

## Roads

The wagon road from Goldendale to the Yakima valley, known as the Satus road, will be better for travel this season than it ever was.

The Satus road is the main highway for people traveling between Central and Eastern Oregon and the Yakima valley. It was formerly the route of the stage line from The Dalles to ~~the~~ Ellensburg before the advent of the railroad but of late years it became in a sad state of repair because the route traversed from the summit of the Simcoe mountains runs through the Yakima Indian reservation for five miles, territory inhabited only by a few Indians along Satus creek.

The bridges were unsafe and the road was nearly impassable in places last season.

Late last fall the county commissioners of Yakima county expended about \$5,000. The old bridge on the upper Satus has been replaced. A bridge was built at the lower crossing which has always been a very dangerous ford in the spring when the snow water is running off, several people having drowned there in former years.

The worst part of the mud flats near the White Swan ranch at the foot of the Toppenish hill have been diked up and the road fixed up generally from the Summit ranch to Toppenish--Yakima Republic, March 18, 1910.

## Roads-Union Gap

The work on a cut-off on the Island Empire highway between Union Gap and Parker which will follow the east side of the river will begin early in this spring according to J.W. Hamilton, state ~~director~~ district highway engineer. Plans for the grading of the new stretch of road are expected to be completed within a short time and contracts will be let early in March.

Leaving the present highway about 100 yards above the site of the old bridge near the gap, the proposed road will cross the new bridge and follow closely the route of the old county road. The present bridge at Parker and two bad grades will be eliminated by the new cut off which will also shorten the distance between the two points.

The new bridge will be a steel and concrete structure about 450 feet long with a 30 foot road bed. The new road is to be paved eventually but probably not for two years according to Hamilton. The Yakima Republic, January 25, 1926.



## Roads

With the exception of some field work being done in preparations for the 1925 season road work in Yakima county has practically ceased as a result of the cold weather and frost according to Engineer O.E. Brashears. The frost has already penetrated to a depth of five or six inches and is sufficient to hinder the entire road program, probably for the rest of the season.

The field work consists of running lines for proposed improvements on roads in the Selah, "ide Hollow and reservation districts besides work on the Naches Heights-Cowiche highway. A survey crew has also been busy locating the lines just ahead of the grading crew on the Mexee-White Bluffs road on which the grading has been stopped. Ten miles of grading were completed beyond the end of the graveled portion on the highway before the freezing weather and 12 miles yet remain.

Completion of a gigantic map of the county ~~000~~ which was begun in 1917 showing all roads is expected shortly in the county engineer's office. Besides showing the boundaries of the three road districts various colors are used for showing the various highways as to whether they are graveled, paved, graded or dirt roads. The Main lines for irrigation drainage ditches and canals are also shown besides railroads and the general ~~contour~~ contour of the county--The Yakima Republic, Dec 6, 1924.

Road--Union

Gap

Construction of the projected Lions club road to the top of the hill at Union Gap was pronounced inadvisable at this time by Harry Cahalan in his report to the civic committee represented to the club at a business meeting this noon in the Commercial hotel.

The cost was found to be about \$15,000 instead of \$4,000 as he said and accordingly an undertaking of such magnitude if undertaken at all should be a civic enterprise.--Yakima Republic, May 1, 1925.

## Roads

If negotiations that are now under way between county officials and a representative of the Standard Oil Company are successful in their outcome John D. Rockefeller's oil will become a very important part of the roads to be laid or replaced in Yakima county.

J.J. Quilliam, agent for the Standard Oil company in Tacoma is in the city negotiating with the county officials for the purpose of securing a contract to supply road oil for use on a portion of the First street extension that the commissioners are having built. He will probably secure a contract from the county today for 20,000 gallons to be used on this piece of road and he thinks it will demonstrate the value of oil for future road building.

This oil is used generally throughout California Mr. Quilliam declared and in the counties of Pacific, Pierce, Lewis King and Spokane under direction of the state highway commissioner.

Mr. Quilliam says this oil, which must not be confused with the fuel oil is used in some places to lay the dust effectively. It is shipped direct to the consumer in tank cars from Richmond, Calif., at a cost of \$2.50 per barrel at a cost of 42 gallons f.o. b North Yakima. --- Yakima Herald, April 19, 1911.



## Roads

### Naches-Cowiche-Peck's hill

Work on the new road in the Naches from Cowiche bridge to Peck's hill is progressing satisfactorily and Road Supervisor Lancaster states that in all probability the road will be completed in about eight days.

A large gang of men and teams is busy on the road. The supervisor is now making a change in the course of the road for about a mile--  
The Yakima Herald, July 24, 1907 .

Moxee

Roads--<sup>1</sup>rails

County Engineer McIntyre accompanied by R.J. Logan and H.Y. Saint will start Monday over the old government trail in the M<sub>o</sub>xee following the limits of the irrigated district to Barrel springs preparatory to making a survey for a new county road, a distance of 24 miles.

This comes as a result of the H.Y. Saint petition put before the county commissioners several weeks ago. The commissioners Saturday asked Mr. McIntyre to investigate the possibilities of a road.

This means much to North Yakima. Past the line of the irrigated district there are 5,000 acres of the finest wheat line. It is along the line of the Chicago, Milwaukee & St Paul will seek entrance to North Yakima as well as the Hanford electric line.

Thousands of acres of some of the finest dry land in the valley may be developed with proper communication established and it is believed the establishment of the proposed road will materially assist that development. Hundreds of people in the Moxee are directly interested in this road and it is their opinion that with its completion the valley will boom as never before--The Yakima Herald, Oct. 24, 1907.

## Road work

The county commissioners yesterday let contracts for work on three sections of county road. The work was awarded as follows:

Gravelling county road north of Granger on the line between Section 15 and 16, township 10, range 1 to D.T. Daniels at 97 cents per cubic yard.

Graveling county road along the North Coast railway south of Union Gap to A.B. Wilcox at 74 cents per cubic yard.

Grading of Blackbourne road in Naches valley to John H. Hogan at 19 cents for earthwork and 69 cents for rock-

Yakima Republic, Nov. 4, 1910.



## Roads

At the meeting of the county commissioners next Monday which will be held for the purpose of letting contracts for road work, several heavy taxpayers and business men will appear before the board and make arguments that the proposed new road to Yakima City follow a new course. Instead of following the course of the present road they will ask that it start from Fourth street or Naches avenue, run to the fair ground and thence to a point about three quarters of a mile from the Moxee bridge; thence south to Second street in old town.

This road, it is said, would be no longer than the present one and would save part of the expense of building a new road to the Moxee bridge, the proposed line for a mile and a quarter running in that direction.

The county, it is said, has no right of way along the course of the present road and by following the proposed new route would have less property to condemn. The argument will also be presented that the new road would accommodate travel to the fair grounds and be much cheaper and more desirable in every way than to construct a separate road to the Moxee-The Yakima Herald, March 2, 1904.

## Roads

The Tietan Wonders At Our Door. A new route has been found by easy grades and twenty miles nearer than the old road. The road could enable (be made available) for wagons by expending a few hundred dollars. This would place the scenic wonders of the Tietan at our doors and make us within two days travel of Mt. Tacoma--Yakima Herald, July 25, 1889.

A Badly Needed County Road--The Settlers of the Cowychee valley are extremely anxious for the county to give them a road along the creek from Silas W. Morton's ranch to the Cowychee bridge. In the past year a couple of county roads have been vacated and fenced in and as a result the fifty or sixty families in the Cowychee are obliged to travel over a heavy grade and away around to Wide Hollow in order to reach North Yakima to do their trading. In addition to the proposed road saving material distance in travel, the grades are much easier and double the amount of freight can be hauled per wagon. Citizens of North Yakima should cooperate with the settlers of the Cowychee in this matter and use their influence by petition and otherwise with the county commissioners to have this road established.--February 21, 1889. The Yerald.



## Roads

Public Improvement. By the public spiritness of S.J. Lowe, T.J.V. Clark and J.W. Walters, Cherry avenue has been opened to the public giving a direct outlet from the Cowychee and Upper Natchees to North Yakima. These gentlemen have donated the land for the road and have laid off and improved the same, planting a row of balm trees through the center and cherry trees--from which the thoroughfare takes its name--on either side of the twenty-five feet wide roadways--The Yakima Herald, North Yakima, W.T. April 4, 1889.

R.G. Page and A.G. Fleming of Sunnyside left for Olympia on Sunday to work against the efforts of Toppenish business men who are endeavoring to secure the state aid road through the Yakima valley on the reservation side of the river.

It is pointed out that most of the taxpayers reside on the east side of the river in the Parker Bottom and Lillah districts where a macademized road has already been built. It is said that Toppenish lobbyists have raised a considerable fund to be used at Olympia toward the effecting of their design--Yakima Herald, Feb. 1, 1911.

## Roads

County commissioners are petitioning the Indian department through Major Evan Estep of the Indian agency at Toppenish for right of way grants on the Satus unit of the reservation for some 39.5 miles preliminary road development.

They are asking for a width of 60 feet throughout and expect to carry out their road program on the unit after easements have been granted--The Yakima Daily Republic, April 29, 1925.

J.C. Oliphant, Ellensburg - Could you call the attention of the farmers to the fact that the sage brush which they are burning everywhere is badly needed on the roads?

Those who are new to the country probably do not know how easily a very bad road can be made into a pretty good one--Yakima Herald, March 11, 1902.



## Roads

The road between the city and Old Town will be one of the finest in the state of Washington when Commissioners Sinclair, McDonald and LeMay finish the work of macadamizing which they have undertaken.

The road has been under the personal supervision of the commissioners and when completed will be nearly a perfect thoroughfare. The big rock crusher south of town is working to capacity daily. The Yakima Herald, May 22, 1907.

## Roads

Ira Crofutt finished strawing the main road from Prosser to Horse Heaven last Thursday.

He received from business men of Prosser \$126. He hauled 65 loads of straw at \$1.20 per load, \$87.50 and paid \$7.20 for the straw. He also hauled 50 loads of manure at a cost of \$52, total \$130,70-Prosser Bulletin, Sept. 30, 1902.

Nob Hill  
Roads

Residents along Nob Hill boulevard are displaying the liveliest interest in the good roads movement these days.

The specific cause for their enthusiasm is the fact that the county has been doing some improvement work at the lower end of their highway, taking out the humps, establishing grades and building up with broken stone and gravel certain hollows which have acquired in the past reputations as mud holes in wet weather.

Several of the residents on the south side of the street, who at the time the street railway was put through gave the six feet right of way required by the company, but postponed moving their fences back have done so the past week, giving the road a more uniform appearance. Some fine old cherry trees which will thus be made part of the highway, will be allowed however to remain standing and when the suburban improvements extend to the sidewalk point, the walk can be run the other side of the trees providing at least temporary shade for the pedestrian.

Another evidence is to be found in a sign posted in the waiting station at the cemetery siding calling attention to the law mutilating buildings. ---Yakima Herald, November 9, 1911.



## Roads--Scenic drives

An earnest effort to organize and maintain an automobile club in North Yakima this season and to enlist its cooperation in the cause of good roads will be made immediately by those interested in these two branches of activity.

Interest in the club has been aroused to the extent that several automobile owners will go out this afternoon for a run over the route of the proposed 25 mile drive through famous sections of North Yakima, as many as possible are urged to take the drive this afternoon in order to be prepared for an intelligent discussion of the matter at a meeting of automobile owners and drivers and all those interested in the undertaking at the Commercial club rooms Saturday evening at 8 o'clock.

The run will follow the drive as tentatively laid out:

South on Broadway about four miles, west to "Seed's hop yard," south to Johnson's corner, west past Congdon's, north one-half mile, back to Hall's corner (Lookout Point), north one mile to W. Hill, west around the Weisberger tract to Summitview road, east on that road to Huktable's ranch and back to town through H. M. Gilbert's property.

H. W. Lucas of the Yakima Trust company is one of the agitators. He said the trip would include country which grows not only the best fruit but hay, hops and other ~~and other~~ farm products.

With 326 owners of machines already catalogued by a committee which is working on the matter, a flourishing automobile club should be formed--Yakima Republic, April 15, 1910.



## Historical--'Landmarks'

Linnie A. Rowe, the little daughter of William Rowe of the Natchez is an enthusiastic cyclist and often makes the run between her father's Natchez and her wheel.

Added to her wheeling the convenience her home took the following interesting starting point being the post office:  
Frank Wheeler's 2 7.0 miles; W.C. Coppas,  
Cowyché bridge 4 .9 miles; painted  
3.0 miles; Mr. Jacobson's 5 9. 0 miles;  
Nelson's 6 2.0 miles;  
's school house 7 miles;  
ed's 8 miles; Mr. French's 8 7.0 miles;  
hbach's 9 1-2 miles; George  
4.0 miles; William Rowe's 100  
, 1899.

## Miscellany

The county commissioners are in session this week and it is understood that they will make an appropriation for the wagon road to the mines, but previous to that they will appoint commissioners to select the best route and it is reported that the selection will fall on David Longmire and Andy Burge, than whom none better qualified could be chosen--Yakima Herald, Nov. 5,

Roads Moxee

Terrace Heights

Connection by public road has at least been established with the north Moxee and Terrace Heights.

By the finishing of the grading at the eastern end of the bridge over the creek near Bott's place on the river bottom late Tuesday afternoon what the county commissioners are pleased to call a road is opened up for two and one half miles east of the city limits to what is known as Stuart's corner.

The contract for the grading on the thoroughfare was awarded about three months ago to be finished July 1. An eight to 10 foot cut has been made in the bench east of the Moxee canal a three quarter mile row of trees was cut and blasted and considerable filling was done. Five bridges of various sizes were constructed.

The construction cost one life for it was as the result of blasting for the deep cut mentioned that Lineman Brouillet lost his life about a month ago.

The road is the result of an order made by the commissioners in June of last year for a bridge across the Yakima river at the end of Yakima avenue which was commenced ~~in August~~ in August and finished this spring.

Teams have been using the road constantly since the big bridge was completed with the exception of a short period of high water, by fording the creeks and canals, the approaches to which were not graded.

The distance from the city to Stuart's corner is cut just about in half by the use of the new road, it being something over six miles to the point over the old bridge across the Yakima and less than three by the new. Travelers to that country will find an entirely different country, particularly