By Steven Greif

The Coos History Museum often receives research inquiries concerning local history. Volunteers, trained by museum curator Debra Semrau, do their best to fulfill the requests. Many times the information we gather fills in gaps of Coos County history that are interesting and valuable.

In 2018, a patron contacted the museum about a relative of his that he felt certain had once lived and worked on the South Coast. Volunteer researchers in the Lansing Research Library investigated and encountered a very interesting story: the great-grandson, and great-great grandchildren, of the famous pioneer Daniel Boone (1734-1820) once lived and worked in Coos County.

The patron’s request led our volunteers to publications that told the story of Alphonso D. Boone. Born in Missouri in 1837 near the home of his great-grandfather, Daniel Boone, Alphonso came to Coos County with his wife Nancy in June, 1869. Alphonso homesteaded up Catching Inlet near Sumner and worked on boats on Coos Bay. The couple lived until 1915 and had seven children born in the county.

One of Alphonso and Nancy’s daughters, Chloe Boone, married the territorial governor of Oregon, George Curry. Two of their sons worked as railroad engineers and both were involved in local train accidents. According to the book The Powers Story by Victor Stevens (1979), Archie Boone survived a horrible logging train wreck on Salmon Creek south of Powers. But brother James Boone was not as fortunate.

James was an engineer on a fully loaded logging train led by Engine #102 that was on tracks near Fairview in 1939. The train lost its braking mechanism on a steep downgrade on the way to Coquille. James had the train crew jump off but he stayed with the engine to do all he could to save it. The train eventually derailed and Boone was killed.

We located a photo of Engine #102 in the collections with some unidentified crew members. Our patron was excited to see it and was able to identify his relatives, James Lilburn Boone and Archie Boone, and made the connections to Boone’s father, Alphonso, and great-great grandfather, Daniel. Our volunteers added all this information to our museum’s computer records and future researchers will now be able to learn more of the story behind this photo and the Boone family.

If you would like to do your own research in the newly opened Lansing Research Library, call the Coos History Museum (541.756.6320) during open hours (Tuesday thru Sunday, 10-5) to make an appointment. Trained volunteer hosts will guide you through your research. You may wind up supplementing the museum’s records in the process!
President’s Message

Carol Ventgen

You did it! Over 100 of you immediately rose to the challenge presented by a generous $50,000 donation to the Coos History Museum for long-time supporters Tom and Joan Stamper, matching that gift in a record-breaking two months. The Stamper family offered to “match the match” dollar-for-dollar, so will donate another $50,000, swelling museum coffers by $150,000. Wow!

Donations large and small came from throughout Coos County, but also from around the nation. Some were frequent donors; others hadn’t given for a long time. Members of the Board of Trustees were among the first donors, but especially gratifying is that 25 percent of the donations came from dedicated museum volunteers who already give their time every week to support the work of the museum.

The Stamper Challenge continued a long tradition of voluntary support from the community that ensures ongoing excellence in showing exhibits that tell Coos County’s stories, protecting valuable historic artifacts and images, providing educational programs for children, and offering important research services. Donations such as these are critically important to guarantee that the Coos History Museum will continue to be a source of pride in the community.

New Face on the CHM Board of Trustees

The CHM Board of Trustees has a new member, but one who is long familiar with the museum given her volunteer work at the front desk. Suzy Callery brings other volunteer experience to bear (ex-Star of Hope board member, current SOCC Foundation Board, Charleston Marine Science Center, and North Bend Presbyterian Food Cupboard) along with taking a leadership role in designing and implementing curriculum teaching students 21st Century technology literacy skills. Suzy exudes excitement about CHM, saying, “I love history! This museum is a great place to represent our community and to learn more about it.”

Another change to announce is that Norm Herning will be leaving the board at the end of April, ending his valued service as board treasurer. Norm assures us that he will not disappear and may be called upon to render some assistance at intervals.

And Carl Siminow, who served since the mid-1990s, has retired from the board. At the North Bend site, he did work on building maintenance and exhibits and served a term as board president. We wish him well.

We are always looking for volunteers to help out at the museum.

Contact Valerie Caskey at volunteercoordinator@cooshistory.org or call 541-756-6320 for more information.

Coos County Historical Society

Staff
Executive Director (interim): Annie Donnelly
Collections Manager: Debra Semrau
Education Coordinator: Amy Pollicino
Volunteer Coordinator and Store Manager: Valerie Caskey
Marketing and Special Events Coordinator: Pam Cottrell
Visitor Services Assistant: Becca Hill
Bookkeeper: Terri Knight

Board of Trustees
President: Carol Ventgen
Vice-President: Xandra McKeown
Secretary: Anne Guerin
Treasurer: Norm Herning
Trustees: Toni Ann Brend, Suzy Callery, Steve Greif, Ryan Hogan, Jan Hooper, David Laird, Bill Mast, Tina Mendizabal, Kristi Pennington, Arlene Roblan

Museum Admission
Open Tuesday thru Sunday, 10–5
Adults = $7, Children 5-17 = $3
Family Rate (household) = $17
AARP, AAA, and senior discounts.
Free admission to CCHS members, NARM program members, and active-duty military.
541.756.6320, www.cooshistory.org
Carol Ventgen can tell you that it had never occurred to me, when she and Susan Tissot suggested getting together in January, that CHM might be in need of an interim executive director; but I’m glad I accepted the invitation. It’s hard to overstate how exciting it has been to experience CHM’s greatly increased capacity and complexity from the inside, and to discover that already-outstanding community support – in terms of both financial and volunteer assistance – has grown exponentially.

As mentioned elsewhere in this edition, a $50,000 challenge had been issued just before I arrived, and was met in just nine weeks thanks to generous gifts from more than 125 individuals. I’ve discovered the depth and strength of CHM’s very talented staff; learned (some of) the building’s sophisticated operational systems, and more importantly been thrilled to see the community benefitting from this facility just as we’d hoped, with even more in store.

When I left the e.d. position in 2013, we dreamed of being able to some day offer a regular series of public programs with visiting speakers, accommodate 60 school children at once, entice Highway 101 travelers to stop in our community and visit local businesses, provide community gathering and event space, and trigger redevelopment of our abandoned, derelict waterfront, among other things. Just five years later, those dreams have come true, and, honestly, it feels as though we’re just getting started.

The “beta” phase is just about over; CHM will be scaling new heights under its new permanent e.d., who may be selected and on site by June or July.

Volunteers Assist in Exhibit Clean-up Day

Photos by Debra Semrau

Larry Seguine

Pat Cross and Richard Whitwer

John Engels and Trish Seguine

Trish Seguine
By Jon Littlefield

Until the arrival of passenger service on the Southern Pacific Railroad in 1916, and the growth of private automobile ownership and passable roads in later years, a principal way to get in and out of the Coos Bay area was by sea. Steamships made the trips more reliable and affordable than sail. In the early 20th century, a number of steamships carried travelers and freight to and from the Coos Bay region, among them the Alliance, the Ramona, the City of Panama, the M. F. Plant, the Redondo, the Czarina, and the Nann Smith. Perhaps the best-known vessel was the Breakwater, which provided a dependable travel option on Coos Bay from 1904 to 1915.

The Breakwater was a double-decked iron-hulled cargo steamship 212 feet long built in 1880 by the Delaware River Iron Shipbuilding & Engine Works (also often referred to as John Roach & Sons), of Chester, Pennsylvania, the largest shipyard in the United States at that time. The ship’s first owner was the Old Dominion Steamship Company. The Breakwater spent a while in the East Coast fruit trade, where it once collided with a ferry in New York Harbor, and then it was brought to the West Coast in 1902. By 1904 the Breakwater and the Czarina, both owned by the J. D. Spreckels & Brothers Company, were carrying passengers and freight on regular runs between Coos Bay and San Francisco. Marshfield’s Coast Mail enthusiastically reported the Breakwater’s first arrival on Coos Bay on June 11, 1904, for its inaugural run to San Francisco. That day the ship was greeted in North Bend and in Marshfield by the city’s bands and respective dignitaries. In 1906 the Breakwater was purchased by the Southern Pacific Railroad, which operated the vessel under various subsidiaries—the San Francisco & Portland Steamship Company, when San Francisco was still one of the Breakwater’s ports of destination, and then the Portland and Coos Bay Steamship Line, beginning in 1907, when the vessel began sailing exclusively between Coos Bay and Portland. Southern Pacific advertised the Breakwater as a link between its railhead in Portland and, at the other end, its recently acquired and optimistically-named Coos Bay, Roseburg and Eastern Railway and Navigation Company, which ran trains from Marshfield to Coquille and Myrtle Point. When in port, the ship’s customary moorage was at the Breakwater Dock, near the foot of Hall Street in Marshfield. In 1907 the price of a one-way first class ticket to Portland was $10 (about $267 in today’s currency).

The Breakwater steamed at about 12.5 knots (about 14 miles per hour) under ordinary conditions with soft coal supplied at the Coos Bay end from the Beaver Hill Mines. The coal was stored in a bunker located on the edge of the bay near the mouth of Coal Bank Slough in Marshfield. The Breakwater would pull up to the bunker, and the coal would feed into the ship by gravity at low tide. The Breakwater could go a bit faster “with a better grade of coal.” Depending on tides, weather conditions, bar conditions at Coos Bay and at Astoria, and Columbia River factors, a one-way trip to Portland could take up to three days and often involved seasickness. But if everything was favorable, the trip could be pleasant and comparatively quick. On May 20, 1910, for example, the Breakwater set an all-time record between Portland and Coos Bay, when it made the entire run down the Columbia River, across the Columbia River bar, down the coast and across the Coos Bay bar in 20 hours “with wind and swell in its favor.”

In addition to freight, the Breakwater could accommodate around 140 passengers, although she averaged about 80. In its Coos Bay to Portland days, the Breakwater made regular trips between Coos Bay and Portland every five days during summers and once a week on a winter schedule. After the Breakwater was overhauled and rebuilt in dry-dock in San Francisco in 1910, and after Kruse & Banks Shipyard in
Spring 2019

North Bend made alterations to add additional staterooms in 1914, the *Breakwater* offered first class cabins for 90 passengers and steerage for 42. Occasionally, the ship sailed at capacity. On its front page, the *Coos Bay Times* routinely reported the passenger list of first class individuals departing or arriving on the *Breakwater*. On October 8, 1909, the *Times* reported “one of the biggest passenger lists she has ever brought, including 42 laborers and loggers for the C. A. Smith Lumber Company, the Smith-Powers Logging Company, and the Beaver Hill Mines.” On June 6, 1910, the *Times* reported the *Breakwater’s* “largest passenger list ever taken”—“nearly 130”—for a “special excursion to the Portland Rose Carnival.” All kinds of cargo accompanied the passengers. In 1912 the *Breakwater* arrived with an aviator and his mechanic and their “11-foot Curtiss aeroplane”; in 1914, some of the first automobiles for Tower Ford were unloaded at the dock in Marshfield.

**Thomas J. Macgenn** was captain of the *Breakwater* during her 12 years on Coos Bay. Captain Macgenn was a first class skipper and looked the part. A native of Scotland, he first went to sea as a deck boy and spent more than 60 years on the waters of the world. His erect figure, bronzed face, remarkable memory, and Scottish burr made him one of the most engaging personalities on the Pacific Coast. He was a great reader of palms, and according to him, every palm he read forecast riches and happiness, because one of Captain Macgenn’s greatest traits was his optimism. His first command sailing in and out of Coos Bay was the old coal carrier *Empire*; he later had the *Breakwater* for about 15 years; and after Southern Pacific no longer needed that vessel and sold it to the North Pacific Steamship Company, Captain Macgenn’s last ship was the *Rose City*, plying between Portland and San Francisco. Macgenn also possessed such a talent for writing and reciting poetry about the sea that he was called the “poet of the Pacific” and the “salt water bard.”

Macgenn was expert at dealing with the tricky navigation of Coos Bay. In the early 1900s the Coos Bay harbor entrance was considered one of the most dangerous on the West Coast—a place of “rough seas and complex hydrology,” where rocky outcroppings, constantly shifting sand shoals, Pacific swells, and winter storms often made crossing the bar perilous. Until completion of the North Jetty (a work in progress from 1892 to 1901) and the South Jetty (a work in progress from 1924 to 1930), transits on the Coos Bay bar were subject to the unrestrained temperament of the ocean. In that era, 104 ships were involved in bar related accidents—many of those ships stranded or wrecked—and 91 people lost their lives. The harbor channel up to North Bend and Marshfield was also challenging, because it silted in with winter rains. Captain MacGenn joked with the local chamber of commerce that the *Breakwater* scraped her bottom so often navigating Coos Bay that he was thinking of outfitting her with wheels. Macgenn repeatedly gathered delegations of local business leaders, including L. J. Simpson, Henry Sengstaken, W. S. Chandler, C. A. Smith, Dr. Everett Mingus, and others, to lobby government authorities for improvements to the Coos Bay harbor.
After Captain Macgenn left his command of the Breakwater, he penned an adieu to the ship, an excerpt which reads:

You’re a liner, and one in a million,
As a barboat you were never beat
You led the procession in Winter
Or steamed past the whole bar-bound fleet.
The crews who were bar-bound have watched you
From the masthead, and still tell the tale
How you mounted the high-crested breakers
When the heavens were rent with the gale.

You broke the thick ice in the river
When only the liners could go;
Never stopped for the breaking Columbia,
Not when the fierce storm winds did blow.

We’ve traveled a long time together,
In storm, sunny weather and fog,
And I gave you the best care I knew how,
With judgement, the lead and the log.

There are times when the best friends must part.
So farewell, great queen of the bar-boats,
You will e’er hold a place in my heart.

Breakwater on Coos Bay was exceptional. During his time on Coos Bay, assuming average bookings for weekly trips over 12 years, Macgenn would have transported upwards of 50,000 people to and from Portland, probably more. The captain was noted for seldom cancelling a sailing. He and his wife, Annie, kept a home in Empire; but, given his tight schedule, Captain Macgenn also had a standing room reservation at the Chandler Hotel. He ran the Breakwater with such regularity between Portland and Coos Bay in all kinds of weather that the ship was dubbed the “Perpetual Motion.” In 1915, when the ship was sold by Southern Pacific and ended her service on Coos Bay, the Coos Bay Times praised the Breakwater as “the only vessel that ever maintained her schedule in and out of Coos Bay with almost clockwork sureness, though much of the credit, of course, was due to Captain Macgenn. On the fingers of one hand could be counted the times Captain T. J. Macgenn has been delayed by storm and bar.”

Sources
Coos Bay Times, numerous issues from 1904 to 1918.
CPI Inflation Calculator.
Polk’s Coos County Directory, 1913-14, 1916-17.
Richard and Judith Wagner Win Prestigious State History Award

By Cricket Soules & Steven Greif

The Coos County Historical Society is very pleased and proud to announce that two of its members, Richard and Judith Wagner, will be honored with the 2019 Oregon Heritage Excellence Award by the Oregon Heritage Commission at its April 25th meeting in Medford. This award is given annually to recognize individuals, businesses and organizations across the state for their outstanding efforts on behalf of Oregon heritage.

Whether you are native-born or a newcomer to the Bay Area, you have probably already encountered evidence of Dick and Judy’s untiring work to preserve and promote knowledge of local history. Their first project was launched shortly after moving to North Bend in 1981, and their tireless research and community work ever since has greatly expanded and enriched knowledge of our Bay Area history. Their collaborative research and writing has resulted in five books detailing aspects of North Bend history, and their inspirational force is best described in their preface to one volume: “We are captivated by our city’s past, enjoy the time spent delving into it and, hopefully, bringing it alive for others.”

In addition to their books, the Wagners are noted for their “Walkable North Bend” history tours, their service on the City of North Bend Historic Landmark Commission, and their authorship of several internet articles for the Oregon Encyclopedia. In 2009 Dick Wagner began serving as chairman of a new Sawmill & Tribal Trail Advisory Team, developing a walking trail between Empire and North Bend along a route originated by tribal members and later used by shipbuilding and mill workers. The Wagners were also instrumental in the creation of the annual July Jubilee event celebrating North Bend’s birthday.

For the past three years, Dick has volunteered weekly at the Coos History Museum visitor desk. Together with former CHM board member, Jon Littlefield, Dick also co-produced a history of Front Street in Coos Bay that allows self-guided interpretive walks from our museum door. Dick and Judy have generously donated many of their books to the Coos History Museum, for sale in our Museum Store.

The Oregon Heritage Commission has previously recognized other outstanding examples of Coos County heritage excellence. In 2018, Lionel Youst received the Excellence Award for his authorship of local Coos history books and his work with the Marshfield Sun Printing Museum. CHM member Don Ivy was recognized with the award in 2013 for his work in preservation of traditional cultures and culturally important sites throughout Oregon. Rebecca Soules of Coos Bay received the award in 2008 for her dedicated work in preserving and interpreting Oregon heritage through historic cemeteries, Century Farms and Heritage Trees. That same year, the Coos History Museum won a Heritage Award for its innovative 4th & 5th grade local history education program – a program that continues today under the guidance of education coordinator Amy Pollicino.
Calendar of Events

We are working hard at bringing new and relevant public programming to the community. The following is a partial list of upcoming events. Check the museum’s website for a full calendar of events, www.cooshistory.org.

**MAY**

**Exhibits:** Coos County in Main Gallery; Vet Ink: Tattoos Inspired by Military Service on Mezzanine

**2, 9, 16, 23, 30 – Toddler Yoga:** 10:30-11:30a.m., $7 Adults/FREE for Museum Members (Family level or above). Kids will learn traditional yoga poses as well as singing songs, playing games, and other activities that challenge their motor and social skills.

**7 – First Tuesday Talks:** 6:30-8p.m. $7 Adults/FREE for Museum Members. Speaker: **Jeb Wyman**, *What They Signed Up For: True Stories by Ordinary Soldiers*. Sponsored by: **Al Peirce** Co. with additional in-kind support from The Mill Casino.

**May 11 – South Coast Striders History Walk** of downtown Coos Bay, 10a.m.-12p.m. Led by Steve Greif, the walk will start and end at Coos History Museum. Free.

**12 – Second Sundays Museum Free Day:** 1-3p.m. Free admission all day plus hands-on activities for kids and the young at heart. Sponsored by **Coquille Animal Hospital**.

**30 – Knot Club:** 2-4p.m. Skill-sharing club all about how to tie different kinds of knots. Members enjoy working on various projects throughout the year. All levels welcome.

**29 – Annual Membership Meeting,** Sprague Gallery 10a.m.-1p.m. Come listen to our report from the last year, vote on board nominations and applaud the CCHS Heritage Award winners. Light refreshments will be provided.

**JUNE**

**Exhibits:** Coos County in Main Gallery; Vet Ink: Tattoos Inspired by Military Service on Mezzanine

**4 – First Tuesday Talks:** 6:30-8p.m. $7 Adults/FREE for Museum Members. Speaker: **Dina Pavlis**, *Oregon Dunes: A Vanishing Landscape*. Sponsored by: **Al Peirce** Co. with additional in-kind support from The Mill Casino.

**6 – Toddler Yoga:** 10:30-11:30a.m., $7 Adults/FREE for Museum Members (Family level or above). Kids will learn traditional yoga poses as well as singing songs, playing games, and other activities that challenge their motor and social skills.

**9 – Second Sundays Museum Free Day:** 1-3p.m. Free admission all day plus hands-on activities for kids and the young at heart. Sponsored by: **Coquille Animal Hospital**.

**27 – Knot Club:** 2-4p.m. Skill-sharing club all about how to tie different kinds of knots. Members enjoy working on various projects throughout the year. All levels welcome.

**July**

**Exhibits:** Coos County in Main Gallery; Vet Ink: Tattoos Inspired by Military Service on Mezzanine

**2 – No First Tuesday Talks:** Happy Independence Day!

**14 – Second Sundays Museum Free Day:** 1-3p.m. Free admission all day plus hands-on activities for kids and the young at heart. Sponsored by **Coquille Animal Hospital**.

**20 – History Tour:** Details TBA. Lee Valley, Dora, Sitkum and Gravel Ford.

**25 – Knot Club:** 2-4p.m. Skill-sharing club all about how to tie different kinds of knots. Members enjoy working on various projects throughout the year. All levels welcome.

Jerry Phillips, ex-member of the CHM Board of Trustees (approximately 25 years of service), was recently honored by the Oregon House of Representatives that voted unanimously to approve a resolution to change the name of Silver Creek Heritage Grove in the Elliott State Forest to the Jerry Phillips Reserve. Both Senator **Arnie Roblan** and Representative **Caddy McKeown** sponsored the resolution.

Jerry served as the Coos Bay District Manager of the Elliott State Forest for 19 years, then continued his efforts in forest stewardship following his retirement. His memoir, *Caulked Boots and Cheese Sandwiches*, recounted his experiences as a forester in the Elliott State Forest.

(L-R) **Bob Main**, Coos County Commissioner, **Jerry Phillips**, **Mike Mader**, Tenmile Lakes Watershed, and **Caddy McKeown**, Oregon State Representative, in the state capitol building for the presentation. Photo courtesy the office of Caddy McKeown.
Membership Roll Call January-March 2019

Renewed Individual
Anderson, Jay
Atkins, Del
Beauchemin, Rhoda
deRonden-pos, Patti
Doving, Helen
Ellingsen, Myrl
Flaxel, Benton
FOLLOWELL, Laurie
Gill, Mary
HANKEN, Genelle
Harpole, Joan
Howeth, Lee
Jernigan, Adrienne
Johnston, Evan R
KUBI, Delilah
KUENZLI, Robert
Lee, Hugh
Lind, Karen
Lyman, Donald
Matthews, Verena
Readel, Elizabeth
Russell-Miller, Mary
Schulze, Ward
Slover, Charles
Stewart, NancyLee
Strain, Patti
ToLIVER, LN Pixie

Renewed Family
Andrews, Kelley & Deborah
Arbus, Sally
Archer, Sam & Sandi
Bauer, Ken
Bechtold, Paula
Besser, Richard
BJorkquist, Barbara & Boyd
Bonk, Robert & Joyce
Brainard, Janet
Briggs, John & Rose
Bunch, Wilton
Coastal Paper
Cook, Joe & Anne
Corrigan, Randy & Sheree
Corrigan, Shawn & Darcy
Dillard, Johanna & Bob
Duchschere, Steven & Laurie Kennedy
Engle, Les & Becky
Graff, Peter & Lana
Guenther, Ron & Mary Ann
Haavig, Steven & Paula Scavera
Howard, Chuck & Mary
Isenhart, John & Laura
Jensen, Wilbur & Judy
Johnson, Larry & Cindy

Jordon, Dave & Marcella
Karavanich, Kipp & Vickie
Kirk, Richard & Linda
Kohler, Eric & Mary
Messerle, Donald E
Metzger, Bernard & Barbara
Michel Jr, John & Gary Salcedo
Moore, Brian & Lindsey
Nelsen, Ray & Barb
Pettey, Al & Marion
Prehl, James A
Qualman, David & Andrea
Shimotakahara, Steven & Eva
Simon, Gary & Diane
Smith, Clayton & Kim
Solomon, Lola
Steele, Meta Ann & Karl Eisner
Sweet, Ralph & Jeanette Brunell
Taylor, Barb & Steven Fowler
Walworth, Clark
Wentzel, Rocky & Jill
Wilson, Marilyn & Karen Blew
Wright, Will & Doreen
Younger, Tom & Diann

Renewed Friend
Burles, John S.
Champagne-Harris, Jerry & Shirley
DeLeon, Adrian & Jenni Heath, Michael & Ann
Heron, Juliet
Green, D. Brady
Guerin, Anne
Littrell, Steven & Becky
Manders, Ernie & Sandra
Mast, Dan & Lisa
Morrissey, Mike
Myers, Daniel & Charlyn
Ousley, Yvonne
Paczesniak, Mary
Peterson, Mark & Linda
Pullen, Reg
Soules, Doug & Pam
Sprague, Kathy
Sund, Irene & Brenda
Taylor, Michael & Barbara
Tilton, David & Janet
Ventgen, Carol & Mike Perkins
Verger, Jim & Diane
Verger, Joanne
Whitwer, Richard & Kathy

Renewed Benefactor
Callery, Martin & Suzy
Finlayson, Cindy
Holman, Blaire and Ginny Tabor

Renewed Historian
Mast, Bill

Renewed Business
Black Market Gourmet
Puppy Love, LLC
Sause Bros, Inc

New Individual
Bader, Mary
Gant, George T
Mast, Joann
Slate, Anna Marie

New Family
Bright, Bob & Deb
Castaneda, Rio McGee
Lankford, Kelly
McSwain, Dale & Amayrlis
Tedder, Ken & Nancy

New Friend
Lieurance, Kim

Is it time to purchase or renew your annual membership? Make a donation?

Annual Fee:
  _ Student ($15)
  _ Individual ($35)
  _ Family ($50)
  _ Friend ($100)
  _ Benefactor ($250)
  _ Historian ($500)
  _ Curator ($1,000)
  _ Business membership ($100 or above)
  _ Donations________

Membership has its rewards in shopping locally. Show your membership card when you shop at Tru Furniture and Katrina Kathleen’s to receive 10% OFF regular prices.

At the Friend level and up, you can now receive an additional new benefit – membership in the North American Reciprocal Museums program with free admission to 1,013+ museums across the U.S. A link to the list of NARM members is posted on our website and available for review at our front desk.

Your annual membership becomes active from date of purchase.

Member Name: _______________________________ Date: _______________________________
Business Name: _________________________________________________________________
Mailing Address: _________________________________________________________________
Phone #: ___________________________ Email: _________________________________
  _ Yes, send information about events via email.
  _ Send information about volunteering and gifting.
If your VISA/MasterCard/DiscoveryCard is by mail: Card Type: ________________
Card #: _____________________________ Exp Date: ____________ 3-digit Security Code: ________

Spring 2019
In honor of Women’s History Month in March, the museum hosted a luncheon entitled Women, Wealth, & Wisdom. The four-hour long event created opportunities to hear advice and economic history from various local women in the field. Subjects included Women & Lifelong Learning, New Tax Law Implications, Estate Planning & Personal Philanthropy, plus Women & Investing. A Business Panel Discussion and remarks from State Representative Caddy McKeown book-ended the session. 

Photo by Anne Guerin