

Grange History Panel

Why They Met *Chelatchie worries about transportation monopolies*

Delegates from sixteen Washington territory Granges 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



In 1889 the beautiful Chelatchie Valley 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



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

Photo courtesy of Louisa Tucker from Battle Ground In and Around. Photo by Louisa Tucker. Photo by Louisa Tucker. Photo by Louisa Tucker.

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 is behind the tree. The Pitchford family welcomed newcomers and often helped them get settled. Lee Thomas in his autobiography remembers "Pitchford's was

the official stopping place 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 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



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

have any sympathy for your neighbors, patronize the opposition boat LEONA at the foot of Oak Street 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."

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.



Hickey and Mulder ran a blacksmith shop in the early Amboy days. Pictured are Charley Moon who is 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 north side of Munch Road at the junction of 503 and was owned by Jack Lang.

Donated by Judi Malinowski

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.

Why They Met Chelatchie worries about transportation monopolies

Delegates from sixteen Washington Territory Granges 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 went on record with a list of grievances.

In 1889 the beautiful Chelatchie Valley 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 LaCenter they were at the mercy of the public transportation companies to give regular service at fair rates.

That summer word got out that the proposed Washington's State constitution appeared to have been drafted by railroads men for it lacked strong railroad regulations. Farmers all cross 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 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 for the granges to form immediately.

Fifteen men and women met in the remote Chelatchie Valley on August 6, 1889 at Charlie and Mary Pitchford's house with a purpose to form one of the needed sixteen Granges. Since the 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 organize the first meeting of the Mountain Valley Grange. The members elected Amos Protzman to be the master and dues were ten cents.

These are the charter members of the Mountain Valley Grange:

J. L. Fuller, Ab Fuller, Charles Fuller and Belle Fuller

Archie McKee

John Windle and Mary Windle

Mary Werts

John Gregory and Mary Gregory

Amos Protzman, Bryan and William Protzman

Charlie Pitchford and Mary Bolen Pitchford

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.



Results Grange secures independent transportation

In the minutes of Mountain Valley Grange for February 15, 1891 "James McKee was initiated and then appointed as delegate to the LaCenter Grange." The LaCenter 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 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."

Found in the Minutes: The Mountain Valley Grange opened a co-op store in 1893. Alex 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 the LaCenter and then to Amboy.



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.