

## Roads

It has been decided to oil the road between the city and the entrance to the state fair grounds, the county commissioners, the city council and the state fair commissioners each agreeing to donate \$400 toward the total of \$1,200 necessary to defray the expenses of doing the work thoroughly.

Frank Reese, who has improved and oiled North Second street will undertake the work which will be the first test made on a similar road in the state. In all probability several streets in Yakima will be treated in the same manner. If it proves a success the added pleasure and comfort to the visitors of the fair this fall will be great.

The method of treating the roads is identical with that in common with many parts of California where the soil is similar to that of Yakima and there is every reason to believe it will be an unqualified success.—The Yakima Herald, May 31, 1905.

## Roads

The county has opened up the road from Yakima City to the corporation line of North Yakima and now the city fathers should see that First street is extended to make a junction with the new road.

The matter of public highways is one which we cannot afford to neglect. There is much complaint about the condition as recent rains have washed out several sections. This is especially true in the Konewock country--Yakima Herald, July 2, 1891.

## Roads--Moxee

A preliminary Fourth of July celebration is being held in the north Moxee today near the residence of W.O. Connor where dynamite is being used in the grading of the road.

Contractor D.T. Daniels who has the contract for grading the road into the Moxee for about a mile this side of Terrace Heights has found it necessary to use considerable dynamite in the work on the road near the bench beyond the Moxee canal.

Thirty five shots were used this morning and two more charges were to be inserted this afternoon.

The road has been cut down at this point about fifteen feet and it is expected that the work will be finished early next week.

A small bridge is now being built across the creek near Botts' place, a short distance beyond the big bridge and it is expected that the bridge will be finished this week. The road is being used considerably for traffic although its condition will not allow the hauling of very heavy loads--Yakima Republic, June 24, 1910,.



## Moxee-Roads

Construction of a new road into the Moxee valley from the Fourth street bridge at Selah gap along the edge of the Yakima river until it connects with roads in the valley is being planned by the county commissioners.

The petition for this road has been signed by George Ker manager of the Moxee company and a number of leading residents of the Moxee valley.

The only outlets from the Moxee at the present time are the bridges across the Yakima river at Union gap and near the state fair grounds. The new roadway will give a possible exit in case the bridge near the fair grounds is washed away or is temporarily closed for repairs.

The commissioners set March 2 as the date for hearing any objections in the building of this road and set March 3 as the date for hearing of any objections to the reconstruction of the Cowiche canyon roadway.

The latter is to be rebuilt at the request of W.F. Weiner and others. This road will furnish an excellent outlet when properly rebuilt for a large tract of the country under the Tieton canal.

The county engineer was instructed to look over a proposed roadway in the lower end of the county for which a petition has been made by E.L. Hathaway and E.W. Brown and G.C. Mayensheim were appointed as viewers for a proposed county line road between Yakima and Benton counties east of Grandview. - The Yakima Herald, Feb. 16, 1909.

This was the dream land of the returning GIs of World War I.

The water table dropped. Artesian qualities ceased. Soon the pumps failed to draw, the land dried up, the leaves curled, the trees died and so did the dreams.

Now, only two or three wells are running and they produce poorly.

On down at the Columbia slightly upstream from where the town of Hanford once stood, where the "Atomic barricade" now hides the changes is an old Indian camp ground.

Twenty years ago Turner talked to an old Indian at the site of the caches. He asked how old they were. "Long time" the Indian responded, "when you were little baby, even before when your daddy was little baby."

Even now the Indian camp grounds on the bank of the river yield thousands of flint chips from arrowhead manufacture, and an occasional arrow or spearhead of rare quality.

Answers on the source of the flint were equally vague:

"Many moons away--way over there."

The caches are somewhat similar to potato cellars. They have crudely framed doorways, the frames made of rough-hewn wood. Some have caved in, others are still open, peopled now only by spiders, snakes and lizards.

When it was red man's country however, the caches were regularly used for storage of food, clothing and shelters. The Indians left their heavy outfits at this point and worked up-Columbia into the hills above Clockum pass where they picked berries and shot and cured game. Then on their way back they gathered their heavier gear and returned to the valley.

Turner recalled a trip from Yakima to Spokane and return which he made with his family when roads were in reality trails and a team and a prairie schooner served as motive power.



The family went over the Blewett pass, which then gave clearance of inches. At the top of the pass it was necessary to fell a medium sized evergreen tree, lash it to the rear axle of the wagon to maintain control down the slope.

"We used the tree, branches and all, Turner recalled.

Then, the long swing up through the Coulee country.

For variety the Turners returned via the White Bluffs and Hanford ferry. He recalled that one day they kept their team moving from 7 a.m. to 10 p.m. in an effort to reach a place where rest and water were possible.

They came across a dribble of water leading into the hills.

They left the trail and followed the faint water trail coming finally upon a bachelor's cabin. The man had that day hauled water in barrels, two of them, for 20 miles. It was the spillage trail that they had followed.

With true hospitality of the West the man supplied water for the horses, limited water for cooking and at leave taking time the next morning would claim no bill for his kindness.

While the white men used the White Bluffs-Hanford ferry, the Indians had a ford closer to their permanent camp grounds. This was too deep to wade but was negotiable by canoe and "we swamp the horses," the Indian told Turner.

Without the knowledge, the background and personal experience of a man like Turner for guidance, the unwary traveler could whiz through to the Columbia in a little more than an hour and be impressed only by the unproductive slopes, the heat and the dust, missing entirely the engrossing drama of a growing civilization, whose story is written in dimming signs along the almost obliterated trail--Yakima

Herald, November 14, 1948.

Roads-Indians-Priest  
Rapids

There's a lot of history written on the dry sage-dotted slopes between Yakima and the Columbia river on the road which runs to Moxee, Cold Creek and Priest Rapids.

C.M. Turner, county superintendent of schools is a man who has watched the development of the country virtually all his life--and who knows his landmarks down to the last inch of ground.

Riding along the oil surfaced road at 50 miles an hour, it's hard to realize that not long ago prairie schooners traversed almost the same route, their owners gambling against the grim reality of water shortage in a race to make it from the old Hanford-White Bluffs ferry to Barrel Springs.

Barrel Springs, now unmarked, unknown except to the old-timers is in the triangle formed by the Sunnyside road and the White Bluffs highway.

It was so named because a slow seep of water came from the hill and a provident traveler dug it clean and sunk a barrel to catch the water so that a dust-weary traveler might refresh himself and his horses.

Just to the right of the road is a draw where the "Pickens massacre" was staged. And in the flat below this point toward Sunnyside is an old Indian camp ground. "here are old arrow heads and flint chips to be found even today in the soft soil.

Turner recalled that the Indians en route to their foot and supply caches near Hanford used to stop first on the Yakima river near Mabton then at Barrel Springs where they hunted rabbits sufficient for the next jump and then to the Columbia.

Scattered in the sage along the highway to Cold Creek are the now almost decayed stumps of fruit trees where once proud orchards stood. They were planted in the days when artesian water gushed strong from the earth.



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## County Roads

During 1924 there was expended for work on the county's roads through the county engineers office out of funds from all sources a total of \$459,119 as compared with \$680,000 for the preceding year, according to the annual report submitted today by Engineer O.E. Brashears to the board of county commissioners.

This sum includes expenditures for highway construction patrol maintenance, equipment bridge construction, office expense and also the sums provided through local improvement districts.

Actual work on the highways during the year included grading and graveling of about 48 miles, resurfacing of 16 miles, redressing of 23 miles and grading of about 26 miles.

Total expenditures from all sources for the first road district for which Commissioner George Alexander is responsible were \$139,906.....February 16, 1925.

## Roads

Olympia, Nov. 17AP- Grant Smith and company have filed a complaint in Thurston county superior court against the state asking payment of \$108,254 claimed to be due them for a road contract on the Inland Empire highway in Kittitas and Yakima counties.

Interest from Nov. 25, 1924, the date of the final estimate is also asked. The highway in question is the Ellensburg-Yakima canyon road, the heaviest bit of road construction in the state has ever handled and one which proved unexpectedly difficult on account of the great amount of rock work and tunnel construction included.

During the progress of the work it was stated by visiting engineers that it could not be completed for the amount of the contract.

The section of the road involved is between Umtanum and Welah and the difficulty arose over the classification of the work, the contractors contending that state engineers did not give them credit for the amount of solid rock excavated. They hold that much of the excavation classified as common by state engineers was actually rock work--The Yakima Republic, Nov. 17, 1925.



## Roads

Yakima will have a scenic highway which it may rightfully compare with other highways in the Northwest already famous when the new road between this city and Ellensburg is opened for travel about September 1.

For this highway will be notable for two features. Its unique beauty, unlike that of other scenic highways in the Northwest and its unusually physical aspect which has presented some of the toughest problems of the state engineers have been called upon to solve in making a state road.

Of scenery there is plenty through out the length of the road. There is the pleasant East Selah district watered by the artesian wells, through which the new road cuts. And at the other end there is the picturesque Kittitas valley, dotted with evergreens and with the jagged Wenatchee range in the background. The north and the main divide of the Cascades to the west.

But within the canyon itself will be found the real charm of its scenery for those who have learned to appreciate bare hills and rocks in the myriad hues of brown and green and their constantly changing play of shadow and light.

The immensity of the hills themselves, rising at places 1,000 to 1,500 feet above the river is matched by the massiveness of the road construction.

After crossing the broad bench above Pomona the road dips right down through old Pomona cliffs, through a deep rock cut, crosses the Selah canyon flat and immediately takes the up-grade to the two big tunnels through cliffs in the east side of the canyon. From that point on for 15 miles there is a constant succession of rock cuts and heavy fills. Only a distant view reveals to the eye how puny even a 90 foot rock cut through a rocky ridge can look beside a thousand-foot mountain side.

The two tunnels and the cuts and fills beyond them



to the first deep cut constituted the worst problem for the engineers on account of the railroad being directly below. It was this, in fact that made necessary the tunnels and the 17 retaining walls of masonry and concrete which may be seen in the next two miles beyond the tunnels.

One tunnel will be 95 feet long and 60 feet beyond will be another 269 feet long. The tunnels alone require moving 10,000 cubic yards of rock.

The cut at Hillside, two miles beyond, involved moving some 40,000 yards of rock and the cut at Wymer, about half way between Yakima and Ellensburg will require moving 50,000 cubic yards. A total of approximately 1,250,000 yards of material will have to be moved when the grade is completed, this putting the road in a class by itself from the engineering standpoint.

Over the new road the distance between Yakima and Ellensburg city limits will be cut 13 miles and about 1,500 feet of climbing. Not only that but the road will actually be a mile shorter than the line of the Northern Pacific Railroad, the exact distance of the railroad's between city limits being 35.6 miles and of the road 34.6 miles.

A considerable saving is made where the road cuts through the hill at Hillside and another big chunk is sliced off in making the

cut at Wymer. Here the road turns to the right at Wymer, up Henderson canyon, then right through the right onto the Yakima river canyon and comes out 250 feet above the river level.

This point probably affords the most striking view of the entire highway, presenting the vista of the canyon, the railroad and highway for miles to the north. At this point is also the largest retaining wall along the highway, several hundred feet long, 30 feet high at one point and containing 2,000 cubic yards of rubble masonry.



One may go as far as the tunnel work from Yakima now--hundreds do so every Sunday. If one is inquisitive one may see all that portion between Wymer cut and Hillside cut by driving out East Selah and down Burbank canyon or go to Ellensburg and drive back as far as the Wymer cut. Only the portions between Hillside and Camp 99 at the tunnels and the Wymer cut are uncompleted as to grad.e. Surfacing of all excepting the 4 miles between Hillside and the tunnels will be completed by the time the tunnels are opened and a contract for that will no doubt be let before the tunnels are finished.

The Yakima and Ellensburg Commercial clubs are already talking about steps to protect the few desirable camp sites along the highway from private control and exploitation and are also discussing a joint celebration to be held when the road is opened--the Yakima Daily Republic, May 3, 1924.

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Ex-Governor John H. McGraw died at his home in Seattle last night after an illness of about 10 weeks of typhoid fever.

Gov. McGraw had been unusually active in his office all spring.

About the first of April he began to complain of his health and after a little to drop work and spent a short time in Yakima thinking that the crisp dry weather of this part of the state would brace him up. He started her but stopped at the Green River Hot Springs sanitarium where he went to bed and remained under medical treatment a week. He then declared that he felt better and was able to go home and to work. On his arrival at Seattle however he found that he was in serious condition and went home to begin a long struggle which the destroyer has just ended.

John H. McGraw was born in Maine in 1859. He came to Seattle in 1876 and had been a residence of that city since. He reached Seattle without money and went to work as the driver of a street car. He afterwards clerked in a hotel and was engaged in a small way in the mercantile business. He became a policeman, then chief of police and later sheriff of King county.

After retiring from this office he went into business and became president of the First National Bank of Seattle.

He had always been active in political matters and in 1892 he was nominated for governor of the state by the Republican party.

He ran against Henry J. Snively of this city and after an exceedingly bitter contest was elected by a small majority.

Mr. McGraw was never a candidate for any other office but always continued to be a leader of his party in the city and state and was active in its management



In 1896 he was almost alone among the Republican leaders who stood for the gold standard and secured the gold standard plant in the party platform of the year after a struggle before the convention that is remembered by all the old timers.

Five years ago he secured the election of Senator S.H. Pilest through the agreement that King county would vote for Senator Ankeny in 1908 in return for Ankeny's support of Piles.

Two years ago at Spokane he was permanent chairman of the state convention. He was vice president of the Seattle exposition last year and president of the Rainier club of that city at the time he died.

...said Snively:

"The campaign in which we engaged was I believe the fiercest in the history of the state. Yet throughout its vituperative length I am satisfied that John H. McGraw did not utter a single derogatory remark.

"Both he and I endeavored to keep our friends from slinging mud but we were only partially successful.

"...paramount among the issues of the campaign was one calling for a large federal appropriation for a Lake Washington canal. This proposition found in McGraw a supporter and in Snively an opponent. The latter made his attitude evident while a member of the state legislature.

"Our nominations were brought out peculiarly" said Mr. Snively. "Not more than two weeks before the Republican state convention McGraw and I were together here in North Yakima.

In the course of our convention we propounded the question who would be the next gubernatorial candidates. McGraw

declared with perfect sincerity that in his opinion Eugene Wilson would head the republican ticket. I was equally certain that James Hamilton Lewis would be the ~~candidate~~ democratic candidate.

"Yet at the republican convention a deadlock ensued and at the last moment McGraw's name was unexpectedly presented and accepted. In the democratic meeting a similar deadlock ensued and after two or three days of hopeless fighting a similar deadlock ensued and I was nominated this action being taken while I was away at dinner."

"We frequently recalled to one another how our prophecies had gone awry."--Yakima Republic, July 1, 1910.



### Miscellany

A road from the Ahtanum highway down the right of way of the railroad company to the depot in Yakima City will probably be built this fall. It is much needed and will prove a great convenience to farmers in the shipment of their produce. 9-14-93

## 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, 1891.