

## Roads--White Bluffs

White Bluffs, June 14, 1908--The new Benton county portion of the new road which when finished will connect North Yakima with the new towns on the Columbia river is nearly completed.

The highway extends from Barrel springs in the Blackrock district to the Hanford power plant at Priest Rapids and following along the company's transmission line to the pumping station within about three miles of this town the road divides, one part leading to Hanford and the other to White Bluffs.

The part which is nearing completion is about 30 miles in length and it will be suitable for automobile travel as well as vehicles drawn by horses.

The construction of the Yakima county section of the road will probably not be started until it is practically certain that the winds of the early season have ceased. The light soil of the district is so easily thrown about by the winds that during the windy season the grading is blown out almost as rapidly as made.

The Yakima county part of the road will be about 30 miles in length.

## Moxee--White Bluffs--Roads

H.Y. Saint, register of the land office in this city has addressed a letter to the county commissioners in which he asks the vacation either of the county road around his property in the Moxee valley or of the trail across the property and he prefers that the trail be vacated.

The trail is now the main traveled road between North Yakima and the Columbia river. It is the route by which the automobile parties and others make their way to White Bluffs and other much advertised Columbia river sections.

It runs across the land of Mr. Saint, deprives him of the use of these lands and causes him inconvenience. Others are in the same position. They want redress of their grievances and the letter of Mr. Saint submitted through his attorneys, Messrs Wende and Taylor is the first move against the commissioners. The agitation will be continued until the result is achieved.

Mr. Saint points out that under a verbal agreement with the commissioners the road around his property, the northeast quarter of section 26-12-21 was opened, after he and others had procured the right-of-way for some 26 miles and the county had promised to do considerable work thereon and close the trail. The county, it is declared, has not kept faith. The new road has been fenced, etc. and the old road or trail across the lands of the petitioner and others is still open.

Citizens on numerous occasions have declared that they believe money expended on the road between this city and White Bluffs will be money well invested. It has been pointed out that if the road is made passable so that automobiles can make the run across in three hours or thereabouts, there will be a large travel to North Yakima which now goes by way of the Columbia river and Kennewick. The road that Mr. Saint refers to is that which runs along the gap in the Rattlesnake hills and to Blackrock. Yakima Herald, May 12 1909



Mail Route-New road

Watuna

Possibility of starting a regular stage line from North Yakima to the Columbia river points near Priest Rapids and from there to Hanford and White Bluffs is offered by a step of the post office department which is receiving bids for a twice-a week postal service to Watuna via Blackrock.

These two localities are on an excellent route to the Columbia river points through the Moxee valley and coulee. Bids are to be received until February 23 for the star route service to these points giving a direct postal service nearly to the Columbia river from this section.

Residents of White Bluffs and Hanford have been anxious to secure their mail through a North Yakima connection assuring them service throughout the season and it is believed that if steps are taken in North Yakima the postoffice department will see that the service is extended to the river... The Yakima Herald, February 10, 1909.

In an effort to secure the substantial and growing trade of White Bluffs and other Columbia river valley towns, 16 business men of this city headed by W.L. Steinweg appeared before the county commissioners Monday afternoon and asked for the building of a wagon road to the Benton county line.

The request was granted and the commissioners will appropriate \$500 and \$400 for the building for the building of the road. F.M. Well of the White Bluffs Land Co. and C.A. Day, North Yakima, representative of the company appeared before the board.

The plan as proposed calls for the building and improving of a road to the Benton County line. Citizens and businessmen of White Bluffs and North Yakima and the White Bluffs Land Co. will build the road from White Bluffs to the Yakima county line opening anew artery of trade. The county commissioners will inspect the road Wednesday. Work will begin at once from the Benton county line and will be completed in time to secure the late winter and spring trade. The new road will be used for freight and auto service.

Inadequate and inefficient freight and passenger boat service amounting to isolation has caused these steps to be taken by the growing community. The trade of this rich and fertile country has heretofore been controlled by Walla Walla merchants but the building of the new road will afford a trade outlet with North Yakima as a natural trading center, turning a large volume of business to North Yakima. The people of that section will also be able to secure better service with the outside world through connections with the Northern Pacific at this city instead of Pasco and Kennewick. The Yakima Herald, Dec. 10, 1908.



## Roads

Frank Chatfield of North Yakima who has been in town several weeks in connection with the settlement of the estate of the minor heirs of the John R. Chatfield, deceased, finished up the business during the week.

He left on Thursday via the old mountain road over the Simcoes to his home and anticipated a rough trip as the trail is unbroken and the snow reported deep on the summit-The Goldendale Agriculturist, Feb. 1902.

The county automobile with Game Warden Barney as driver and a white steamer with Road Supervisor Case at the wheel will leave the county court house about noon today with a party of 12 for a trip to the summit of the Cascades at Bear Gap near the head of the Elizabeth Gold Hill mines.. In the party will be State Highway Commissioner Will H. White and Chief Engineer W. J. Roberts.

County Engineer H.F. Marble, County Commissioners William Lemay, Martin E. Olson and Jim Lancaster. Frank X. Nagler of the Elizabeth Gold Hill mining company, W. Bartlett, representing the White steamer and representatives of North Yakima, Republic and Herald.

Owing to the condition of the roads and the length of the trip it will probably take two days to reach the destination. Leaving here about noon today the run of forty miles to Anderson will be made before sundown.

The party will rest there over night and next morning will proceed on a run of 28 miles. The road to Anderson will be followed to the confluence of the Dumping river. From there up the Dumping river, a distance of six miles, the road will follow the windings of the American river to Gold Hill. The last sixteen miles of the trip will be over roadway and bridge built by the Elizabeth Gold Hill Mining company to reach their properties. Before that was built the company had to pay four cents a pound for all food and mining material packed into the mine.

The purpose of the trip is to look up a feasible route for a road leading over the mountain range from Yakima county and connecting with the government road built to Paradise valley from the western limits of the Hainier National park and



thence over the magnificent county highway to Yakima. This highway if built will connect North Yakima with Tacoma and the rest of Puget Sound and will constitute one of the most beautiful scenic routes in the world, probably 150 miles long, leading as it does through the "Wonderland of the Cascades" in the midst of which is that great glacial-volcanic peak, Rainier. The Yakima Herald, July 12, 1911.

A dispatch to the Spokesman Review from Olympia states that State Highway Commissioner J.M. Snow has received a letter from Joseph Jacobs 12000 engineer in the reclamation service stationed at North Yakima indicating that the government will assist the state in the construction of the Cowlitz Pass road.

The state road is to connect North Yakima with Bumping lake and the reclamation service had set apart \$3,000 for the purpose of building a road to this work in connection with the Yakima irrigation work. Since the state is to build here as a part of the Cowlitz Pass road, work to the amount of \$3,000 will be donated and performed under the direction of Engineer Jacobs for the benefit of the state.

"With this assistance, says Commissioner Snow, the road will be completed this year to Bumping lake, making thirty-five miles of construction by the first of the year.

Engineer Jacobs confirmed the above.

"It was for the purpose of getting the road constructed this year all the way through from North Yakima to Bumping lake, that we decided to help the project out. If the dispatch says we agreed to donate \$3,000, it is correct. It was considered by the engineers that our contribution would be most available in the form of labor, so I informed the state commissioner that we would furnish men to do that amount of work.

I cannot say just what part of the road we will help build. That remains with the commissioner and in part with the commissioners of this county. We will have the men ready to work in about two weeks. ~~One of the men~~ Spokesman Review, August 1,



The contract for building the state road to Bumping lake and for the construction of two bridges across the Wapatz river were let yesterday by the county commissioners.

C.E. Lum of this city was awarded the contract for the building of the road for about \$19,000 and the North West Bridge company of Tacoma was awarded the contract for the two bridges for \$4,725.

The approximate cost of both road and bridges to the county will be \$23,725. One bridge will be located near Mahaffey's ford. It will be a 160 foot span bridge and will cost \$3,625. The other will be near Andersons crossing and will be an 80 foot span at a cost of \$1,100. There were five other bidders in the field.

Mr. Lum's bid included;

Cubic yard for earth excavation, 23 cents; cubic yard for loose rock excavation 43 cents.

Cubic yard for solid rock excavation 94 cents.

Acre for clearing \$52

Square yard for corduroy 24 cents.

Cubic yard for third class masonry \$5; fourth class \$4; cubic yard riprap 90 cents; square yard cribbing 24 cents; for bridges 15 feet or less in length, per structure \$25

.. Before the commissioners adjourned County Auditor Newcomb was instructed to call for bids for the Nile bridge to take the place of the present one that has been condemned. The bids will be opened August 12--The Yakima Herald, July 18, 1906.

## Roads

A year ago Kittitas county appropriated \$1000 to build a wagon road from Cle Elum to Trout lake, a distance of 20 miles. The appropriation was exhausted after 12 mile of the road had been finished and as the miners and others about Trout lake are very anxious for the completion of the road, a subscription paper was passed around in Yakima last week and \$435 was subscribed to the commissioners of Kittitas county with the request that it be accepted.--Yakima Herald, W.T. North Yakima, February 14, 1889.



## Highways--Ellensburg.

Max Nook, formerly of this city who has been for several months past working in Ellensburg is in North Yakima for a few days. He has been employed in connection with the engineering department that had charge of the Dolarway paving which is being laid by Kittitas between Ellensburg and Thorp and about two miles of the work has been completed.

The Cascade Lumber company has made a survey of a logging road from the railroad crossing at the mouth of that creek, up a distance of 12 miles or more and a roadway is to be constructed... The Company formerly attempted to drive the stream but so many difficulties were encountered that the logs will hereafter be ~~railed down~~ railed down to a junction with the Northern Pacific and thence into the city to the mills here--The Yakima Herald, Nov. 20, 1912.

## Gold

### Old Roads

Seattle, May 14 (AP) 1926- Probably the most valuable stretch of state highway in the Northwest, perhaps in the nation, lies 14 miles northwest of Cle Elum, Wash. on the old Yellowstone trail.

Where motorists once sped over the highway ; an electrically-operated dredge is now tearing up the roadway and every day scooping up gravel worth more than \$1,000 in gold.

The dredging is being done in the old Swauk Creek district, the gold find of this state 40 years ago.

The Chinese and whites who mined it are said to have dropped their picks and shovels to hasten to the north when the Klondike strike was announced leaving the paying diggings for a later generation.



## Highway department

Max L. Mook, who for several years has served as district highway engineer will be replaced at the head of the Yakima office by J.W. Hamilton of Walla Walla according to an announcement by J. Webster Hoover, state highway engineer at Olympia. Hamilton takes over his new position on November 1.

Mook was appointed by the former governor, Louis F. Hart and is the last of the Hart appointees in the Yakima district to go.

Three times in recent years Mook's office has been something of a storm center; first when he plotted the Inland Empire highway line through the Dunn brothers ranch; again over the location of the road at the Painted Rocks and more recently over the routing of the highway through Clifdell.

While no statement to that effect is made it is not at all unlikely that Mook's insistence that the inland Empire highway should cut through the Dunn ranch, as it does, is responsible for the fact that he is now ousted. A Dunn, one of the unofficial advisors of Gov. R.G.H. Hartley and active in campaign for his election, has repeatedly stated that he wished to have Mook removed.

Hamilton is to establish his office at the Union Gap headquarters of the state highway department. ~~Good~~ The Yakima and Walla Walla districts are to be consolidated so Hamilton will take charge of state road matters in Kittitas, Yakima, Benton, Franklin, Walla Walla, Columbia, Garfield and Asotin counties. The Spokane district will henceforth include Douglas, Whitman, Spokane, Lincoln, Stevens and Pend Oreille counties and the Wenatchee district comprise Chelan, Grant, Okanogan and Douglas counties. Klickitat county is transferred to one of the west side districts.--The Yakima Republic, Oct. 19, 1925.

## Highways

Purchase of the Union Gap office building of the Utah-Idaho Sugar company with three acres of ground and the brick warehouse for \$15,000 was announced late this afternoon by James Allen, state highway commissioner.

The purchase is made for the state and it is the intention to have the office building serve as quarters for M.L. Mook, district highway engineer. The areehouse wh ch is 216 by 68 feet as to floor space and unusaally high for such warehouses will s erve as a storage place for the stqte road machinery kept in the Yakima territory. The Yakima Republic, March 9, 1925.



## Roads

Spokane, April 5, 1909-Paving towns treets with wheat straw as a means of binding the mud in the spring and keeping the dust down later in the season is being demonstrated at Endicott in Whitman county, south of Spokane where two miles of streets were treated this spring. A foot of fresh straw was laid from curb to curb and packed into the wet ground following a slight rainfall. The experiment is considered to be a success.

County roads in other pa ts of Washingt n have beenstrawed for years during the summer months to hold the dust but this is the first time it has been tried in a town and it is not unlikely that other communities will take up the work until permanent pavements are built.

Maps have been prepared by the state highway commission showing the state roads for which appropriations have been secured and on which work has been started, besides the proposed state roads of Washington indicate that the Yakima valley will have a network of thoroughfares.

The Cowlitz pass road, now under construction will be the first thoroughfare from the coast to the Yakima valley. Another road will be constructed through Haches pass connecting with Tacoma on one side of the mountains and with the Cowlitz pass road on the east side of the range. The Cowlitz pass road extends into Lewis county.

Through Snowqualmie pass there will be another road extending to Ellensburg and down through the Wenatchee and Selah valleys to North Yakima. The Columbia river road will enter the lower Yakima valley near Prosser.

From North Yakima to the east there will be a road toward White Bluffs to cross the Columbia river and another past Granger and Sunnyside toward Prosser and eventually to the east border of the state. The Columbia river road will extend through the lower valley, cross the Columbia near Kennewick and end at Wallula. The Yakima Herald, Dec. 30, 1908.



Highway dept.

Division Engineer R.M. Hardy of the state highway commission located in North Yakima expects soon as a successor L.G. Titus who has been connected with work of the commission on the west side.

Mr. Hardy will remain in Yakima and become a general contractor doing work of building, paving and excavating.

Mr. Hardy tendered his resignation from the state service August 3 but has remained with the work because no successor was provided him. For this reason he was compelled to turn down work on which he had made a successful bid in Ellensburg and was also prevented from bidding on the Eleventh avenue paving job.

The contract for building the bridges on the state road to Gold hill mining district, says Mr. Hardy, was let to a Wenatchee man whose name he did not get-Yakima Republic, Sept. 16, 1910.

## Roads

No convicts will be sent to North Yakima this season to operate the state rock crushing plant near Selah gap. It is practically settled that the work will be done by contract labor.

A contract already signed has been sent by State Highway Commissioner H.L. Bowlby to Tacoma contractors who have the contract for macadamizing the Yakima city road but nothing more has been heard from it. If these contractors do not undertake the work however the contract will be let to others—Yakima Republic, September 2, 1910.



Olympia, Wash. July 9 (Special). Information has been received at the office of the state board of control from Supt. C.S. Reed of the state penitentiary at Walla Walla to the effect that the jute mill has been closed down in accordance with the board's order following completion of contracts for furnishing bags to those with whom orders had been placed, and that the convicts are being distributed among the different state aid road and state quarry camps.

On July 8, according to Supt. Reed, 58 men were sent to the convict camp at Blanchard where work is being done on the state aid road in Whatcom and Skagit counties.

At present there is a force of 25 men at this camp but the number will be augmented so that the work may be rushed. On the same date a force of 30 was sent to the Meskill quarry in Lewis county a few days ago, increasing the force there to 40 men.

Forty men will soon be sent to North Yakima to the state rock crushing plant. Chairman A.E. Cagwin of the board of control says that the board is unable to state when the convicts will be transferred to the penitentiary. There were about 275 men employed in the jute mills at Walla Walla but practically all of these are now at work on state road work or at the rock crushing plants in various parts of the state. It is probable however that the jute mill will be placed in operation again within the coming year when the men will be sent back.

The board believes that the convicts can be used to better advantage in the construction of highways in the state than in manufacturing bags in the jute mill in view of the fact that the plant was run at a loss. The state does not

intend to profit to any great extent by the use of men on the roads but the board believes that good judgment would dictate that it is better to build up the road system of the state without loss than to keep the jute mill in operation with the profits on the wrong side of the ledger-- Yakima "epublic, July 15, 1910.

Forty convicts will arrive July 15 from the penitentiary at Walla to work in the state rock crushing plant at Selah according to Engineer R.M. Hardy who has had charge of the installation of the plant. He says power will not be ready until July 20 but convicts will be employed in the meanwhile in finishing up with that was left undone in the quick work of getting the plant ready.

The power company is now running a line from the Fruitvale district... Yakima "epublic, July 15, 1910.

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