



This view of a CR&N train headed upgrade through Burke was taken prior to November of 1890 as the narrow gauge track is the only one in evidence. The last car is clearly one of the boxcars converted to a caboose, and it was these the CR&N used to haul passengers on the branch. Bonner County Historical Society, T. N. Barnard photo

Railroads to Burke

by John V. Wood

One of the most talked about towns served by the railroads in the Coeur d'Alene Mining Area was the town of Burke. It was mentioned in Ripley's *Believe It Or Not* on more than one occasion. The route to Burke was up Canyon Creek Canyon (the name was originally spelled Cañon Creek). This creek comes from the north and joins the South Fork at the eastern end of Wallace. In my original edition of *Railroads Through the Coeur d'Alenes* the end of rail service to that town was yet to be written, so I have taken this opportunity to retell an abridged story here using the revised material in my new edition to be published by the Museum of North Idaho in late summer 2016. – John V. Wood

The Burke (Canyon Creek) Branches

Among the earliest claims in the South Fork country was the Tiger Mine on Canyon Creek. The year following its discovery in 1884, it was sold to S.S. Glidden for \$35,000. Glidden soon had 3,000-tons of ore ready ship but no economical method was available.

It is no wonder Glidden became one of the foremost promoters of railroad construction into the Coeur d'Alenes. The construction of the CR&N by D.C. Corbin was, in part, due to Glidden's encouragement.

When construction of the CR&N didn't move fast enough, Glidden incorporated the Canyon Creek Railroad on July 6, 1887, to build a three-foot narrow gauge line from his Tiger Mine (at the future site of Burke) to Wallace. The incorporators were S.S. Glidden and Harry M. Glidden, Frank R. Culbertson, Alexander H. Tarbet and Charles W. O'Neil.

Although Glidden was involved in the initial formation of the CR&N, he had seemingly been pushed aside and was afterward seen as sympathetic to the OR&N. There is some evidence Corbin stalled progress on the Canyon Creek Railroad and forced its sale. Little work had been done when (on Sept. 5, 1887) Glidden signed a contract to finish the roadbed and sell the line to Corbin. Once the CR&N acquired the



Burke, Idaho—1888. By this date, the narrow gauge CR&N track had been laid through the center of town. The Tiger Mill on the left was finished, and the Poorman Mill on the right was under construction. Barnard-Stockbridge Collection, University of Idaho Library

line, actual construction was rapidly pushed to cover the distance of seven miles before the winter would force a halt. The mines in the canyon were counting heavily on the railroad and it was estimated 100,000 tons of ore were piled awaiting shipment.

Nevertheless, construction progressed slowly with only three miles of track laid by mid-November. The rails and fishplates (metal bars used to join rail sections) for this construction were secondhand from Utah & Northern (a narrow gauge line changing to standard gauge). The first shipment of ore by rail from the Wallace area was made December 12, 1887, with one carload from the Granite Mill on the lower part of Canyon Creek.

The narrow gauge track finally reached Burke (then called Bayard) where a celebration was held on December 22. The train arrived about 4 P.M. greeted by the Murray brass band. S.S. Glidden gave a speech and then drove a silver spike commemorating the completion of the line.

While it appeared civilization had reached Burke, the conditions on the narrow gauge were still very primitive. Operation was very casual on this branch as it was on the rest of the line. During the first year the branch operated (1887), it was reported all trains made a 15-minute stop at J.H. Johnson's saloon at Gem on their seven-mile trip between Wallace and Burke. Perhaps the passengers were driven to drink by their deluxe accommodations, a boxcar!

The use of boxcars to carry passengers was not just a matter of economizing. The 3% grade and short curves made it impossible for the narrow gauge locomotives to haul a heavy passenger car up the grade. A slight improvement was made for passengers in the spring of 1888 when two boxcars were converted to cabooses and placed in mixed service to Burke. But this "improvement" did not satisfy the passengers for long. In 1889 the newspaper aired complaints about the "rickety box" the women should not have to endure. It was suggested the railroad could at least pay to have it painted and remodeled.

But now that the NP operated the line (starting October 1, 1888), these complaints eventually produced results. Perhaps the real reason for these improvements was not the complaints but the rapid approach of the OR&N line which reached Wallace on December 9, 1889. The concern of the NP was justified, for with the coming spring, the OR&N began surveying and grading up Canyon Creek. June 4, 1890, the NP signed an agreement with the UP over its construction to Burke in an attempt to keep some control of the situation.

Now the OR&N really pushed its grading and soon claimed to have 500 men at work in the canyon. By the end of September track laying had begun, and on November 18, 1890, the OR&N was completed through the center of Burke to the Tiger and Poorman mills. This occasioned a friendly exchange between the CR&N (NP) narrow gauge and OR&N (UP) standard gauge:

"On Tuesday, 'Big Four' of the Northern Pacific and the UP stood side-by-side between the Tiger and Poorman concentrators and the engineers shook hands out of their cabs." (Wallace Miner, November 22, 1890)



Lower Burke in 1907. The Hecla Mill on the right and the Tiger-Poorman is in the distance. Tracing the NP track on the left you come to the two-story NP depot. The ORR&N depot and its track are above and to the right of the NP depot. Barnard-Stockbridge Collection, University of Idaho Library

The close proximity of these tracks gives some idea of the problem involved in crowding a stream, a town and two railroads at the bottom of a narrow canyon hardly wide enough to carry the stream alone! In later years, this congestion at the bottom of the canyon prompted *Ripley's Believe It or Not* to refer to it. The story went that approaching trains blew their whistles as a signal for owners to move their cars from the roadway which ran up the track and for store owners to raise awnings to allow the trains to pass. Actually, it appears the trains would clear the awnings but the owners would raise them to prevent hot cinders from burning them.

Despite this lack of room, the second line was completed, and to serve it the OR&N constructed a single-story depot in lower Burke in the winter of 1890.

To keep up with its competition, the NP also planned a new depot. (This was coupled with standard gauging the track.) The two-story structure erected during the summer of 1891 was located just below the OR&N depot. It followed a typical NP design and was similar to stations at Mullan, Saltese and Iron Mountain.

Along with the new NP depot came the end of the narrow gauge operation to Burke. The plan to standard gauge the branch had been considered for a number of years and, now that the NP line was complete to Missoula, the rails were spread from Wallace to Burke. This job was done by the summer of 1891—the grade having been widened the previous summer.

Following their initial construction, improvements in railroads serving Burke were infrequent. Sometime after 1900, the two lines agreed to share the NP rails through the center of Burke and thus eliminated that part of the duplicate parallel track. Also, about this time, a switchback line was constructed at upper Burke to serve the Hecla Mill, and the NP track was extended “past” the Tiger Hotel for 800 feet to the



This view of the Tiger Hotel shows that the track was laid between two separate buildings which were later connected by an upper section above the tracks allowing people to walk between the buildings.



The second ORR&N (O-WR&N) depot was built about 1910. Idaho State Historical Society

Hercules ore platform. This was completed in March 1906. A popular myth incorrectly implied the track was constructed as a tunnel “through” an existing building.

About 1910, the ORR&N depot was replaced with a two-story building of a standard UP design with a Gambrel roof. On July 13, 1923, a fire destroyed it, the NP station, the Hecla Mill, and most of Burke. Following the fire, the UP constructed a new two-story depot also used by the NP. That building survived until 1963 when it was damaged by a flood and subsequently razed.

Passenger service between Wallace and Burke was provided mainly by the NP, but for six or seven years (beginning about 1912), the O-WR&N also competed for the fares. One interesting aspect of this NP service was the Saturday night train (discontinued July 21, 1926) to bring the miners into Wallace. On at least one gala occasion (February 1924), this train was held late in Wallace—this time until 9:50 P.M. so Canyon Creek residents could see the Hunchback of Notre Dame at the Grande Theatre.

As with many other passenger runs, automobiles and buses began cutting into the Burke traffic, so in the spring of 1923, the NP talked of discontinuing service. Regular runs lasted until December and, at that time, the Board of Trade proposed a plan to save the service. This was tried for several months with little success and was dropped early in 1924.

Another mutual effort (like the joint depot) was made by the NP and UP in 1938 when the UP granted trackage rights to the NP between Wallace and Burke. The 6.23 miles of abandoned NP track to Burke were removed in 1939.

In 1982, the UP was still operating the Burke branch, but it was in very bad repair and its future was uncertain. Hecla, which hauled ore from the Star-Morning Mine to the surface at Burke, discontinued operations due to low metal prices on June 30, 1983. The O-WR&N/UP application to the Interstate Commerce Commission to abandon the 6.78-mile branch was granted on October 9, 1983.

Museum of North Idaho Annual Report 2015

The mission of the Museum of North Idaho is to collect, preserve and interpret the history of the Coeur d'Alene Region, and to foster appreciation of the area's heritage. It is through the support of Museum Members, volunteers and the community that the Museum continues to fulfill this mission.

Founded in 1968, the Museum is governed by a membership-elected nine-member Board of Directors. From April 2015 to April 2016, board members were: President Connie McGee, Vice Pres. Heidi Higgins, Treasurer Max Faller, Secretary Dave Eubanks, Larry Strobel, Mark Stromberg (Pattie Strub), Don Pischner and Frank Darlington.

Director Dorothy Dahlgren has served on staff since May 1982. CPA Lisa Hunt was hired October 2014 as bookkeeper. Robert Singletary joined us as Public Relations and Marketing Director in May 2012.

The Board and staff attended a half-day strategic planning retreat. We continued to review our policies and updated the bylaws. Jim Faucher conducted a feasibility study for fundraising for a new building. The results were encouraging. We looked at several downtown Coeur d'Alene buildings.

Sharing History Building Alliances

4,566 visitors came to the Museum at 115 NW Blvd. from April 1 to Oct. 31, 2015. In November our members enjoyed an open house and toured storage areas and the Chapel.

Thanks to the generosity of Doug and Deidre Chadderdon, Maxine Hulick, Wendell and Teresa Olson, Specialty Tree Service, CdA Insurance and John and Erin Swallow for providing funding for buses and student admission for over 550 students to visit the Museum. We participated in the Smithsonian Mu-

seum Free Day, and we are a Blue Star Museum providing free admission to active duty military families.

Robert Singletary worked a fourth year as Program and Marketing Director. Robert with Dave Eubanks gave 25 in class presentations to 1,000 Coeur d'Alene students on North Idaho's History.

In addition to the students, Robert's lectures and tours reached over 1,000 people. Robert worked with businesses, organizations, historical societies and nonprofits in our community to, not only present programs, but to build alliances. Robert's monthly programs on "Idaho Wilderness to Statehood" at the Coeur d'Alene Public Library were very popular. He writes historical articles for several magazines including Northwest Mining and Timber and CdA Magazine.

The Museum's archive and photo collection is used to research projects, create reports and to decorate homes and businesses. Historic photos appear weekly in the Nickel's Worth and on the Museum's Facebook page as well as other Facebook pages.

Eighty-six people attended our banquet at the Hayden Lake County Club in 2015. Keith Petersen presented *John Mullan: The Tumultuous Life of a Western Roadbuilder*. He also received our *Friend of History* award.

Publications and Collections

Thirty people donated more than 80 artifacts, photos and archival materials to the Museum.

Since 1990, the Museum of North Idaho Press has published 24 books. In 2015 we worked on the revised edition of *Railroads Through the Coeur d'Alenes* by John Wood to be released in late summer 2016.

We participated in the University of Idaho's project to digitize Civilian Conservation Corp photos and ar-

chives. Our collection of CCC materials is now available through the U of I. We cataloged and scanned over 1,650 negatives taken by Connie Tremblay. We continue to work on the Chuck and Liz Sowder negative collection with over 2,600 negatives processed. Our collections are available on an in-house database.

We re-evaluated two large collections donated years ago and returned some of the artifacts donated by the Spokane Valley Museum to them, some of a clothing collection donated by the North Idaho Drama Department in 1986 and we donated newspapers to the Kootenai County Genealogical Society.

Buildings

Since 1979, the City has provided our Museum facility next to the City Park rent-free which is greatly appreciated.

The Museum owns the storage building at 705 Lincoln Way but does not own the land and must vacate the building. We continued to work with the City of Coeur d'Alene and the Bureau of Land Management to find a building to trade for our building. We were unsuccessful in finding a trade, but we have found a building to buy. We have plans are to move in 2016.

We preserve the Fort Sherman Chapel with the help of volunteers, donations from the Coeur d'Alene Athletic Charitable Trust and AA, and event and wedding rentals. The Anthem Church outgrew the Chapel and moved out in April. Architect Scott Cranston oversaw the planning and building of a new restroom building next to the Chapel and the zoning change at the Chapel to comply with our current use. Lance Newton served as contractor on the project. Specialty Tree Service removed trees for the project. The steps were fixed and Crist and Sons painted the exterior.



Larry O'Leary receiving the volunteer of the year award from Director Dorothy Dahlgren at the 2016 annual meeting.

Volunteers

In 2015, volunteers donated over 2,500 hours keeping the Museum open and helping preserve our region's history. Special thanks to dedicated volunteers: Joy Porter for donating 470 hours, Jay Broderick, 300 hours; Kathy Hennigan, 206 hours; Larry O'Leary, 225 hours; Jane Robertson, 170 hours; David Taylor, 130 hours and Robert Singletary. Kathy Arneson manages the Museum Store and Simone Kincaid orders the books. Group Argia SA hosts our website and Randy Bates, CPA, prepares our tax returns.

* volunteers donating over 100 hours

*Kathy Arneson	Donna & Randy Perry
Randy Bates	Don Pischner
Gene Boyd	*Joy Porter
Helen Branson	Becky Powers
*Jay Broderick	Johanna Ramb
Heather Callahan	Kristen Rebmann
Denise Clark	Julian Redman
Robert Cline	*Jane Robertson
Scott Cranston	Betty Schmehl
Karen DeSeve	Rod Schobert
*Louisa Durkin	Lynn Schwindel
Ivan Eagan	Darlene Sheldon
Lois Grutta	Steve Shepperd
*Kathy Hennigan	*Linda Shinn
Geoff Howard	John Shovic
Bev Hyde	*Robert Singletary
Simone Kincaid	Gene Soper
*Carol LaBrie	Jim Stravens
Ellie Larsen	*Bill Stoller
Amy Lyons	Larry Strobel
Connie McGee	Sharon Strobel
Chas McConahy	Wayne Sweney
Sandy McCoy	*David Taylor
Debbie Mitchell	Dick Whitney
*Larry O'Leary	Keva Wolfe

Finances

We appreciate Kootenai County's support of \$15,000.

Operating Income 2015

Admission	12,748.00
County	15,000.00
Donations	8,402.92
Gift Shop	12,902.70
Investment income	29,850.00
Membership	21,971.00
Photo Sales	3,216.79
Programs/Banquet	8,718.00
Banquet Auction	945.00
Total Operating Inc	113,754.41
Total Operating Expense	(95,758.70)
Operating Inc/expense	17,995.71

Net Assets

Morgan Stanley	578,647.57
WT Bank Checking	23,574.99
ID Comm. Foundation	200,000.00
Net receivable	3,662.04
Net Assets Total	805,884.60
DD retirement from reserve	(1,083.00)
12/31/15 Reserve balance	57,450.96
Total Fund Balances	748,433.64

Operating Expense 2015

Bank Fees	(684.50)
Invest. Advisor fees	(3,913.01)
Gift Shop	(7,337.21)
Health Insurance	(6,657.84)
Directors & Officers Insurance	(745.00)
Insurance Museum Building	(905.76)
Marketing	(1,190.77)
Membership Dev	(400.23)
Payroll Director	(44,000.05)
Payroll Bookkeeper	(3,916.20)
Contract Program/PR	(7,200.00)
Payroll taxes	(4,024.32)
Photo Sales Exp	(388.83)
Postage	(1,410.19)
Printing	(2,708.42)
Professional Dev-Travel	(657.04)
Repairs & Maint	(513.00)
Programs/Banquet	(2,772.41)
Security MNI	(216.00)
Supplies (Coll care)	(635.14)
Supplies (office)	(904.96)
Telephone	(762.40)
Utilities	(3,815.42)
Total Operating Expenses	(95,758.70)

Special Funds

Walden Estate	
2015 Beginning Balance	40,033.32
Fund Balance 12/31/15	40,033.32
Building Fund	
2015 Beginning Balance	236,081.11
Donations	1,630.00

Expenses Faucher study	(10,039.00)
Fund Balance 12/31/15	227,672.11

Endowment Fund

2015 Beginning Balance	860.07
Donations	825.00
ICF deposit 2014	200,000.00
Fund Balance 12/31/15	201,685.07

Field Trips

2015 Beginning Balance	628.58
2015 Donations	2,950.00
Field Trip bus/adm expenses	(999.75)
Fund Balance 12/31/15	2,578.83

Book Fund

2015 Beginning Balance	155,247.32
Net book Inc/Exp	27,281.21
Transfer to Operation	
Fund Balance 12/31/15	182,528.53
Book Income Sales	28,800.10
Postage	1,325.67
Total year's income	30,125.77

Trail royalty	(1,000.00)
Ordeal by Fire	(112.50)
Postage/shipping	(1,220.86)
Pay Pal/Amazon fees	(511.20)
Total year's expenses	(2,844.56)

Storage Building Fund

2015 Beginning Balance	37,513.55
Net inc/exp	(1,588.09)
Fund Bal 12/31/15	35,925.46
Total year's income	-
Security	(216.00)
Insurance	(605.00)
Utilities	(767.09)
Total year's expenses	(1,588.09)

Chapel Fund

2015 Beginning Balance	92,333.64
Net inc/exp	(50,967.65)
Fund Balance 12/31/15	41,365.99
Rent	5,990.00
Wedding/Events	5,650.00
Ornaments (net)	2,348.47
Donations	3,764.00
Total year's income	17,752.47
Utilities	(2,512.95)
Restroom	(53,884.70)
repairs/maint	(11,048.47)
Chapel Insurance	(1,267.00)
Property tax	(7.00)
Total year's expenses	(68,720.12)

Collections Fund

2015 Beginning Balance	16,644.33
Fund Balance 12/31/15	16,644.33

From the Board President

What an exciting time for the Museum of North Idaho Board; with orienting new board directors, securing the new storage building on 1st street, moving artifacts, and planning for a capital campaign!

Museum Board

Thank you to the out-going Board members: Larry Strobel and Don Pischner; both long time members and supporters serving on the board for many years and Mark Stromberg and Max Faller.

We welcome returning members Frank Darlington and Pattie Strub and new members Jay Broderick, Julie Gibbs and John Swallow. Dave Eubanks, Dave Walker, Heidi Higgins and I continue to serve on the nine-member Board. I encourage everyone to support the future efforts of the Board.

Annual Meeting

I would like to extend a big THANK YOU to the 86 members and friends of history who attended our Annual Dinner on April 30th at the Hayden Lake Country Club. The audience enjoyed John Wood's presentation *30 Plus Years Later: Railroads Through The Coeur d'Alenes, Revised*. It is always great fun to honor those who contribute to our mission. Larry Strobel received a plaque for his 18 years of service on the Board and to the museum. Larry O'Leary was honored as the volunteer for 2015. Larry donates over 200 hours annually and enjoys working with the students who visit the Museum. John V. Wood received his second recognition as a *Friend of History*. The big surprise was announced by Museum and Idaho State Historical Society Board Member Don Pischner that Director Dorothy Dahlgren is receiving the Idaho State Historical

Society's Esto Perpetua Award for her work to preserve Idaho history. We all know this honor for Dorothy is well earned. Board Members Pattie Strub, Dave Walker and Connie McGee secured items from businesses for a silent auction which netted \$1,030 for our building fund. Those who didn't attend certainly missed out on good fellowship and an outstanding menu.

New Storage Building

The good news is we found a 4,000 sq. ft. building close to downtown suitable for our storage needs (thank you, Robert for the lead). We are in the process of working out financing. The new storage building is in need of insulation, a security system and new overhead doors. We are looking, not only for cash, but donations of materials and services. We appreciate the assistance the City provided in trying to locate a building to trade for our storage building at 705 Lincoln Way (NW Blvd. and River Ave.) but since this was unsuccessful it is doubtful the City will compensate us for our building.

The city has been generous over the years to allow us to use the Museum building at the City Park rent free. The City's long-range plans call for the building to be torn down. The Board has been exploring options and is leaning towards owning their own building as they envision expanded programs and needs in the future. More information will be coming forth as the Board works to prepare for a new museum site and a future capital campaign to raise funds.

I would like to relate a little story with you regarding ladies of the National Society of the Daughters of the American Revolution who dreamed big and donated much to accomplish a dream of owning their

own building in Washington D.C. I shared this with members at our annual meeting.

To begin the funding in the 1920s, they committed by melting down their rings and gold teeth. Today Continental Hall, near the White House, is the largest building solely owned by women. Its historical atmosphere provides a venue for concerts, genealogy searches (library) and a museum. You may have seen the NSDAR podium with a golden eagle used for the swearing in of the President of the United States or the TV show helping famous people to see who are their ancestors. I am not asking any of you to melt your jewelry or donate your gold teeth, but I am asking you as members to contribute to the building fund in your own way, whether it is \$5.00, \$100 or \$100,000. It all adds up! Wouldn't it be wonderful if we didn't have to use our building fund to purchase the new storage building? Please contact Director Dorothy Dahlgren or your financial advisor if you want to discuss larger donations.

Someone told me once to "dream big" and it will happen. I have enjoyed my year as President of the Board and look forward to working on the Board in any capacity this coming year.

Connie McGee, Pres. MNI Board

Thank You Silent Auction Donors

*Bistro on Spruce * Ginny Brown * Cheryl Burchell * Coeur d'Alene Summer Theatre * Cork & Tap * Fedora * Greenbriar Inn * IHOP * Jacklin Arts & Cultural Center * LaPeeps * Midwest Training Group * Pilgrims Market * Ponderosa Golf Course * Red Light Garage * Roosevelt Inn * Silver Mining Tour * Silverwood * Snakepit * Starlite Motel * Van Hoff's Garden * Wallace 1313 * Wallace Melodrama * Dave Walker * Whitehouse Grill*



Left: Robert Cline, Dave Taylor, Robert Singletary and Larry Strobel taking the artifacts from last year's exhibit back to storage, February 2016.

Exhibit Hall Open

Despite the construction in front of the Museum we are open. Please make your way around the back of the Museum and visit us. The feature exhibit, *Ties to the Past: Railroad History of the Coeur d'Alene Region*, explores the development of railroads in this region, their economic impact, their demise and how their legacy still impacts us.

Railroad Book

John Wood's revision of his 1984 book, *Railroads Through the Coeur d'Alenes*, will be available by late summer in time for the Northern Pacific Railway Historical Association's annual convention Sept. 14 to 17 at the Northern Pacific Railroad Depot Museum in Wallace. For registration information contact Shauna Hillman at 208-752-0111 or

Memorials

- For Red & Patti Barry from Marc & Tamara Richert
- For Shirley Smalley from Mel & Jackie Schmidt and Maxine Hulick
- Denny Hague from Mel & Jackie Schmidt

All memorial donations go into the Endowment Fund. Building the endowment ensures the Museum's future. To make a memorial donation use the form on the back of the newsletter.

email: npdepot@gmail.com

To learn more about this area's railroad history check out Museum publications at the Museum, bookstores or www.museumni.org.

Chapel Roof Project

The Chapel needs a new roof. We received a matching grant for \$7,500 from the Idaho Heritage Trust to go toward the \$33,600 we need to replace the roof.

Please contribute to the Chapel Preservation Fund. All income and donations to the fund are used to support ongoing costs, preservation and maintenance. For more information call 208-664-3448 or email: dd@museumni.org

Chapel ornaments are available for \$19.95 at the Museum's gift shop.

Artifact Donations Since February

Rocky Gibbs: photo of the May 1998 dedication of the Route of the Olympian Hiawatha Trail.

Darrell Hirte: Large Milwaukee Railroad map of the U.S.

Cash Donations

- David & Janet Sonnichsen
- John & Betsy McTear
- Donna Quane
- Jay & Mary Beth Broderick
- Cort & Brenda Sims
- Glenn & JoAnn Borden
- Ken & Vickie Roberge
- Ladies Aux 486 FOE (CdA Eagles)
- Donation of banners: Trademarc Sign and Display, Marc Kroetch

2016 Lecture Series

Coeur d'Alene Public Library and the Museum will host "Historical Characters of The Inland Northwest" by Robert Singletary.

The programs are held on the fourth Thursday of each month with the last lecture on Nov. 17.

Museum Store Volunteers Needed

Please consider volunteering at the Museum to greet visitors and man the store. The Museum is open 11 to 5 Tuesday through Saturday from April 1 to October 31. Time commitment ranges from once a week to being on call. We also are seeking a Museum Store manager. Please call Dorothy at 664-3448 to discuss.

Building Fund Donations

- Robert Rickel
- Doug & Eileen Cresswell
- Larry & Sharon Strobel

Chapel Fund

- Butch & Connie McGee
- Rebecca Dickson
- Donna Quane

The Kids Are Coming!

For the fourth year donations have made it possible to offer free bus and admission to students. We thank these donors:

- John & Erin Swallow Family
- Doug and Deidre Chadderdon
- Specialty Tree Services - Ken & Vickie Roberge
- Coeur d'Alene Insurance
- Viking Construction - Wendell & Teresa Olson
- Maxine Hulick



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Send in a Membership

- Community Sponsor* \$1,000
- Friend of History* \$500
- Georgie Oakes* \$100+
- Idaho* \$100
- Flyer* \$50
- Amelia Wheaton* \$25

Make An Additional Donation To A Special Fund

- Memorial/Endowment \$ _____
- Building Fund \$ _____
- Chapel \$ _____
- Total enclosed \$** _____

Your membership expiration date is on the mailing label.

Name _____

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City _____ State/Zip _____

Secondary Addr. _____

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Memorial Donation For: _____

Amount _____ Whom to notify _____

Send your tax deductible contribution to:
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Museum of North Idaho Mission Statement

The Museum of North Idaho collects, preserves and interprets the history of the Coeur d'Alene Region to foster appreciation of the area's heritage.

Board of Directors

Jay Broderick, Frank Darlington, Dave Eubanks, Julie Gibbs, Heidi Higgins, Connie McGee, Pattie Strub, John Swallow and Dave Walker

Staff

Dorothy Dahlgren, Director
Robert Singletary, Program & Marketing Director
Lisa Hunt, Bookkeeper

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Editor Dorothy Dahlgren dd@museumni.org
PO Box 812, Coeur d'Alene, ID 83816-0812
208-664-3448 www.museumni.org