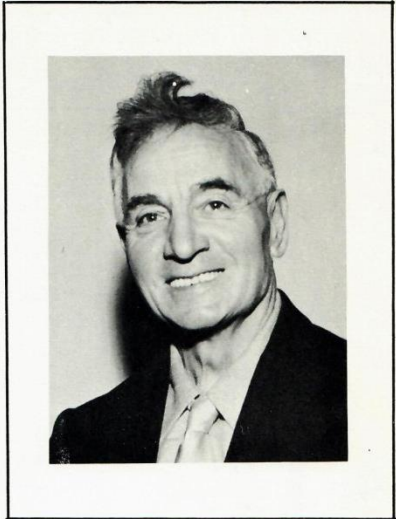
We, the students, thank you, Mr. Streater.

Dorothy Marston



his car to Humptulips; he brings the bus back and starts the rest of his work. At school he cleans all the buses and keeps the school in very good order; he also has a class in woodworking every day. When the 3:30 bell rings he again drives the bus to Humptulips. He arrives back at the school house about five; does a few more chores and goes home. That is the end of his day at school.

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Roy Streater

We dedicate this 1955 Timberline to you as a small token of appreciation for the part you have played in our school life at Quinault. With this dedication we say, "Thank you for your many kind acts."

QUINAULT CO-OP TELEPHONE COMPANY – From the Quinault Rain Barrel, March 23, 1991 issue.

In August of 1928 a few of the residents in Quinault Valley decided to start a telephone company. It was to be called Quinault Telephone Co-op. Shares were to be sold with each shareholder entitled to have a phone in their home.

Douglas Osborn has in his possession a little notebook with all the minutes of this company from September 14, 1928 to May 22, 1949. The company was sold to Pacific Telephone and Telegraph on November 8, 1946. It sold for the huge sum of \$1800.

The following names appear as the people attending this first meeting. They are: O.L. Higley, (who seemed to be the chairman even though this wasn't really recorded), Chester Wilson, (who signed as the secretary), Purl Mulkey, Ernest Olson, Mart Mulkey and Ernest Voorhies.

At this meeting the trustees were informed that Mart Mulkey had received permission from the County Commissioners to use the right of way along the county road to put up their poles and line.

Purl Mulkey was told to set poles from Falls Creek to "Browns' Corner" (third 90 degree corner up the Valley past the Rain Forest Resort).

Progress was being made as the minutes for November 22, 1928 show that the treasurer was instructed to pay for cross-arms for the poles.

Charles Thomas and Mart Mulkey were appointed to see to the company's finances and to get prices on material and to buy same when money was available. Purl Mulkey seemed to be the one constructing the lines.

In the March 6, 1929 meeting Mart Mulkey was asked to compare F.G. Foster prices with mail order house prices for phones and to buy the cheaper ones.

Something happened between the March meeting and the April 30, 1929 meeting as in these minutes it seems they were to get their phones from Mrs. P.S. Locke or Mrs. R.L Higley. They were to be \$13.75 each plus the price of batteries for the same.

The Rural Electrification Association (REA) did not come to the area until 1938, so phones had to be run by batteries. Each phone had batteries and it would seem the minutes are saying each party would be responsible for their own.

The minutes do not tell exactly when this telephone line went into service but from things that are said it would seem about April of 1929.

In the April 30, 1929 minutes they have recorded communication from Pacific Telephone and Telegraph. "Following are the rules that were adopted.

1. A charge of 10¢ for the use of this phone (pay here). It would seem that would mean the phone at the switchboard but the term (this phone) is used throughout. Mrs. Mart Mulkey had the Quinault Post Office, a small store and the switchboard for this company all the time that it was in existence.
2. Members of the Company and their families and house guests will have free use of this phone.
3. Conversations limited to five minutes for each call.
4. Subscribers to this phone are held responsible for all



Martha and Purl Mulkey at the switchboard in what is now the Lake Quinault Museum.

long distance calls (evidently the company was billed for all long distance calls that went through the switchboard.)

5. At the end of conversation the one placing the call was to give a short ring. At the meeting it was decided to charge 50¢ per month for maintenance. Purl Mulkey was hired as maintenance man, he was to receive 25¢ an hour and .03¢ per mile for the use of his car.

Long distance calls were transferred to Pacific Telephone and Telegraph. The bill for April, 1929 was \$41.50.

This telephone line crossed the Quinault River so residents on both sides of the river and around the lake were able to take advantage of this service. It was very much a party line and you had to keep your batteries charged or you couldn't hear too well. The more people that listened in, the lower your sound went also.

At this time Neilton had one phone. This was at the Neilton Store. All calls were long distance and you didn't call or get a call unless it was almost life or death.

In about 1946, Joe Ashenbrenner and Asa Fishel had phones installed in their homes because they needed them for their businesses. But they were long distance even if they had wanted to call each other or the store.

Pacific Telephone and Telegraph extended their service to this area in 1948.

The Quinault Telephone Co-op wound up their business at a meeting in the Quinault School on May 22, 1949. As mentioned before, they had already sold their company to P.T. & T. in November of 1946.

When P.T. & T. came here it was also a very interesting situation. There were 10 parties to a line in most places. Each phone received five rings. Sometimes it took a while to listen, to see if it was your ring. Heaven help you if you got on a line with too many teenagers. Sometimes the adults could be pretty talkative too. It was nice in some ways though. If you were visiting your neighbor you might be able to answer your own phone or if you were gone and expected a call you could ask them to take a message for you. Just like having an answering service.

Following are the names of the "old-timers" mentioned in these minutes.

Chester Wilson was secretary a good part of the time. He was the early day milkman when you had your milk delivered to your door. (That is, if you didn't have your own cows.) He was the father to Lawrence, Vern and Raleigh Wilson all of whom still live here. He and his wife, Rebecca, raised nine children here. O.L. Higley was president a good part of the time. He was the father of Orlo Higley and Helen (Grandy, Sparks); Ernest Olson (father of May Torres), Purl Mulkey, Mart Mulkey, Ernest Voorhies (uncle to Douglas and Neil Osborn and great-uncle to Elizabeth Carlyle); Charles Thomas, he seemed to be treasurer most of the time. He was there looking after the money in the beginning and he finished up the business in the end. Mr. Thomas and his family owned the Quinault Store during these years. He was also the bookkeeper for Rayonier Logging Company when they first took over from the Polson Logging Company.

Other names that appear later in the book are; Herb Olson, Ignor Olson (John Olson's father), Carl Hultine, Herb Bennet, Dave Dickey (grandfather of Barbara Drolz, Bishop), Ed Erickson, and later yet, Fred Halbert, Frank Hultine, Ralph Slater and Anton Rex. Fred Halbert was the founder of what is now the Rain Forest Resort.

It is interesting to see how enterprising these "old-timers" were. They were always looking ahead. We have some of these same people and their children to thank for the R.E.A. project that we got our first electric power through.



Floyd "Dave" Davis
"USS Finch"

Floyd "Dave" Davis

Branch of Service/Rank **Navy/En/2nd Class**
Dates of Service **1955 - 1958**
Basic Training **Great Lakes Naval Station, IL**
Home Port/Pier 91, Seattle, WA



Engineman (En)

Fireman rating

The Navy began drafting in 1956 and I had just turned 18 and had to sign up for the draft. I volunteered and had my name on the "choice or chance" list. When I got to boot camp to check in I was given what was called a "flying 20." This was a \$20.00 bill and everyone soon found out why it was called the "flying 20." We were told to get in line and as the line progressed from haircuts to clothing to toiletries, etc. at each place we had to pay the civilian person there a portion of that \$20.00. By the end of the line there wasn't enough left to visit the "geedunk" for candy or ice cream.

My ship was the "**USS Finch**" which had been commissioned in 1943 as a "DE" - Destroyer Escort. The second time it was commissioned it was turned over to the Coast Guard and converted to a "WDE" - Weather Destroyer Escort and in 1956 it was re-commissioned as a "DER" - Destroyer Escort Radar picket ship and I became a "plank owner." The only way to be a "plank owner" is to be the first crew assigned to a ship after a conversion, so I was a "plank owner" on the "**USS Finch**." (A ship's

name is never changed as it's considered bad luck). We had a full crew of 216 men. On our "shake down" cruise the ship was tested by dropping depth charges that were set for 30 feet and the explosions were enough to raise the fantail out of the water. This was how cracks or other structural problems were located.

The "**USS Finch**" patrolled the waters in a figure 8, from the Aleutian Islands to the Bay of Mexico. Her speed on station was 8 knots - about 9.2 mph. Her cruising speed was as high as 22 knots. She was designed to take up to a 55 degree roll - we actually experienced a 52 degree roll with 80 tons of pig iron in the hull! More than a 55 degree roll would capsize the ship. We were always out of sight of land. This was called a "radar picket" and gave the U.S. extra warning if an enemy was coming. I made 22 trips on board the ship and only once was I seasick.

My job was in the engine room (there were actually four engine rooms) and I did progressive maintenance on each of the huge engines. My Engineering company was awarded an "E" for Excellence and we got to paint an "E" on the smokestack. This would be removed if another ship in the same fleet received the "Excellency" award.

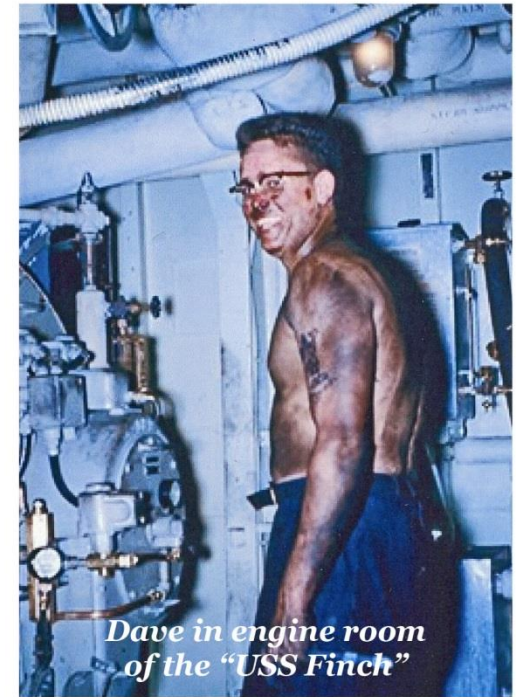
I got my nickname “Dave” while in the Navy. The last name was always shortened if possible so, Davis, became Dave.

One time several of my buddies and I were walking back to our ship which was moored at Pier T-4 in Aberdeen. We were laughing and generally having a good time. Up ahead, an officer was standing on the pier and someone made a dare to push the officer off the pier! For whatever reason, I decided that I would take the dare and proceeded to shove the officer into the water! I was restricted to the ship for four days and put to work chipping paint. I chipped my initials onto a wall but this was “noticed” and I had to repaint the area.

I would say that everyone should have the opportunity and experience to serve in the military. A person is schooled and trained for jobs. As an example, the Navy has the best firefighting school in the world, bar none.”

We have both a class and a ship reunion and I go every so often and meet and talk with my old shipmates.

“Being in the Navy was the best thing that ever happened to me. It was a life experience I wouldn’t trade - if not for the Navy, I would never have gotten to the West Coast.”

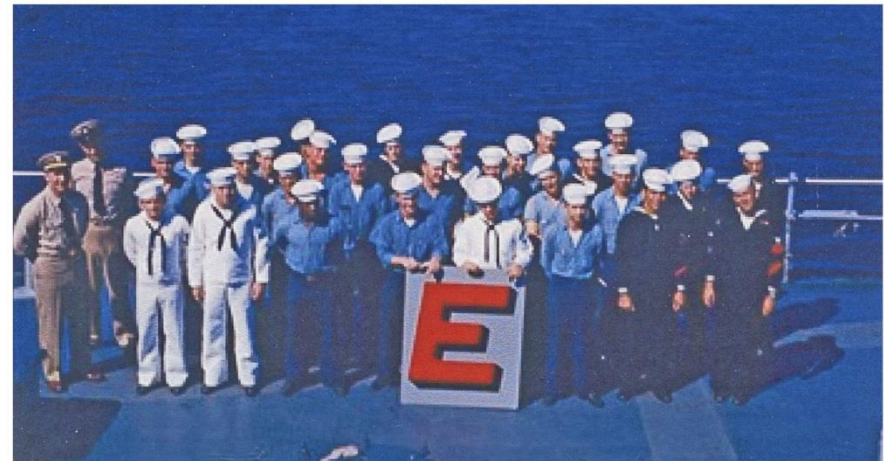


*Dave in engine room
of the “USS Finch”*



USS Finch

“USS Finch”



**“E” for Excellence Award
“USS Finch”**



Clarence Lloyd Esses

Clarence Lloyd Esses

Branch of Service/Rank **Army/Master Sergeant**
 Dates of Service **1944- 1946**
 Basic Training **Camp Roberts, CA**
 Discharged **Fort Lewis, WA**

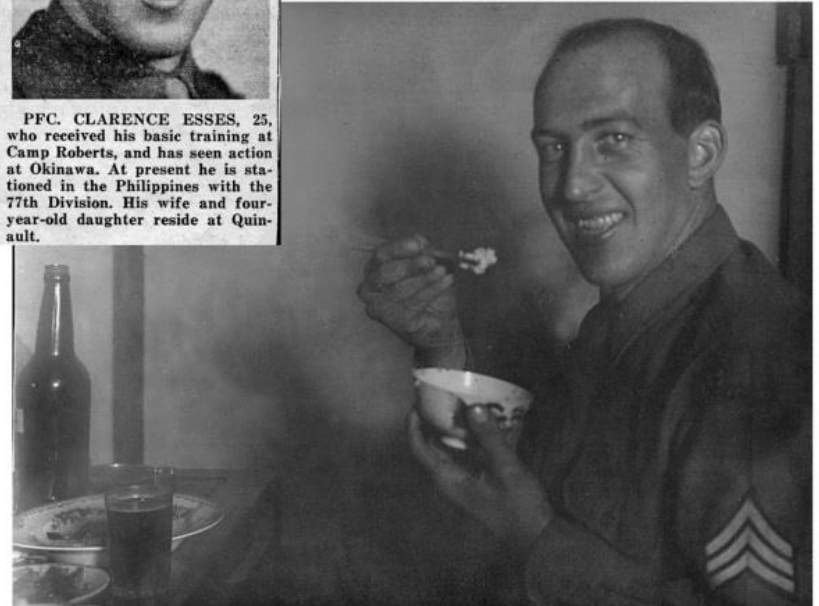


Clarence was in the Army 77th Infantry Division for 2 years and saw action at Okinawa.



SHERMAN ESSES, 18, who is stationed at Gonzaga college where he is taking the navy V-5 training. He graduated this year from the Montesano high school where he was active in football, basketball and track.

PFC. CLARENCE ESSES, 25, who received his basic training at Camp Roberts, and has seen action at Okinawa. At present he is stationed in the Philippines with the 77th Division. His wife and four-year-old daughter reside at Quinault.



NEWS FROM THE PAST

September, 1917

Lake Quinault Mecca Fine road leads to "Gem of Mountain Lakes."

Many motorists visit Sequestered Beauty spot nestled in the Foothills of Olympics.

One of the beauty spots of the Pacific Northwest is Lake Quinault, often termed "the gem of mountain lakes," situated at the present south end of the Olympic Highway and 54 miles from the city of Hoquiam on Grays Harbor, Washington.

The lake is reached by a fine automobile road and is fast becoming a mecca for the tourist. Situated in the foothills of the famous Olympic Mountains, where good hotel accommodations are afforded, one may enjoy fishing, boating or bathing. Side trips from this point may be had by guide into the Olympic Mountains, where hunting may be found during season, or a trip made down the Quinault River in an Indian canoe to the Pacific Ocean, landing at the Indian town of Taholah.

The river extends through the great forests of the Olympics, through rapids and rushing water: The scenery and experience being one that will never be forgotten by those making the trip under the guidance of the river Indians.

The Olympic peninsula is said to have the largest area of uncut timber in the world today, estimated at 150,000,000,000 feet tributary to Grays Harbor.

Lake Quinault offers exceptional opportunities for camping and is easy of access by the finest kind of auto road from Hoquiam. Good garage accommodations are provided. Each year sees the number of tourists increasing. This lake was one of the points visited by a large number of realtors of Oregon, Washington and Idaho during their convention and the Portland realtors are loud in their praise of this wonderful and beautiful lake.

Washington standard, December 24, 1920

LAKE QUINAULT HOTEL GETS ABERDEEN MANAGER\Olympic National Forest has total 32,000 visitors during 1920 season.

The Quinault Lake Hotel has changed hands and a new permit has just been issued to W.J. Seaman, according to R.L. Fromme, supervisor of the Olympic National Forest. Mr. Seaman lived in Aberdeen and has been operating the hotel during the past summer on a sub-lease from Olson brothers, with whom the government permit has been in effect during the past six years.

The lease covers several acres of government land on the southeast shore of Quinault Lake, which is located 46 miles north of Grays Harbor," Mr. Fromme said. "The permit was granted on a payment of \$50 per annum and is not issued for any definite period of years but is good for as long as the conditions in the permit are met. Provision has been made for raising the rental charge at intervals of five years in case the business appears to justify such adjustment. We feel that \$50 is quite a nominal payment, but every encouragement is given at this time to get Quinault Lake developed to serve the recreational demands of that portion of the national forest."

Grays Harbor Wants Resort.

"The people in the Grays Harbor cities are particularly anxious that Lake Quinault be developed as a summer resort," Mr. Fromme said, and his office has, in addition to this hotel permit, granted 25 permits this past year for summer homes. During the 1919 season the total of visitors at Quinault was 1,500 but in 1920 it jumped to 4,200 persons, about 2,500 persons being granted camping permits, and 500 permits were issued to hunters and fishermen. Fifty families took out residence permits, 150 pedestrians signed card and 1,000 automobile passengers traversed the reservation.

The total registration of visitors during the summer of 1920 in the entire Olympic National Forest reached 32,000 persons.

“SPIRIT ROCK”

Any historical information on Spirit Rock would be greatly appreciated.



The pictured large, and VERY heavy, rock was accepted by the museum two years ago at the request of the Park Ranger at the Kalaloch Olympic National Park Ranger Station where it was stored for 25 years. It had been packed out from the Queets and has some significance to Jessie Streater, the young girl that drowned in the Queets River in 1909 at the age of 9 years.

The burning question has been how to display it outside, upright, stable and off the ground so both sides could be seen. The problem was finally solved by Floyd "Dave" Davis of Neilton.

Renowned for his ability to improvise and create, Dave took the rock home, constructed the frame in the picture and had it delivered back to us shortly before his recent passing. We are deeply appreciative of Dave's willingness to help on this and other occasions, and his ability to solve any problem. We will have a plaque made and attach it to the frame to recognize his contribution.



Floyd "Dave" Davis
Oct. 21, 1937 – March 18, 2020

The front side inscription reads: TRAIL TO QUINAULT
1891 - 1929
CROSSED SALMON RIVER 33 TIMES FROM QUEETS COLONY

The back side reads: SPIRIT OF THE TRAIL
OUR DEAR JESSIE

COVID-19 PANDEMIC

IN MEMORY

Ronald Knaack

Sept. 26, 1950 – March 24, 2020

Ron and Tobie Knaack made their home here in Neilton in 2005. Since then they have established a solid notch in our community. Ron operated Rubie's Wines, Spirits & Country Emporium, making friends with nearly everyone that frequented the store. He was also one of the water commissioners for Neilton. Ron will be missed. His wife, Tobie, is one of our Board of Directors and has been our treasurer for over ten years.

The disruption created by the COVID - 19 virus has our upcoming season in a state of uncertainty. If Governor Inslee's "Stay-at-home" order continues beyond early May we quite likely will have to cancel our usual Armed Forces Day event and perhaps delay our normal Memorial Day weekend opening for an indeterminate period. Additionally, even if the order is lifted but the disease is still in evidence, we can't in good conscience ask volunteer hosts/hostesses to risk infection by interacting with the general public. Further, if tourist travel doesn't recover sufficiently there may not be enough visitors in the area to justify opening. The vast majority of our visitors come from over 50 miles, the whole nation and many foreign countries. As we learn more about the short-term future we will make every effort to notify people about our opening, or lack thereof, including on our website: www.lakequinaultmuseum.org