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THE
CLAYTON/DEER PARK
HISTORICAL SOCIETY
Mortarboard

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Deer Park's First Sawmill Moves

By
Peter Coffin

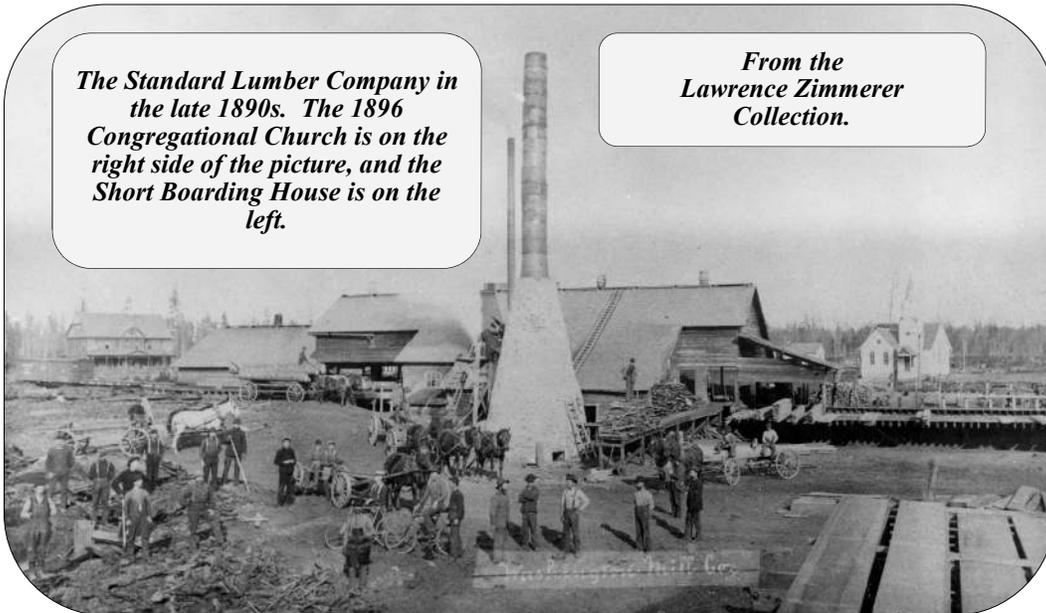
When I was a boy running around the neighborhoods west of the railroad tracks, north of my home, there was a large hole in the ground north of Al Bishop's creamery. When I asked my parents what the hole was they told me it was where the first Deer Park

saw mill was located and the hole had something to do with it.

When a portable saw mill was moved into the area northwest of the intersection of present day Crawford Street and the BNSF Railroad tracks (Spokane Falls and Northern)

The Standard Lumber Company in the late 1890s. The 1896 Congregational Church is on the right side of the picture, and the Short Boarding House is on the left.

From the Lawrence Zimmerer Collection.





Congregational Church photo collection.

Saw rig in the interior of the first Standard Lumber Company's saw mill. Note the double circular saws set on top of one another to cut large diameter logs. Billy Mix and John Hickey are riding the carriage setting the cut and on the right is sawyer Earnest Devoe.

by William Hopkins Short and George Crawford in 1889 the site of the town of Deer Park was established. They had contracts with Spokane saw mills and the Spokane Falls and Northern Railroad and formed Standard Lumber Company to supply raw lumber and railroad ties cut from railroad land grant timber lands.

The business flourished and in 1892 they replaced the portable mill with a permanent one located west of the railroad tracks and the Congregational Church⁽¹⁾. Fire originating in a faulty waste burner destroyed this first mill in 1903⁽²⁾.

The saw mill used a set of circular saws to cut the thick logs into lumber. The lumber was dried in a large lumber yard just

west of the saw mill in large stacks with stickers separating the drying lumber layers.

Business was good. There was a strong local demand for lumber for building houses, barns, and other farm buildings. In the years 1909 and 1910 a new mill was built on the banks of the Arcadia Orchard Company's reservoir on Dragoon Creek⁽³⁾. The reservoir was built by construction of a dirt filled timber dam about a half mile north of the original mill site. The new mill was powered by steam turbine generated electricity. It also contained many modern features such as a more productive band saw producing a better finish on the lumber.

The old saw mill just west of town continued to operate for several years after the

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Lawrence Zimmerer photo collection.



*Above:
The Standard Lumber Company's mill in the early part of the 1900s — as viewed from the southeast.*

*Below:
W. H. Short's Kane saw mill. Obviously only a part of the Deer Park Standard Lumber mill had been assembled in this picture.*

Congregational Church photo collection.





Congregational Church photo collection.

Truck hauling logs to the Kane saw mill.

new mill on Dragoon Creek began operation. However, in the spring of 1914 the new mill and several stands of timber were sold to William Leuthold and R. L. Wilson⁽⁴⁾. By this time the old mill was somewhat obsolete and with the local timber sources having been sold, it was no longer a viable operation.

W. H. Short had considerable connections in the northeast Washington lumber industry and in the fall of 1915 signed a contract with timber owners on Onion Creek southeast of Newport⁽⁵⁾. This contract required that a saw mill be built and Short had the remains of the original mill sitting in Deer Park. In the spring of 1916 the old mill was loaded on railroad flat cars and hauled north to the Kane area south of Northport, Washington⁽⁶⁾. There the mill was put back together and

began cutting lumber. In January of 1918 Short sold the new Standard sawmill to the Rogers-Armstrong company for an undisclosed consideration⁽⁷⁾.

The old buildings that held the mill in Deer Park stood until they were demolished in late 1929. During demolition one of the wrecking crew was badly injured when a 6 inch by 8 inch timber about 20 feet long fell on him and broke his leg⁽⁸⁾.

The Kane mill continued to operate until February 17, 1929 as the Transit Lumber Company. It was being readied to start operations after being shut down for the winter of 1928 and 1929 when it caught fire and burned down⁽⁹⁾. W. H. Short continued to supervise his widespread timber acreage until his death in December 1930⁽¹⁰⁾.

Notes for “Deer Park’s First Sawmill Moves.”

1. Short, W. H., 1971, *From whence we come: Manuscript from the Deer Park Congregation Church, p.32. This W. H. Short is William Hodges Short, the son of William*

Hopkins Short who was George Crawford’s brother-in-law.

2. *Ibid: Pages 32-33. The faulty burner was rebuilt.*

3. *Ibid*: Pages 50-51.

4. *Ibid*: Page 58 and Deer Park Union, March 13, 1914, Front Page. Leuthold and Wilson's Deer Park Lumber assumed all debt associated with the new mill construction, included timber lands north of Deer Park and paid about \$100,000 to Short. A lawsuit was filed by Deer Park Lumber claiming the volume of lumber was less than claimed. The law suit dragged on until 1919 when the Washington State Supreme Court dismissed the suit and directed each of the parties involved to pay for their own legal cost.

5. *Ibid*. Page 15. At this time William Hodges

Short left for school in Ohio and the saw mill story ends in his manuscript.

6. *Ibid*: Deer Park Union, May 16, 1916, front page. Evan Enoch was helping his father-in-law with this move.

7. *Ibid*: Deer Park Union, January 8, 1918 front page.

8. *Ibid*: Nov. 29, 1929, front page.

9. Deer Park Union, February 21, 1929, front page.

10. *Ibid*, May 12, 1930, front page.

———— end ————

Minutes of the Clayton/Deer Park Historical Society ———— May 10, 2014 ————

In attendance: Lynn Fackenthall Wells, Allan Fackenthall, Wally Parker, Pat Parker, Betty Burdette, Lonnie Jenkins, Ella Jenkins, Marie Morrill, Mark Wagner, Duane Costa, Mike Reiter, Marilyn Reilly, Tom Costigan, Grace Hubal, Bill Sebright, and Bob Gibson.

Society President Bill Sebright called the meeting to order at 9:00 AM. He reported: 1) We received a request from Laura Koller in Highland Ranch, Colorado, to use an Elmer Holcomb photo from our Website. As an artist she wanted to use a picture of Elmer "fighting" a bull. Bill gave her Lyle Holcomb's phone number. She called Lyle and in an email to Bill said, "*I spoke with Lyle Holcomb and he was very kind in permitting me to use the photo of his father. When the painting is complete, I will be sending him a print so he can see the painting. I enjoyed our conversation about his father, uncle and growing up around rodeo.*" 2) Gloria Hartley gave Bill a post card labeled "*Deer Park, Wn. 1907.*" David and Kris Lucas donated it to the Society. After researching the card, Pete Coffin found that it may be from Buckeye, WA rather

than Deer Park. 3) Bill talked to Tom Taylor about what needs to be done to maintain the Eagle. Tom will look at it again and let us know. 4) We received an email from Raedeene Bell. Ron and Raedeene Bell own part of the old Brickyard. They are filling in the old Arcadia ditch and have found some interesting bricks. They will invite us over when they are done. They want to compare notes on what they have found. They also want to know the dates some of the bricks were made.

Society Treasurer, Mark Wagner reported: Regular checking account balance \$4,134.51. A check was written for \$76.56 to Pizza Factory. Deposits were \$601.25. The web hosting account had \$1,132.11. Withdrawals were \$10.95 and a service charge of \$5.00. Federal tax return was submitted and accepted by the IRS. We are finalizing insurance coverage for Clayton Days. \$1,000 was transferred from the main checking account to the web hosting account.

Society Secretary Grace Hubal reported: 1) She sent a welcome to the Society card to Dennis and Jennifer Christianson. 2) Sent out numerous thank you notes for dona-

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tions in the memory of Warren Nord, Art Stelting, and Lorraine Ball.

Society Vice President Pete Coffin reported by email: 1) My PET-CT scan taken in April showed no cancer in my body. I will now finish the radiation therapy by the end of May and be on my way to remission. 2) He met with John Crow who now owns the old mill dam. Mr. Crow wanted material that the Society does not have about the dam's operation. Pete gave him a CD with some pictures on it for the poster board display that he is planning to make.

Print editor Wally Parker reported: 1) The May 2014 *Mortarboard* #73 was distributed. The articles included: Don Reiter Saving the Arcadia Film, Wages Paid at Milan's Lumber Mill in 1907 & '08; and Letters, Email, Bouquets & Brickbats. 2) As directed by the membership at the Society's last meeting, in April I purchased the printer and supplies needed to set up a separate desktop publishing system specifically for C/DPHS related materials. This included a Brother HL-6180DW Mono Laser Printer ordered from a Staples Office Supply store in Spokane. At \$249.99, the HL-6180DW is a heavy cycle duplex printer, and, barring unforeseen mechanical problems, should last the Society for some time. However, just in case, an extension for the warranty was also purchased, allowing full coverage for two years. That added another \$36.00 to the initial. Tax brought the total to \$310.87. Next a spare toner cartridge, this one rated at 12,000 pages, was ordered online from Amazon. The total cost for this, including tax, \$108.69. The Brother Corporation's estimate of pages to be expected from the cartridge is calculated on the basis of 5% of each standard letter size page being covered with ink. Due to the larger page size, higher print density, and use of photos in the *Mortarboards*, we should expect significantly less than the manufacturer's estimate. And lastly, a case (4,000 sheets) of legal size paper was purchased from Paper Plus for \$91.80, tax included. Considering that the newsletters printed per year — assuming 12 pages in each

issue, and 100 issues printed each month — would consume around 3,600 sheets of paper and dust 7,200 surfaces with ink, it's remotely possible that the above case of paper would last something over a year, and that the high volume cartridge could print a year's worth of newsletters. However, since we'd also have to print three editions of the *Collected Newsletters* during that same year, cartridge and paper usage is likely to run higher even under the best of circumstances. All said, since the amount of ink actually used per page is so variable, the actual print cost eventually discernible by this dedicated print system will not be useful in predicting future print cost in other than a crude manner. It should, however, allow a full after the fact accounting of the majority of expenses. And that should assist in overall cost awareness.

Society Webmaster, Marie Morrill posted *Mortarboard* Issue #72 on the website. She talked about the grant writing workshop she attended in April.

Penny Hutten reported by email that the Westerners meeting will be at the Airport Holiday Inn on Thursday, May 15, 2014, at 6 PM and the guest speaker at 7 PM. Lee Kershner will be talking about "Noteworthy Guns in Washington History." Dinner is \$20 and reservations are required. If you'd like to attend, please call (509) 466-2439 by May 11.

A Clayton Brickyard Day planning meeting was held April 17 at the Pizza Factory. Planning for the Breakfast, Fun Run, Quilt Show, Parade, and picnic is on schedule. Another meeting is scheduled, Wednesday, May 21, 6 PM at the Pizza Factory. Mark is checking to see how the Society's insurance can cover some of the events. The Society discussed the Clayton Parade Grand Marshal. This year's possible choices are Donald Ball and Taffy and Randy Long.

Pictures were shown that Mike Reiter had taken in front of Odynski's Accounting in April. They showed the Arcadia Orchard's flume that ran under Main Street. It was 3 feet in diameter and made in Deer Park of reinforced concrete.

Betty Burdette asked Mike Reiter if he had heard from Alexander Pope. Alexander's relatives once lived on the property that Mike owns. Mr. Pope will be bringing pictures over sometime this summer. Mike had talked about having a society potluck when Alexander is here. Mike will find out when he will be here.

Mike Reiter reported that the Loon-days Day Walk will be on June 7th at 7AM. It

costs \$12 and you get a t-shirt. The route starts and ends at the Old Loon Lake School.

Next meeting: Saturday, June 14, 2014, 9 AM at the Clayton Drive-In.

Meeting adjourned at 9:58 AM.

The meeting minutes submitted by Grace Hubal, Secretary.

— end —

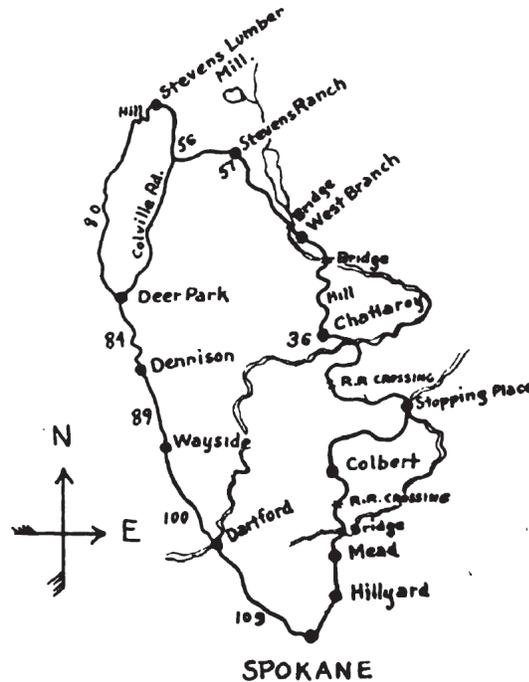
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MOTORCYCLE ILLUSTRATED THURSDAY MAY 16 1912

... A Tour Out of Spokane ...

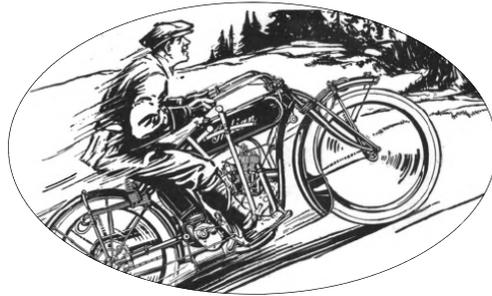
Ride out Hamilton Street and follow the car line to Hillyard. Turn to the left and follow the Calispell Road in a northerly direction, passing through Mead over a high bridge at Deep Creek; then up a sandy hill across the railroad track. Keep to your left until you come to Colbert. Leave Colbert, going north about a mile and turn right and proceed to what is known as the main Calispell Road. A long, winding hill crossing a railroad brings you into Chattaroy. From Chattaroy go north up a short hill on to a long, level stretch through a densely timbered country, finally coming out at the bridge over the Little Spokane River. Turn left from Calispell Road and pass through a swamp at the foot of a lake, keeping to the right along the lake to Steven's Ranch. The roads thus far are of a hard, sandy formation and while the country is of a hilly character there are no insurmountable grades. Leaving Steven's Ranch pass out along the main road to the Old Colville Road. Turn right, following this road until you



come to Steven's Lumber Mill. Passing south of the mill take the left road up a short hill, and then along a level stretch to Deer Park, and south on the main traveled road through the Arcadia Orchard, Denison and Wayside to Dartford which is on the Little Spokane River. Going south from Dartford you come to a long winding hill through a thickly wooded district, soon striking the automobile boulevard which leads into Spokane.

Four days may well be given to this journey, as there are numerous interesting side trips, such as the run to Horseshoe Lake.

— end —



“Motorcycle Illustrated” — 1912

Letters, Email, Bouquets & Brickbats

— or —

Bits of Chatter, Trivia & Notices All Strung Together

... The Ice of Loon Lake ...

In the *Letters* segment of the last *Mortarboard* the subject of Loon Lake's winter ice was touched upon. What was evident from the subsequent email chatter was that Loon Lake has historically been credited with a very thick covering of such. How thick? Charles Stewart commented, “*The stories re-kindled a memory of my Dad telling about logging trucks being driven across Loon Lake in the late 1930s or '40s when the ice was 3 ft. thick.*” Considering that the general consensus is 15 inches of clear ice is the minimum needed to “safely” support a modern pickup truck, the above seems reasonable.

It's well documented that Loon Lake was once a major supplier of ice for the surrounding communities — including Spokane. Doing research for various projects, your editor occasionally runs across hints as to how extensive Loon Lake's ice industry actually was. For example, this item from the *Natural Ice News & Notes* segment of the November,

1911, issue of *The Cold Storage and Ice Trade Journal*.

“*J. H. Pifer, who supplies ice to most of the large western railroads, has purchased a side-feed ice elevator for his house at Ulmer, Montana. His house at Loon Lake, Washington, and White Bear, Minnesota, are also being improved by adding an undershot car-loading elevator to the former house and an over-shot elevator to the latter. The contracts for the equipment were placed with the Gifford-Wood Co., Chicago, Illinois, and materials shipped from the company's plant at Hudson, N. Y.*”

The same issue of “*Cold Storage*” contained a snippet referencing — without naming — the Arcadia Orchards Company and its impact on Loon Lake's ice industry.

“*The lowering of the waters of Loon Lake, it is reported, by tapping of the lower end of the lake by a large irrigations system, will cause the Great Northern Ice Company to move the location of its chutes and re-lay the greater portion of the track leading to its ice*

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houses before the harvesting season arrives.”

Even more telling regarding the extent of the local ice industry is the following article from the *Spokesman-Review*. Dated February 13th, 1902, the article, with a headline stating, “*This Winter Sees Biggest and Best Yield in History of Spokane*” reads ...

“Not in the history of the ice selling industry of Spokane, dealers declare, has so big a crop of the frozen liquid been harvested as this winter, and never before has the quality of the product been so high. During the last month crews aggregating 160 men in number have been at work in the ice fields. The result has been that nearly 40,000 tons of ice has been stowed safely away in beds of protecting sawdust.

“Loon Lake is the great ice producing body of water in the Inland Empire. Two Spokane companies have icehouses on its shores, and each has had a big crew there at work since the cold weather came. Three big houses, with a total capacity of 16,000 tons, have been filled there by one company. The second company has cut 5,000 tons.

“All the ice harvested this season has averaged over a foot in thickness. Its range has been from 11½ to 13 inches. It is everywhere absolutely clear, without a bubble or cloudy blemish to mark the greenish, flinty sides of the great slabs. It was cut when there was no snow, and there came no chinook winds to fleck its body with the white streaks so often seen in ice.

“Eleven thousand tons of the ice cut by Spokane companies has been delivered to the Northern Pacific and Great Northern railway companies for their use during the coming summer. The former company took 6,000 tons cut at Cocolalla Lake, in Kootenai County, Idaho. The latter secured 5,000 tons from Chain Lake, which lies 30 miles east of here on its line.

“Silver Lake, which lies near the town of Medical Lake, is another good ice field. No ice has been cut there this year, however, for a big house at the lake was filled last season and was not disturbed last sum-

mer. At Chain Lake one company has stored 2,600 tons.

“Spokane uses between 13,000 and 14,000 tons of ice a year. This disappears at the rate of 10 tons a day in the winter, which rate of consumption is increased to 100 tons a day in the height of the summer. Twelve wagons, working two men apiece, are used in the height of the season, but four are enough to deliver the city its condensed cold in winter.

“The greatest user of ice in the city is a big dairy company, which consumes fully 1,000 tons.

“Prices of ice will remain the same this year as last. They range from 50 to 60 cents a hundred for the piece delivered at one’s door during the summer, down to \$3.50 a ton for the wagonloads dumped in the refrigerators of the big meat establishments and restaurants.”

Ice thickness did vary from year to year. A note in the March, 1916, issue of *Ice and Refrigeration* suggested how thick the upper limit of Loon Lake’s crystalized cover normally grew when it stated “an unusual heavy crop of ice has been secured, the ice ranging from 16 to 20 inches in thickness.”

As for the distance Loon Lake’s ice was likely to travel once harvested, there’s this report published by British Columbia’s Provincial Board of Health for the “Year Ending 31st, December, 1897.”

In response to “what threatened to be a serious outbreak of typhoid fever in the mining region of the Kootenay country” — likely brought on by the fact that “there had practically been no attention paid by anyone to sanitation” — Doctor George H. Duncan, secretary of the Provincial Board of Health, carried out an inspection of water quality in a number of the communities in question. Among those communities was the town of Nelson — 100 as-the-crow-flies miles north by northeast of Loon Lake.

As one of the steps taken to reduce the typhoid cases in the town, Doctor Duncan noted that “The ice supply is procured from Loon Lake, Washington.” Though this was

more than likely a simple matter of logistics, shipping ice to Canada does seem to contain just a touch of irony.

... *Armory Eagle, Blueprints, & Airplanes* ...

On March 28th Bill Sebright, the society's president, received an email from George Harper Jr. of Monticello, Minnesota, stating that he had a set of digitized blueprints of the Spokane Armory — the building that Clayton's landmark terra cotta eagle was commissioned for. George offered to forward the blueprints, and in his first and subsequent emails with Bill and society vice-president Pete Coffin, George noted that ...

"My father, George Sr., was born at Grangeville, moved to Clarkston, then Laclede, and after he finished the 8th grade, to Spokane. He joined the Spokane National Guard in 1922 — attending summer camp at Camp Murray."

Camp Murray is located in the Puget Sound area approximately 15 miles east by northeast of the Washington State capital at Olympia.

"When he was with the Spokane Guard, my dad's other job was driving a truck for Jack's Dray. I have a photo showing him and his truck in Newport, so it's likely he also made deliveries to Deer Park."

"Deciding he wanted more of the military life, in 1923 my dad enlisted at the Army's Vancouver Barracks and was sent to the Presidio in San Francisco — where he met and married my mother. I was born in the third year of his enlistment. He left the military once his term was done."

"San Francisco was where I was living when WWII began. Assuming that I would go to basic training in San Diego, in 1944 I enlisted in the Navy. As luck would have it, I was assigned to an Athol, Idaho, bound "Troop Sleeper," and then the Farragut Naval Training Station."

"In my search for information about my dad and his military training, I received the drawings of the Spokane Armory from the

people at Camp Murray"

"I also have some personal memories of Deer Park."

"When World War II ended, the colleges in the San Francisco area were so crowded with former soldiers that I decided the Farragut College & Technical Institute in Idaho was for me. I caught the next train north."

The short-lived Farragut College was opened in October of 1946 at the site of the former Farragut Naval Training Station — opened with the primary mission of providing former soldiers with various technical skills that could ease their transition back into civilian life. The college closed its doors in May of 1949.

"Another benefit at Farragut was that they had a flying club. After flight training —

Early on, George Harper Sr. (pictured below) was a driver for "Jack's Dray" of Spokane. This photo was taken in Newport, Washington — suggesting that George Sr.'s route might have occasionally included stops in Deer Park and Clayton. The photo is dated 1922.



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when I was ready to solo — we flew from Farragut to Deer Park to meet with the Federal examiner. That was on the 27th of April, 1947.”

“My main memory of my first solo was that the instructor didn’t give me complete instruction as to what I was supposed to do. So I just took off and flew over your beautiful countryside knowing that no one was sitting to my right — knowing that I was alone. Finally I realized that I should get back. I made a good landing, then noticed the instructor waving his arms. So I taxied over to him and shut down the engine.

“He said I was supposed to make three takeoffs and landings. To which I replied that I didn’t know that. He stared at me a while, then said, ‘I guess didn’t tell you that, did I?’

“Our reason for going to Deer Park for the solo flight was pure economics. The flight club was organized by two former Army Air Corps flight instructors. They were also students at the college. They leased two Aeronca Chiefs (single engine, two seat, high-wing aircraft) from Kalispell, Montana. We had no refueling or maintenance facilities at Farragut, so arrangements were made at the Deer Park and Sandpoint Fields. After we

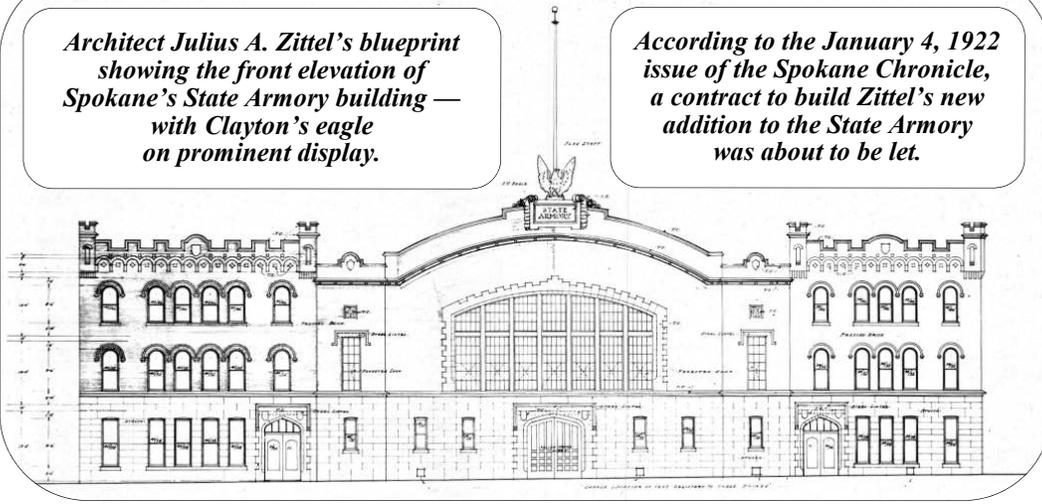
had logged a few hours of solo airtime, we had earned the privilege of flying alone to one of those fields to gas up the planes.

And as a final — in an email to Print Publications, George Jr. asked, “Was Jack’s Dray service known in your area? To which your editor replied, “I don’t recall having seen any data about this company as of yet. It’s remotely possible that something might surface after it’s mentioned in the Mortarboard. Then too, we’re now more likely to notice the name if we run across it while researching the local newspapers and such going forward. If something does surface, I’ll forward a copy of the data to you.”

After the society had indicated its interest in the blueprints, George Harper sent Pete Coffin a data DVD containing 17 files — each file being one page of the Armory’s plans. From the society’s point of view, the most interesting part of these documents is the front elevation which clearly shows the location of the terracotta eagle. It’s reasonable to assume that these undated blueprints are in fact drawings of a later revision of the State Armory, not blueprints of the original building — which tends to answer the questions raised by the fact that the State Armory was dedicated on November 18, 1907, while researchers

Architect Julius A. Zittel’s blueprint showing the front elevation of Spokane’s State Armory building — with Clayton’s eagle on prominent display.

According to the January 4, 1922 issue of the Spokane Chronicle, a contract to build Zittel’s new addition to the State Armory was about to be let.



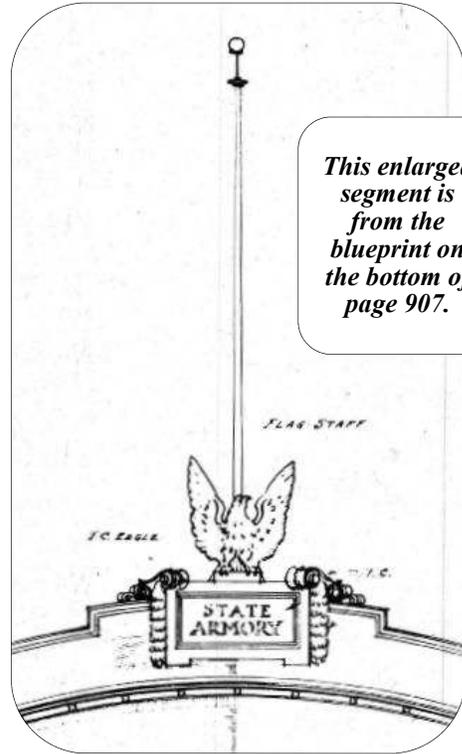
are fairly certain that the massive eagle perched high above the entrance was sculpted by Victor G. Schneider in 1922.

An article in the January 2nd, 1905, issue of the *Spokane Daily Chronicle* mentions that the Spokane firm of Preusse & Zittel was designing the proposed State Armory. Henry Preusse, senior partner, retired in 1910, while the junior partner, Julius A. Zittel, continued on for many years. It's Zittel's name alone on the blueprints in hand.

And then, the blueprint showing the building's rear elevation quite clearly indicate that portions of the structure were preexisted — this when noting where new construction was to be added to the old.

Newspaper articles suggest that the State Armory's 105 x 138 foot drill hall was being utilized for all sorts of nonmilitary functions for some time prior to Zittel's remodeling — just as the building was throughout its later life. That prominent position in Spokane's civic life was likely the reason Zittel's architectural changes included such purely decorative embellishments — Clayton's eagle being one.

——— *Wally Lee Parker* ———



This enlarged segment is from the blueprint on the bottom of page 907.

Volunteer proofreaders for this issue: Patricia Parker, Bill Sebright, Chuck Stewart, and Lina Swain.

Society Contacts

We encourage anyone with observations, concerns, corrections, or divergent opinions regarding the contents of these newsletters to write the society or contact one or more of the individuals listed below. Resultant conversations can remain confidential if so desired.

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——— C/DPHS ———