

The Clayton/Deer Park Historical Society is a group of individuals dedicated to the preservation of the history of the area just north of Spokane, Washington. The society collects oral, literary, and pictorial history to publish and make accessible to the public.

The Clayton/Deer Park Historical Society meets on the second Saturday of each month at 9 AM. We gather at the Clayton Drive-In, located just off Highway 395 on Railroad Ave.

THE

CLAYTON/DEER PARK
HISTORICAL SOCIETY

Mortarboard

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ROADS AND HIGHWAY DEVELOPMENT IN THE CLAYTON/DEER PARK AREA

Roads Before 1880 in the Clayton- Deer Park Area

The first roads through the Clayton-Deer Park area had to have been the Indian trails leading from hunting and fishing areas to various living areas. These trails do not seem to have been well documented in the historic literature. Beginning on May 9, 1826, David Douglas and his party traveled south through the Colville Valley on an Indian trail that wound down to present day Tum Tum, Washington, and from there up the Spokane River on the grassy benches to Jaco Finley's Spokane House at the confluence of the Little Spokane and Spokane Rivers. (Nisbet, 2009, p. 82-83.) Spokane House had been established in 1810. It would seem that other Indian trails followed the drainages of the area from Clayton to Mead, but this trail would have had to been located near Clayton east of the Five Sisters Mountains.

The first commercial road through our area was cut through the forests and meadows in the late 1860s by the businessmen of the Colville Valley and was named the Cottonwood Road (Coffin, 2010, p. 301-303). According to several accounts, the construction party was aided by an Indian guide so the route of the Cottonwood Road ran from the north to near Loon Lake and then east to Garden Spot. From Garden Spot, the road trended south to just east of early day

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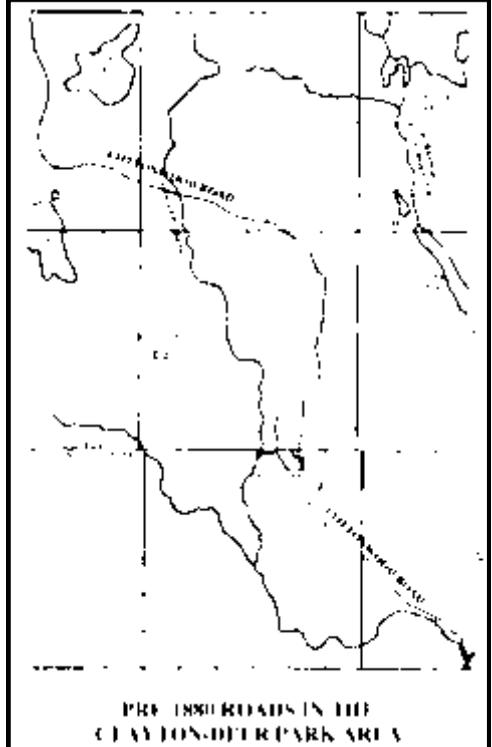


Figure 1: The Cottonwood Road was the only road that went through the Clayton/Deer Park area prior to 1880.

Free — Take One

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Deer Park and southeasterly along the north bank of Dragoon Creek to Chat-taroy, and probably had been an Indian trail at one time. The road was constructed in the summer and fall of 1867 as a wagon road to facilitate hauling Colville Valley food supplies to the miners in Idaho and Montana.

Early North-South Rural Road Development

In the 1890s and early 1900s, a road system following the section and township lines was becoming established at the same time as the rails of the Spokane Falls and Northern Railroad were laid throughout the area from Spokane to Colville. At this time, the main road from Spokane to Deer Park ran north up Dartford Creek Valley from Dartford to Monroe Road and followed it west to Austin Road. Then the main road went north on Austin Road, through the town of Wayside, to Wild Rose Road where the route continued north to the topographic terrace on the south bank of Dragoon Creek.

At that point the road wandered westerly through the forests along the south bank of Dragoon, past the site of Gem-mil's saw mill and connected with Dalton Road (Figure 2). There the route turned north, up Dragoon Creek Hill, to Deer Park and what was then named Public Avenue (now Colville Avenue) inside the city limits. From Deer Park several roads north and west would take a traveler to Clayton including Enoch, Montgomery and Spotted Roads as the Inland Empire Highway/ US 395 had not been built. Maps drafted in 1905 and 1912 still showed

the Cottonwood Road as a north-south route about 3 miles east of Dalton Road. However, the Cottonwood Road was not as direct a connection to Spokane as the Dartford to Deer Park route was. The Dartford to Deer Park road system developed

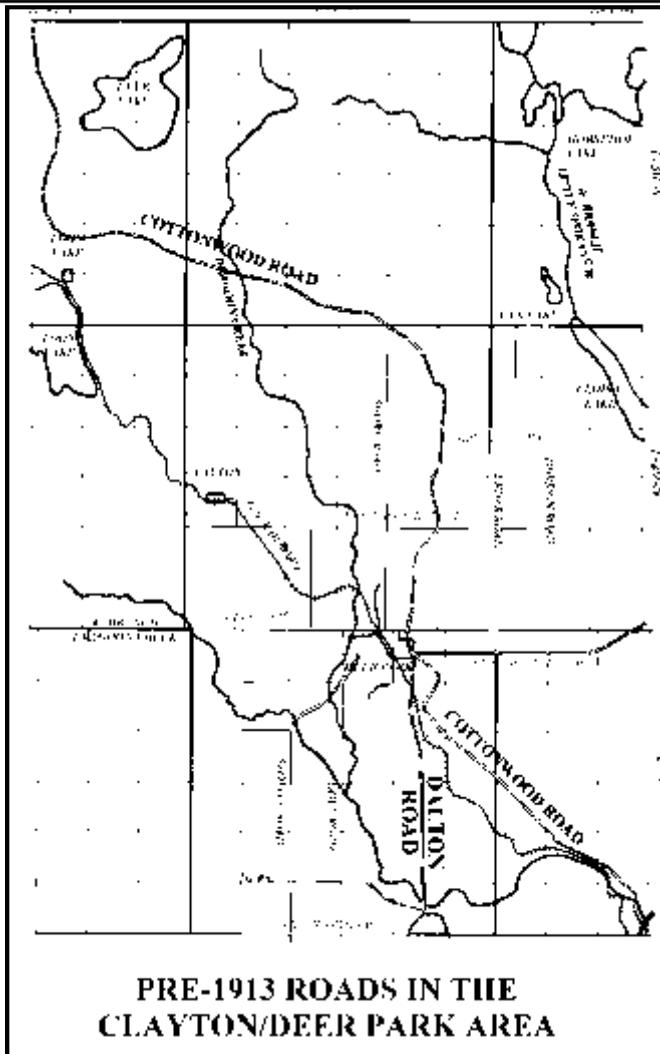


Figure 2: Main roads in the Clayton/Deer Park area about 1913. Note that there were many more rural roads in the area south and west of Deer Park that have been omitted. The main north-south road was Dalton Road and the remains of the Cottonwood Road.

from about 1889, when the Spokane Falls and Northern Railroad was built, until 1914 when the Inland Empire Highway system was extended north out of Spokane towards Colville and the Canadian

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Figure 3: Remains of the old north south road right-of-way just south of Dragoon Creek in Section 35-T29N-R42E, north of Wild Rose Road and east of Dalton Road. Note that it is steep and winding! (P. Coffin Photograph)

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border. As it began as a dirt road, it was impassable in the spring when the frost thawed and the mud became too deep to travel. Even after being gravelled the Dragoon grade and the winding trace of the road from Wild Rose Road to Dalton Road slowed traffic.

The Inland Empire Highway Original Construction

Prior to 1913, most roads around Deer Park and Clayton were farm roads which were cut by the farmers through the forests for access to small towns and to the railroad for supplies and a market for what products that they could sell. By 1913, a concerted effort was made by both the state and various counties to fund and construct an improved all weather road system across Washington state as automobiles were becoming increasingly common. The February 15, 1914, *Spokesman Review*¹ published an article and map showing where the planned road improvements would be located. Many other newspaper articles in 1913 and 1914 described the work of the "Good Roads Association of Spokane County," its elected president, A. H. Cowles, and Frank W. Gilbert. Its goal was to convince the farmers that any tax increase to fund the

road building would result in a much larger benefit to them¹. Resistance was not only from farmers concerned about their tax burden but from local politicians who resented the intrusion of outside organizations into their territory. Mr. Gilbert was attacked in a Deer Park theater by a local legislator who regarded him as an intruder. The meeting degenerated into a shouting match between the two². Some of the objections to road building were not only on the tax burden but in the way previous roads had been finished. In one instance, Mr. Gilbert told of a road that had been finished in the "old fashioned way" where the contractor's overseer had merely dumped the surfacing material in the middle of the road³. At that point, traffic over the road was supposed to level out the surfacing. Of course, it did not, and the road was a mass of bumps, pot holes and was extremely rough.

A north south highway from Lewiston, Idaho to the Canadian border was planned and named the Inland Empire Highway. Short segments of this highway had been contracted out for construction between the larger population centers such as Spokane and Spangle. Another section was planned north of Spokane towards Deer Park and ultimately Colville and the Canadian border. On March 7, 1914, a legal notice was published in the *Spokesman Review* advertising for bids for construction of a highway from Wall Avenue and Graves Road north of Spokane to Denison⁴. At this time, the main road north out of Spokane was Wall Avenue and its extension, Waikiki Road. From there the previous main road trended north to Dartford and the bridge across the Little Spokane River, northward up Dartford Creek, passing Commellini's Junction and on to present day Monroe and Austin and Dalton Roads to Deer Park. The new route would be much straighter across Half Moon Prairie and avoid the winding hilly route north of the small town of Wayside (Coffin, 2011). The contract for this construction was awarded to Mitchell Brothers with a bid of \$39,000⁵. Property owners one half mile on

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either side of the new road are to be assessed 15 percent of the cost of the construction.

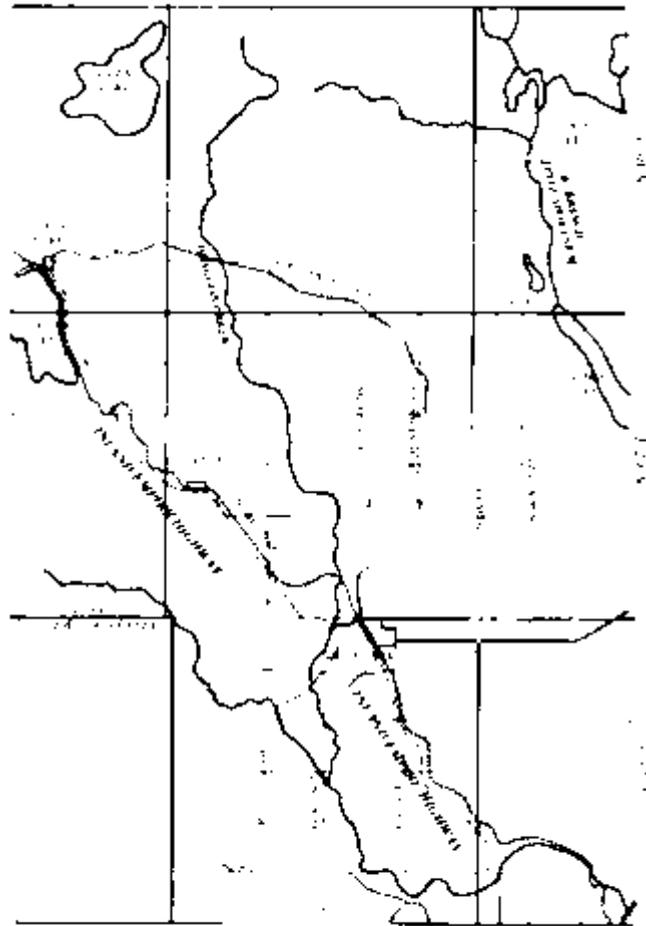
A confusing Deer Park Union article published on May 13, 1913, indicated that a low bid of \$56,650 by John F. Costello won a contract to build a 6.35 mile gravel/macadam "Arcadia Road" from the end of Graves Road through the "Arcadia Valley" towards Deer Park⁷. As far as can be determined this work was never performed, and what happened to this contract has not been explained.

The contract for the 4.1 mile extension of the Inland Empire Highway from Denison to Deer Park was awarded in July 1915 to the company of Mitchell Brothers and Payne on a bid of \$39,059⁸. The roadway is to be covered with a surface of "asphaltic concrete" sixteen feet wide and six inches thick.

By 1918, the Inland Empire Highway had been completed north through Clayton and on to Loon Lake⁹.

Concrete Paving

Plans for paving many of the gravel roads in Washington were being laid in early 1921¹⁰. Muddy gaps in portions of the paved roads were a big problem. Mention was specifically made to pave the graveled portion of the Inland Empire Highway between Whitworth and Denison. By May 1922, detour route maps and driving directions were being published to help guide the public around this new construction¹¹. On October 7, 1922, 8 miles of new construction between Dartford and Denison was opened to traffic and "hundreds, if not thousands" of drivers took advantage of the new road on what was nicknamed the "Ribbon of Cement"



**INLAND EMPIRE HIGHWAY
1914 TO 1930**

Figure 4: A road map showing the main roads in the Clayton/Deer Park area about 1930. Note that the Cottonwood Road has disappeared with the exception of a section from Bridges Road northwest and now named the Garden Spot Road.

Horseman, 1999, p.4. Washington Highway Patrol Officer E. G. Griffith was assigned to watch over the traffic¹².

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Notes

1. *Spokesman Review* (Spokane) Feb. 15, 1914, p. 9.
2. *Spokesman Review* (Spokane) Dec. 5, 1913, p. 9.
3. *Spokesman Review* (Spokane) April 1, 1914, p. 4.
4. *Spokesman Review* (Spokane) April 1, 1914, p. 4.
5. *Spokesman Review* (Spokane) March 7, 1914, p. 11.
6. *Spokesman Review* (Spokane) December 30, 1914, p. 7.
7. *Deer Park Union* (Deer Park) May 3, 1913, p. 1.
8. *Spokesman Review* (Spokane) July 27, 1915, p. 10.
9. *Spokesman Review* (Spokane) June 9, 1918, p. 1.
10. *Spokesman Review* (Spokane) March 20, 1921, p. 4.
11. *Spokesman Review* (Spokane) May 14, 1922, p. 12.
12. *Deer Park Union* (Deer Park) Oct. 12, 1922, p. 1.

References

- Coffin, P. E., 2010, The Cottonwood Road an early Farm to Market Road: *Clayton/Deer Park Historical Society Mortarboard*, No. 23, p. 301-303.
- Coffin, P. E., 2011, Town of Wayside Destroyed by fire: *Collected Newsletters of the Clayton/Deer Park Historical Society*, V. 9, p.385-386.
- Horseman, Minnie, 1999, At one time, Denison was bigger than Deer Park: *in Revisiting the Twentieth Century 1920-1939: Deer Park Tribune Supplement Edition Two*, August 25, 1999, p. 3-4.
- Nesbit, Jack, 2009, *The collector David Douglas and the natural history of the northwest*: Seattle, WA., Sasquatch Books, 290 p.



Figure 5: Date stamp on a section of concrete poured on the old Inland Empire Highway near the intersection of North Road and US Highway 395 on May 12, 2010. The ruler is six inches long. (P. Coffin Photograph)

HERBERT MASON AND BUILDING THE DEER PARK AIRPORT By Peter Coffin

Herbert Mason was a farmer in Williams Valley who kept a diary (he called it his "Memorandum") from 1900 to 1937. He lived on a 160 acre farm in the SE/4 Section 8 Township 28 North-Range 42 East Willamette Meridian on present day Burroughs Road just west of what is commonly known as the Burroughs School House. His diary contains many references to important local community events in the time period from 1900 to 1937 as well as documenting the hard work needed to operate a farm



Figure 1: A formal portrait of Herbert Mason estimated to have been taken sometime in the 1930s. (Richard Hazelmyer photograph)

during this time period. The daily entries I have copied in this manuscript are as Herbert Mason wrote them including any grammatical errors.

Apparently, an airport project was started in the early 1930s south of the Deer Park Milan Road. In a booklet prepared by the *Deer Park Tribune* in July of 2008, the airport was under construction and far enough along for "Sam" Leuthold (son of Deer Park Lumber Co. owner Walter Leuthold) to land an airplane on the field on June 28, 1934 (Costigan, 2008). According to that article, the airport was a Works Projects Administration project that Herbert Mason, apparently, applied for work on its construction. A *Deer Park Union* newspaper front page articles indicated that there was difficulty in obtaining a clear title to the land, and the WPA would not authorize the finish of construction to begin in 1935 until clear title of the Arcadia Orchards lands was obtained by the city.

Monday, December 11, 1933: *Rained all forenoon and is raining again tonight. I was in Deer Park most all day trying to get a job on the CWA program for Deer Park township. Nothing definite yet.*

I wonder if this was the day he applied for work on the airport job? No other entry between this date and February 26, 1934 indicate he applied for or got a job on the airport project. The CWA stands for Civilian Works Administration. Material from Deer Park Union newspaper articles indicate the airport was finished by Works Project Administration (WPA) funding possibly in very late 1935.

Monday, February 26, 1934: *Cloudy, Chilly N.E. wind all day 20 to 28 above the range of temperature.*
(Continued on page 451)

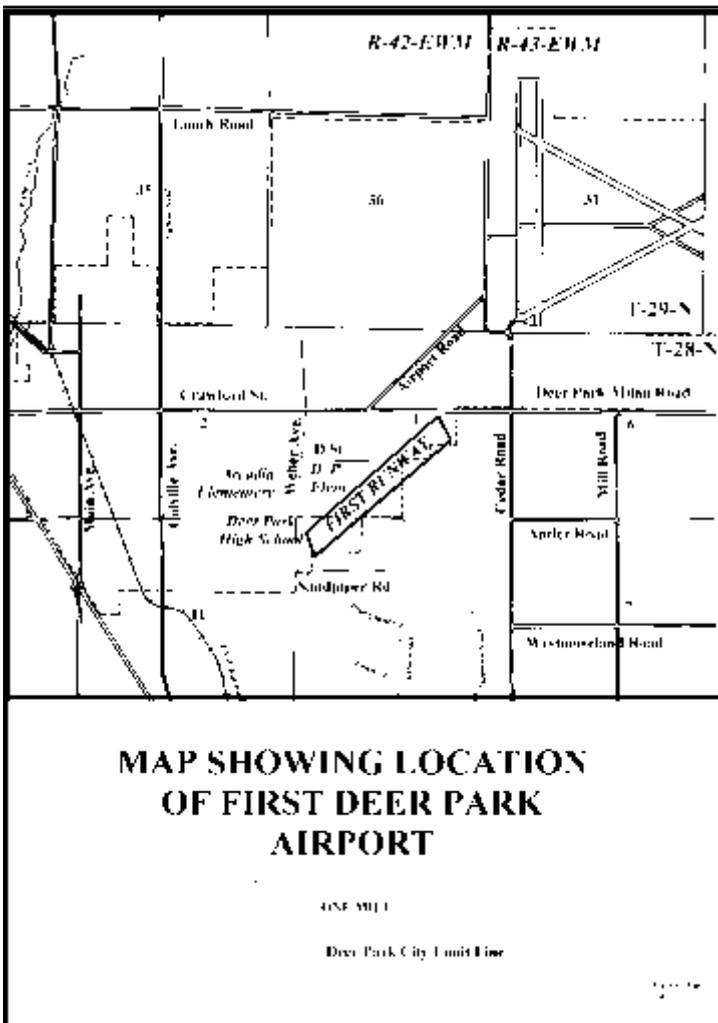


Figure 2: Outline location map of the first Deer Park Airport. Specifications for the runway were 4000 feet long by 500 feet wide.

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ture. I worked my team, puling old apple trees from land to be used as an air port 2 miles east of Deer Park on e. Crawford today. Worked 6 hours at \$0.75 per!

The airport project location was south of the Deer Park Milan Road in Sections 1 and 12 Town-

ship 28 North-Range 42 East WM just east of the new Deer Park Elementary School. The outline of the SW to NE runway can still be seen in an Google Earth presentation.

Tuesday, February 27, 1934:
Cloudy. Snowed and rained this forenoon, 26 to 40 above. I pulled apple trees on the Airport again for 6 hours today. I keep my team in Mrs. Madden's barn in Deer Park.

Mrs. Madden was my great-grandmother and her barn served as the garage at the Jack Coffin home on south Main Avenue. It was located between what is now the Real Estate Market Place offices and the feed store on the northwest corner of Main Avenue and D Street.

Wednesday, February 28, 1934:
Cloudy. 32 to 40 above. Rained for about 2 hours just afternoon. Pulled apple trees again today. I got my work card this afternoon.

Thursday, March 1, 1934:
Cloudy. Rained all afternoon and evening. 32 to 42 above. I worked at pulling apple trees

6 hours on the Airport today. Getting in 24 hours this week.

Monday March 5, 1934:
Rained hard all afternoon and evening. I pulled trees from the Deer

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Park airport 6 hours today.
We all got very wet this afternoon.

Tuesday, March 6, 1934:
Clear a good part of today. I worked the team on the airport today. I pulled concrete pipe out of the ground this afternoon.

Wednesday, March 7, 1934:
Clear all day. 20 above this morning 46 above high. I pulled pipe out of the ground all day.

Thursday, March 8, 1934:
Clear most all day. 28 to 54 above. I distributed concrete pipe for drains at the airport this forenoon and plowed there this afternoon. We got in 24 hours again this week.

Monday March 12, 1934:
Clear and warm all day. 28 to 63 above. I plowed ahead of the Fresnos on the air field today.

Tuesday, March 13, 1934:
Clear and warm. 43 to 64 above. I plowed again on the runway at the Airport today.

Wednesday, March 14, 1934:
Clear and pleasant. 28 to 65. I plowed again on the airport.

Thursday, March 15, 1934:
Mostly clear. Windy and cool. I plowed this forenoon and had my team on a Fresno with Jack Nelm's mules this afternoon.

Wednesday, March 21, 1934:
Clear all day. As usual. I worked on the Air port today.

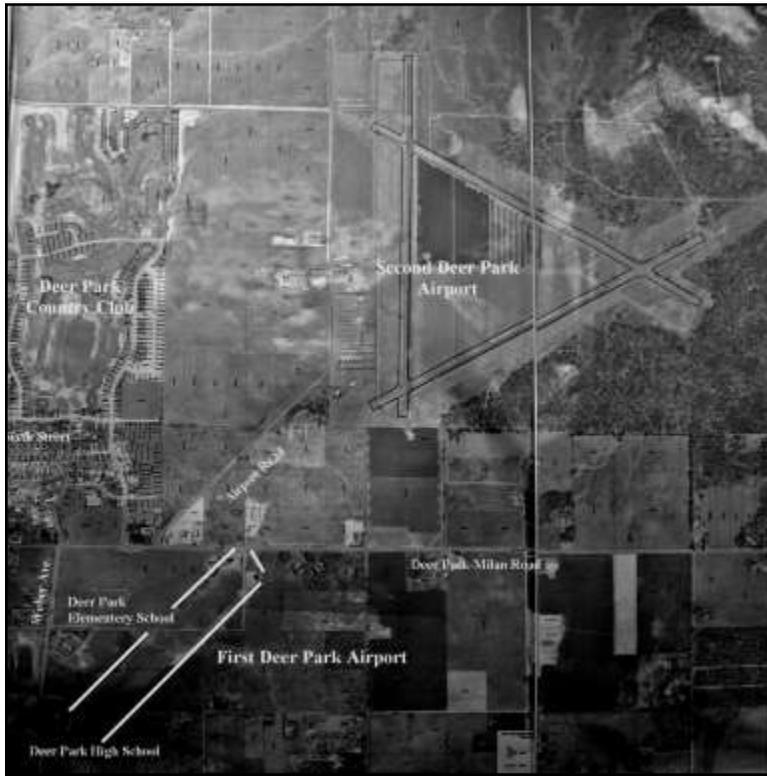


Figure 3: Vertical aerial photographs showing both the First and Second Deer Park Airports. (Photo from the wall of the Deer Park Airport office)

Monday, March 19, 1934:
Clear most of day. 30 to 64 above. I worked my team with three other teams on a leveller on the Airport today (6 hours at 75 cents per. or \$4.50).

Tuesday, March 20, 1934:
Clear all day. 30 to 63. I worked the team on the leveller this forenoon and on a two horse Fresno this afternoon at the Airport.

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Thursday, March 22, 1934: *Clear and cool. Cold wind this forenoon. I plowed for the air port today.*

Friday, March 23, 1934: *Clear and cold. 20 above this morning. I plowed at the airport today as they work today and tomorrow and charge it to next week.*

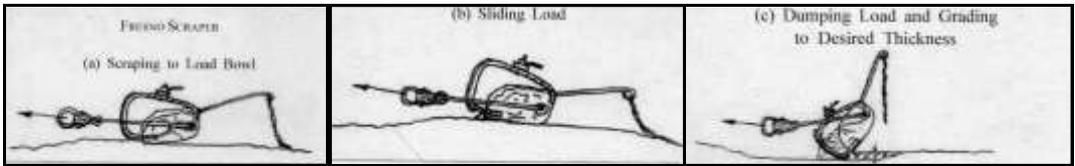


Figure 4: Diagrams showing the operation of a Fresno scraper. (From the "Fresno Scraper invented in 1883", a brochure of the American Society of Mechanical engineers published on Oct. 13, 1991)

Saturday, March 24, 1934: *Clear and pleasant. Quite cold this morning. 14 above at 5:30 A.M. 52 above afternoon. I worked on the Air Port this forenoon and left my team there this afternoon and I took dinner and spent the afternoon with Excelsior Pomona at our hall. Was to a show (Thundering Herd) at Deer Park and a dance at the hall this evening.*

Wednesday, August 15, 1934: *Clear and hot. 95 above. I mowed alfalfa for Henry James this P.M. new seeding this June. Joe and I signed up to work on the Deer Park Airport next Monday.*

Unfortunately Herbert does not give the last name of "Joe". From diary entries in the preceding months, Joe and he are working together a lot on the farm.

Sunday, August 19, 1934: *Clear and warm. 90. Joe and I used most of the day getting ready to go to work on the airport tomorrow.*

Monday, August 20, 1934: *Clear and warm. Joe and I worked on the air port today with a four up*

on a Fresno. He drove and I loaded. There are about 40 teams on the job and an awful lot of dust.

I assume "four up" means that four horses were pulling the Fresno. The Fresno was a device to move dirt invented in California in the late 1880's.

Tuesday, August 21, 1934: *Clear and warm. We worked on the airport again today.*

Wednesday, August 22, 1934: *Clear and warm. Just windy and very disagreeable for dust in the eyes on the airfield. Joe and I worked our teams on the air port today.*

Thursday, August 23, 1934: *Clear and warm 89 above and not much wind. Joe and I moved dirt again today and having completed the 30 hours allotted for the week brot our horses home this evening. We keep our horses at Carl Challinors place between Deer Park and the airfield.*

Carl Challinor's place was perhaps near Oz Lundale's house on east Crawford. The Lundale house was built in 1913 by E. N. Robinson who oversaw the Arcadia Orchards Company operations from 1910 to 1925.

Monday, August 27, 1934: *Clear and hot all day, No breeze, 94. Joe and I worked the teams on the Deer Park Airport today. About 2/3 of the crew were laid off this afternoon on account of lack of funds to keep such a large crew.*

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Tuesday, August 28, 1934: *Clear and hot again. 98 Joe and I worked on the Airfield today. Just 6 two ups & 6 fourups and one plow team left on the job. Ben Reetz slashed brush in the pasture for me today. Hannah went back to Spokane on the 6:15 P.M. stage.*

Wednesday, August 29, 1934: *Joe and I worked on the Airfield. the air is filled with smoke from forrest fires. Ben slashed today.*



Figure 5: The E. N. Robinson house on East Crawford Street owned by Oz Lundale in the 1930's. The house was built in 1913 to architect Kirkland Cutter's plans and stands today. (Lawrence Zimmerer Photograph Collection)

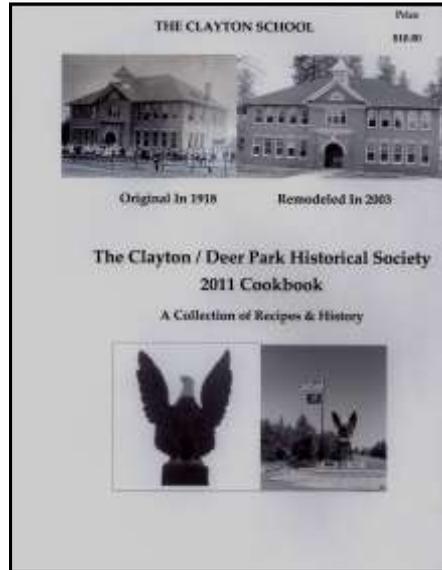
Thursday, August 30, 1934: *Clear and warm. Joe and I worked on the Airport today and brot the horses home as we have completed another 4 day week. Ben slashed here at home.*

Tuesday, September 4, 1934: *Clear and hot. 93 above and not breeze stirring. Joe and I worked our teams on the Airport today.*

Wednesday, September 5, 1934: *Clear and hot again. 93 above. Joe and I worked again on the Airport. Everybody was laid off at quitting time this*

afternoon on account of the appropriated funds being used up. No telling when the work might start up again.

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The 2011 Clayton/Deer Park Historical Society Cookbook, "A Collection of Recipes and Stories" is now available ... pick up your copy from two locations in Clayton--- The Pizza Shoppe and the Clayton Drive-In, both on Railroad Avenue and three locations in Deer Park--- GardenSpot Floral on First Street, and **Odynski's Accounting** on Main Street, and the Salty Dog on South Main Street. This 60-page cookbook has over 200 recipes and is full of historical information. The purchase price is \$10.00. Cookbooks will also be on sale at Winterfest, **Settlers' Day**, Brickyard Days, and the Clayton Fair. All profits go to the C/DPHS, a non-profit organization.

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I have scanned the Herbert Mason Memoranda (as he called his diary) from this date until it ends on Friday, May 28, 1937 and have not found any entry that would indicate that he was again employed on the airport project. *Deer Park Union* newspaper articles, ranging from September 1935 to December 1935, document the problems with obtaining clear title to the land under the runway for Works Project Administration (WPA) funding. The estimated cost to finish the airport runway was at first \$6000 in the August 29th edition of the *Deer Park Union*. By

the November 7th issue, the authorized cost had risen to \$34,644. In December of 1935, four men were hired to work on the project. In 1936 and 1937, Mr. Mason was very involved in the building of the Williams Valley Grange and probably did not have time for the airport project.

REFERENCES

Costigan, T., 2009, Deer Park's aviation dreams got a big boost from the Army: *in: Party time! Deer Park turns 100: Deer Park, WA, Deer Park Tribune*, July 2008, p. 39.

Clayton/ Deer Park Historical Society Minutes, March 12, 2011

In attendance: Grace Hubal, Pete Coffin, Bill Sebright, Mark Wagner, Sharon Clark, Lorraine Nord, Warren Nord, Kay Parkin, Marilyn Reilly, Lonnie Jenkins, Bob Gibson, Penny Hutten, Eleanor Ball, Lynn Wells, Alan Fackenthal, Donald Ball, and Sue Rehms.

Society president, Bill Sebright called the meeting to order at 9:01 AM. Rodney Davis gave Bill eight class pictures of the Class of '63 from the 5th to the 8th grade. He is searching for some of the names from the pictures.

Treasurer, Mark Wagner reported that there is \$2557.32. Checks written: \$690.19 to Standen Insurance, \$20 to Heritage Network, and to Sharon Clark for Mortarboard supplies for \$74.94. There were deposits totaling \$644.00. Lynn Wells and Allen Fackenthal became CDPHS members today. Welcome to you both!

Secretary, Grace Hubal reported that there are 84 of the 300 cookbooks left. Twelve were sold in the last month. She will be checking with the local businesses on Monday to see what the status is on the cookbooks.

Print Editor, Sharon Clark handed out Mortarboard #35. There are 2 articles about the Clayton terra cotta Eagle in it. Sharon received a donation

from Daryl Click (a former classmate) for \$100. Sharon will also check to see if he wants to become a member.

Vice President, Pete Coffin reported that 23,000 Deer Park Chamber of Commerce booklets went out last summer. We have until 5-1-11 to decide if we want to be in the new Chamber booklet. The cost is \$450 for a whole page and \$300 for a half of a page. He went to last month's meeting of the Westerners. Pete laid out many publications on the history of the area. There is some misinformation in them. Update on the Williams Valley Grange digitizing of their documents is on hold at the moment. They have to get permission from Olympia to allow us to do that digitizing.

Website Discussion: Bill states that it is our most valuable asset when it comes to getting our name out there to the public. It mainly takes care of itself. We just need to update it. We need to contact the server. Penny Hutten offered to help with the website.

Quillow pillow raffle drawing: Taffy Long pulled out the winning raffle ticket. The ticket belongs to Cory Nord. There was a discussion to

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have a Settler's Day/Brickyard Day raffle and then a Clayton Fair raffle.

Allen Fackenthall talked about the days when he had a tire shop in Deer Park. He had a route to Chewelah each week where he picked up tires to be recapped and dropped off the finished products.

He also mentioned that he made rubber soles with "spikes" for men at the DP Mill to walk on the logs and ice in the pond.

Next meeting- April 9, 2011

Meeting adjourned at 10:03 AM

Respectfully submitted by Grace Hubal,
Secretary

Editorial Policy Regarding Correcting Errors and/or Omissions

Information published here is compiled from many sources, including personal memories. It is often difficult or impossible to verify such recollections through outside documentation. Our editorial policy toward the veracity of personal recollections tends toward the casual – since little harm is normally done by such errors. But our editorial process also invites public review and input regarding the accuracy of the information we publish, and when such review either suggests or reveals errors or items open to dispute our "Letters" department will act as a forum allowing the airing of such disagreements in an effort to ascertain the truth and correct any probable or demonstrated errors. We also believe it's important that such disagreements be recorded, even if they can't be settled to the satisfaction of all parties.

We encourage everyone to submit any arguments as to fact to the editor in writing — since the written form reduces the chance of further misunderstandings. As is standard policy, all letters will be edited for spelling, word usage, clarity, and — if necessary — contents. If advisable, the editor will confer directly with the letter writers to insure that everyone's comments and corrections are submitted in a literate, polite, and compelling manner — as best suits the editorial image of this Society's publications.

Society Want Ads

WANTED: Information and photos regarding the history of Trysil/Zion Lutheran Church.

WANTED: Any stories and photos of your family's history in connection with their occupations and settlement in the Clayton/Deer Park Area.

WANTED: Any stories and photos from Williams Valley #452 and Gardenspot #278 Granges

WANTED: Any information on the Williams Valley Grange Orchestra
Contact: Ann Fackenthall, WVG
(Rollosdotter@gmail.com)466-3564.

FOR SALE: The 2011 Clayton/Deer Park Historical Society Cookbook, "A Collection of Recipes and Stories" (see our ad on page 442 for details.)

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Special Thanks to this month's volunteer proofreader(s) — Grace Hubal, Peter Coffin