Grange History Panel

Why They Met Chelatchie worries about transportation monopolies In 1889 the beautiful Chelatchie Valley

went on record with a Delegates from sixteen Washington territory Granges lengthy list of grievances. met in Camas on

September 10-12, 1889 to form the Washington State Grange. The proposed constitution that was friendly to the railroads did pass; however. the Washington State Grange



was isolated and "hard to find." The Lewis River was nearby, but not always navigable, especially by the bigger steamboats. The roads could be impassably muddy during the rains. If settlers such as the Windles or the Pitchfords or the Protzmans wished to visit the big city in Portland or order supplies and have them delivered to the nearby port in La Center, they were at the mercy of the public transportation companies to give regular service at fair rates. That summer the word got out that the

proposed Washington State constitution appeared to have been drafted by railroad

men for it lacked strong railroad regulations. Farmers all across the Washington Territory were dismayed and then angry. They needed to protect themselves from what they knew was coming. Railroad and steamship company monopolies would feel free to charge unfairly high rates.

The National Grange had a reputation for successfully pressuring for fair legislation that regulated public transportation companies. Washington needed at least sixteen granges to form the Washington State Grange which



would allow the farmers to have a strong voice at the convention. The vote to ratify the constitution and declare Washington a state would happen on October 1, so it was urgent that the granges form immediately.

Fifteen men and women met in the remote

Chelatchie Valley on August 6, 1889, at Charlie and Mary Pitchford's house with the purpose to form one of the needed sixteen granges. Since their valley was surrounded by mountains they named their grange The Mountain Valley Grange.

Where They Met Chelatchie turns to the Oregon State Grange for help

John Simpson from the Oregon State Grange helped to organize the first meeting of the Mountain Valley Grange. The members elected Amos Protzman to be the Master and dues were ten cents.

These were the charter members of the Mountain Valley Grange: J. I. Fuller, Ab Fuller, Charles Fuller and Belle Fuller

Archie McKee

John Windle, and Mary Windle

Mary Werts

John Gregory and Mary Gregory

Amos Protzman, Byron and William Protzman Charlie Pitchford and Mary Bolen Pitchford



The first meeting of the held on August 6, 1889, at Charlie and Mary Pitchford's log cabin. Later they built a new home, and the cabin 3 is behind the tree. The Pitchford family welcomed newcomers and often helped them get settled. Lee Thomas in his autobiography

the official stopping place Mountain Valley Grange was for travelers at Chelatchie, and they had quite a large log house with a big attic where partial partitions and curtains made sleeping pretty much a community affair. They were real easy going back-woods people who fished and hunted with all the easy going freedom of remembers "Pitchford's was the frontier.



Results Grange secures independent transportation

In the Minutes of Mountain Valley Grange for Feb 15, 1891, "James Mckee was initiated and then appointed as delegate to the La Center Grange." The La Center Grange had a boat building project to build an opposition boat to compete with the Lewis River Transportation Co. It might have been similar to the LEONA mentioned in the Oregonian

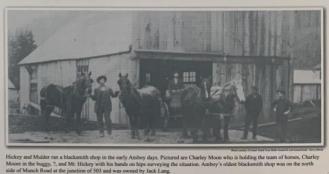
"The Kamm Co. (Lewis River Transportation Co.) service has been the poorest that ever ran on this river since the SWALLOW and HYDRA ran on it. If you know what side your bread is buttered on and



patronize the opposition boat LEONA be compelled to walk to Ridgefield to at the foot of Oak Street Portland. If the the Railroad if they go at all."

Found in the Minutes: The Mountain Valley Grange opened a co-op store in 1893. Axel Axelson was the purchasing agent. In 1896 Mr. Pierce was appointed the purchasing agent with Jaggy and Company in Vancouver. In 1897 William Gerber was given

purchasing power for supplies from Portland to La Center and then to Amboy.



Note: Judi Malinowski and a Reflector Newspaper artist used the archives from the North Clark Historical Museum to produce the above poster and Judi gave it as a gift to the Mountain Valley Grange #79 for one of their open houses. It is now on display on the wall in the Grange basement meeting area. Images are from the book Battle Ground In and Around. This excellent historical reference book is available for sale at the museum and at the Literary Leftovers bookstore in Battle Ground.

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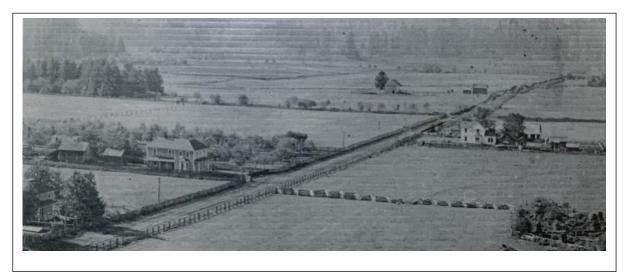
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The first meeting of the Mountain Valley Grange was held on August 6, 1889 at Charlie and Mary Pitchford's log cabin. Later they built a new home and the cabin was behind the tree. The Pitchford family welcomed newcomers and often helped them get settled. Thomas in his autobiography remembers "Pitchford's was the official stopping place for travelers Chelatchie and they had quite a large log house with a big attic where partial partitions and curtains made sleeping pretty much a community affair. They were real easy going backwoods people with all the easy-going freedom of the frontier.



Mary Pitchford was one of the Chelatchie Prairie earliest woman and served community women as a neighborhood midwife.



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"The Kamm Co. (Lewis River transportation Co.) service has been the poorest that ever ran on the river since the SHALLOW and HYDRA ran on it. If you know what side your bread is buttered on and have any sympathy for your neighbors, patronize the opposition boat LEONA at the foot of Oak Street in Portland. If the people don't patronize it, they ought to be compelled to walk to Ridgefield to the Railroad if they go at all."

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The Leona was on an irregular run on the Lewis River in the first decade of 1900.



Hickey and Mulder ran a blacksmith shop in the early Amboy days. Pictures of Charlie Moon who was holding the team of horses, Charley Moore in the buggy, ?, and Mr. hickey with his hands on hips surveying the situation. Amboy's oldest blacksmith shop was on the south side of Munch Road at the junction of 503 and was owned by Jack Lang.