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THE  
CLAYTON/DEER PARK  
HISTORICAL SOCIETY  
**Mortarboard**  
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## *An Airport For Deer Park*

By  
*Pete Coffin*

In the decade following World War I the airplane fascinated the public. Many of the US Army's war planes were sold to the public and airplane shows became popular across the country. Deer Park was not immune to this attraction and although there were farm fields large and flat enough to land planes of that era, it did not have an air field. In the summer of 1929 the *Deer Park Union* newspaper reported that a pilot from Felts Field landed his plane in a field north of the Kelly Cemetery and then reviewed areas near Deer Park suitable for an airport. Later in October 1929 the state of Washington indicated that cities could not own airports outside their city limits and this influenced every town considering building an airport. The Great Depression began at the end of October 1929 and Deer Park newspaper articles promoting a local airport were no longer published.

In the middle of the great depression, when engineers Harodi and French representing the United States Department of Commerce and the Council of Defense visited Deer Park in early 1934, they told a luncheon meeting of the Commercial Club that plans were being made for the building of a series of air-

ports between Spokane and the Canadian border. These airports would be part of a strategic link to Alaska.

Original plans for a landing field included two runways crossing each other at right angles, one to be oriented northwest to southeast, the other southwest to northeast. One was to be 4000 feet long and the other 2000 feet long. A 500 foot swath of old Arcadia Orchard apple trees was to be cut on either side of the planned runways. It was estimated that 20,000 yards of dirt would need to be moved to level the runways. As other towns such as Springdale, Chewelah and Kettle Falls were also planning airport proposals and applying for the funds to help their communities, the Deer Park project was planned in a hurry.

This would be a Civil Works Administration project. As soon as lands were acquired by purchase or leasing, \$6000 would be available to pay for laborers from Deer Park. The Town Council, the American Legion, and the Commercial Club began negotiations in February of 1934 for a tract of land due east of the W. C. Chess home (the house Arcadia Orchards Company President E. Robinson built in 1913, now 1302 East Crawford) and south

of the Deer Park-Milan road. The Arcadia Holding Company owned 110 acres of the tract and Spokane County owned the other 25 acres. Arcadia Holding Company was asking \$1100 for their acreage and Spokane County wanted just over \$31 for their acreage. The Town of Deer Park made a down payment of \$500 on these lands that were to be deeded to the town. A ten year payment period was established to pay off the remainder.

It was noted in *Deer Park Union* newspaper articles of early 1934 that a sewer project planned in 1933 to obtain Works Project Administration money had been abandoned in favor of the airport.

... *Construction of the First Airport* ...

By March 1, 1934, the Deer Park airport had been approved by the Washington State Welfare Board. Surveyors were hired and began to survey the project which had now grown to 160 acres. The runways were still planned to cross one another and each was to be 3000 feet long with the same 500 foot wide strip cleared along the runways. This would leave a pattern visible from the air. The budget for building the airport included \$1690 for labor, \$1320 for materials, and \$1320 for oiling the runways. Sixty six men were planned to be employed as clearing the land began.

In mid-1934 the funds available for the airport were in question. Politics in Washington, DC, were involved and political appeals to Washington's Senator Dill were urged to make sure that the money was appropriated for the airport project. Work was stopped until the funding could be confirmed. Late spring 1934 Deer Park Union newspaper articles discussed what work would receive funding and that the Federal Emergency Relief Administration would be the new source of the money. By June of 1934, the newspaper reported that approximately \$2,000,000 had been allocated to Washington State's Washington Emergency Relief Administration (WERA). The WERA indicated that it

planned to spend \$2000 per month on the airport until it was completed. The money, \$6000, was to be used for labor only! At this time one runway had been cleared of apple trees but a large amount of land leveling still needed to be done.

Persistent work by Deer Park's American Legion post kept the project on track. The Town Council agreed to pay for the industrial insurance premium so work could resume in the third week of August 1934. At that time fifty men along with seventeen horse teams began work on leveling the runway. They were scheduled to work 6 hour days, in a 5 day week, wages were to be \$0.50 per hour and the men with the teams did not have to be on the relief rolls. (Herbert Mason's "Memoranda" details the working conditions in this effort in Mortarboard #36, April 2011).

In late summer 1935 the \$6000 allocated in 1934 had been spent and another \$6000 was thought to be needed to finish the project. A problem arose because the Arcadia Holding Company land was held only by an option to the American Legion. Deer Park's Mayor, Earl Mix, was advised that the land could be secured for a deposit of \$125 and a contract for the balance of the \$1100 purchase price to be made in installments. It is unclear what had become of the 1934 down payment and deferred payment arrangement. Unfortunately the city had allocated all its funds until 1936. The Commercial Club said it would take up pledges to raise the money.

Newspaper reports in early 1936 indicated that the war department might be considering using the Deer Park airport for its planes. The planned runway length had grown to 4600 feet and as such could accommodate the largest military and United Airlines planes in use. At the same time plans for a large Army Air Force base depot, possibly in Oregon either at Portland or Medford, or in Washington at either Raymond or South Bend, had been published. Many localities were working to acquire this facility and the local paper encouraged Deer Park to try for it.

By the summer of 1936 there were

Clayton/Deer Park Historical Society  
Newsletter — Issue # 70 (February, 2014)



***Vertical aerial photograph of both the first Deer Park Airport in the lower left corner and the second Deer Park Airport in the upper right corner. The first airport is now a weed covered flat area just east of the Deer Park grade and high school campuses.***

2000 feet of finished runway and emergency landings were possible. Flags were needed to mark the runway edges. Money to acquire more land was needed to finish the 4600 feet of planned runway. Money was found and by

October of 1936 the 4600 foot runway was finished and being marked with lime. A 50 foot circle in the center of the runway and parallel lines 300 feet apart on either side of the runway had been limed. Rains had helped

pack the runway soil and an automobile had been driven on the runway at speeds up to 70 miles per hour to test the soil compaction. Unfortunately boys on bicycles and some automobile drivers had been scattering the freshly spread lime markings.

By this time it would seem that all plans for a crossing runway had been abandoned. Nothing in the *Deer Park Union* newspaper ever mentioned why the plans had been changed. One could suspect that the difficulty in getting depression era money may have had been the cause.

During the construction years W. C. Chess (he lived just west of the airport) had been keeping track of how many days the airport site was foggy. This information was to be compared to the Spokane Airport at the time and illustrate how relatively fog-free the Deer Park airport was. The Spokane Airport was at Felts Field on Spokane River and it would be easy to see that Deer Park's airport would be less foggy.

... A "Super Airport" ...

Deer Park's first airport had been cut out of the Arcadia Orchards' apple trees and was functioning as a dirt runway by the beginning of 1936. By the summer of 1936 a rumor was circulating that a "Super Airport" would be built in the area and an investigating committee from the Spokane Chamber of Commerce visited Deer Park and had lunch in the Deer Park Café as guests of the Commercial Club. They visited the field and were impressed with its condition. Testing it they drove a loaded automobile along the runway at speeds up to 75 miles per hour. A pilot in the group said that the ground was hard enough to land a big bomber airplane on it.

By late 1937 the rumor of the "Super Airport" was no rumor and five possible localities were to be investigated to see if they met the requirements of the United States Department of Commerce and Northwest Airlines. Included in the review, beyond a flat enough site for the runways, was enough additional

area for locating oil tanks, machinery buildings, warehouses, and hanger sites. Railroads were competing to locate the airport near their rights of way.

At the end of 1937 the five possible sites had been reduced to Five Mile Prairie, Deer Park, and Cheney Junction. The Five Mile Prairie location was hindered by high land prices and "certain air conditions". The Deer Park location already had an airport and very good drainage but was quite far from the center of Spokane. The Cheney Junction location covered a very large, relatively flat area with basalt rock outcrop problems but was much nearer Spokane than the Deer Park location. Deer Park representatives went to great lengths attempting to bring the "Super Airport" to Deer Park. Many official trips were made to Spokane in 1938 to try to influence Spokane businessmen and the Spokane Chamber of Commerce to choose Deer Park as the new airport site. As part of their sales effort, Deer Park placed the Deer Park airport before the Spokane Airport Committee as a gift to the City-Council if they would approve it as the site of the "Super Airport". In spite of all this sales effort Spokane political influence became evident when, during one sales trip meeting, members of the Spokane Chamber of Commerce indicated they did not know much about the Deer Park site.

The November 25, 1938, *Spokesman Review* newspaper reported on page 3 that the purchase of land for the "Super Airport" at Cheney Junction was to start between January 1<sup>st</sup> and January 9<sup>th</sup>, 1939. The city of Spokane had included \$30,000 for acquiring airport lands in their 1939 budget. Three weeks later the December 9<sup>th</sup> *Spokesman Review* listed the Cheney Junction site as the first choice as it was much nearer Spokane's city center. The second choice was Five Mile Prairie, with Deer Park's site ranked third. This article indicated that Deer Park was too far from Spokane on winding roads, and that Mount Spokane was an obstruction to commercial flight. The city of Spokane had proposed that Felts Field be used as an Army Air Corps installa-

tion, but the Army had turned the offer down in favor of the 1280 acre site under development at Cheney Junction.

The Cheney Junction site was informally named “Sunset Airport” by Spokane County Engineer Clarence Griggs during a speech to a luncheon meeting of the Spokane Chamber of Commerce in early 1939. The site was leased to the military later in 1939 and purchased by the Department of Defense in 1941 as a World War II B-17 and C-47 training facility. Following the acquisition the airport was re-named Geiger Field (GEG) in honor of Major Harold C. Geiger who had been a pioneer in Army aviation and ballooning. Major Geiger had been killed on May 17, 1917, at Orange, New Jersey when his plane crashed and burned.

Deer Park had tried hard to convince Spokane businessmen that the original dirt airport east of the present high school could become the large regional airport for the Spokane area. This was not to be!

*... A Factory for the Deer Park Airport ...*

After failing to attract construction of a large regional airport Deer Park’s city fathers looked towards attracting industry to the existing dirt airport. An opportunity presented itself in 1940 when a company named Universal Aircraft Corporation of Seattle had filed an amendment to their articles of incorporation increasing their capitalization from \$50,000 to \$1,000,000. Upon hearing of this a group of Deer Park businessmen and City Council members made a long distance phone call to one of the Universal Aircraft’s officials to try to influence the company to consider their airport as a site for building a factory. Deer Park was trying to capitalize on United States government policy that was considering inland locations for industrial development because of world conditions.

The company responded by applying for and receiving the provisional right to use the Deer Park airport runway, and had built a small, portable, temporary office that was to

be moved to the factory site when construction began. Only provisional rights were granted by the city of Deer Park in that the Works Project Administration would also have to approve use of the runway because their funds had been used to build it. The city of Deer Park began conditioning the runway by mowing weeds and dragging the surface to smooth it. Plans were announced for building a hangar to shelter two Stearman-Hammon planes owned by Universal Aircraft Corporation. The Deer Park City Commercial Club purchased a 45 acre site on the northwest corner of the airport for \$125 from the county anticipating industrial development. This money had been raised by popular subscription among Deer Park businessmen.

An early 1941 joint money-raising effort by the Universal Aircraft Corporation and Trans-Air Corporation failed. The money was to be raised in the Spokane area for construction of a factory to build aircraft. It was reported after the failure that neither company had the engineers, necessary personnel, tools, or government approval to build a factory.

Two years later, in 1942, the United States Securities Exchange Commission began an investigation of the Universal Aircraft Corporation and interviewed local investors. The company had represented itself as ready to proceed with the factory construction and had been taking money from local businessmen under false pretenses before it left town.

*... A New Airport is Planned ...*

At the beginning of World War II all potential military facilities in the country were being inspected in the event they would be needed in the coming conflict. The Deer Park airport was examined in May of 1941 by a group of United States Army inspectors for nearly two weeks. They were to see if it was suitable for handling the overflow from Geiger Field. Surrounding hill elevations were reviewed, possible encampment sites were surveyed and the local railroad siding was measured. At the same time a site north of the ex-

**Clayton/Deer Park Historical Society**  
**Newsletter — Issue # 70 (February, 2014)**

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isting field was being examined. A week after the Army personnel left, the Works Project Administration was instructed by the Civilian Aeronautics Authority to perform another survey to consider possible improvements on the airport.

By mid-January of 1942 representatives of the Civil Aeronautics Authority, the Washington State Engineer, and the Spokane County Engineer indicated that the old airport was not suitable for longer runways and suggested that lands to the north and east were much more suitable. They indicated that if Deer Park would acquire options on the land in this area sufficient for long runways, a new airport could be constructed. Plans included runways 5000 feet long and 500 feet wide with a 150 foot wide strip of hard surfacing. Basic lighting and fifty foot taxiways were planned. The Civil Aviation Authority had set aside \$200,000 for a commercial airport project that would be owned, operated and maintained by Deer Park.

Late January and early February of 1942 was a very busy time for the Deer Park City Council as they negotiated for 1105 acres of land owned by Spokane County. At the same time they arranged an acreage exchange with Ray Slaybaugh whereby a quarter section of his land adjacent to the already owned Deer Park airport land was traded for three pieces of city land totaling 245 acres. By middle February 1942 the Works Project Administration endorsed \$337,156 for the airport project and Deer Park's Mayor and the City Council approved and signed the papers authorizing the project. The Spokane County Planning Commission re-zoned the land next to the planned airport project "agricultural". In addition, Deer Park's City Council authorized a supplement of \$163,476 for more construction in mid-March 1942.

During the spring and summer of 1942 survey work, land clearing, and right of way acquisition proceeded at the new airport site. More land was purchased from the Arcadia Holding Company, the Berg Estate as well as Smith and Slaybaugh. At this time the air-

port covered an area of 660 acres, of which 400 acres were covered with pine trees and brush. The new airport plan was that of a triangle composed of three runways; one oriented north-south, the second oriented northeast-southwest, and a third northwest-southeast. Each runway was to be 5000 feet long, 500 feet wide, with a 150 foot wide center strip as outlined in the Civil Aeronautics Administration plan. An estimated 420,000 cubic yards of dirt was to be moved in excavating and leveling the field. Drainage facilities involved 14,250 feet of 12 to 24 inch concrete pipe along with catch basins and ditching. A well was to be dug and a portion of the airport was to be fenced.

In the late summer of 1942 the plans for runway length were extended to 6100 feet and increased the estimated total costs for the airport to exceed \$1,000,000. New plans indicated all runways were to be paved with a soil cement mixture and topped by a bituminous layer. Soil cement is produced by tilling the earth, spreading cement on top of the tilled earth, re-tilling the soil and cement, then wetting and packing the mixture finally leveling the surface with a grader. Additional land to account for the runway extensions had to be acquired. Colored movies were made of the airport construction work and shown at the "Family Theatre" in September 1942. Consulting engineer, S. Carl Smithwick, narrated the movie and the soil cement process. This movie was shown twice at the theatre to the general public and then to members of the Commercial Club and their guests. Additional funds of \$353,000 were allocated by the United States Government for the Civil Aeronautics Administration to build the runway extensions.

Total funds of \$843,361 had been approved for the improvement of the new Deer Park Airport by February 1943. By late summer the contractor, J.L. McLaughlin of Great Falls, Montana, opened offices in the old Kelly house and had his crew ready to finish the runways. A delay had occurred when the soil cement mixture authorized by

the Works Project Administration had been badly affected by winter weather. However the problem was not sufficient to cause the project to be delayed any further and the airport was finished in the early summer of 1944.

... *The Airport Dedication* ...

The airport was officially completed on July 20, 1944, and plans for a dedication ceremony on Sunday August 20, 1944, were made. Charles Hammond, chairman of the Deer Park Airport Committee organized seven sub-committees to plan and oversee the dedication. The names of those individuals on the sub-committees are a listing of Deer Park's important businessmen. The Program Committee was composed of Russell H. Meyer, O. G. Follevaag, M. H. Hodges, Charles Hammond, Joe Johnson, Carl Smithwick, and Earl Coe. The invitation Committee included Earl Mix, G. A. Miles, Lloyd McBride, Henry Alm and Gertrude Boggs. The Reception Committee was composed of Earl Mix, O. G. Follevaag, Otto Tempel, Charles Hammond, Henry Alm, Mark Durrell, and Fred Bettfreund. The Finance Committee was composed of Mary Myers, H. B. Walton, Bud Schonfeldt, Earl Coe, Mark Durrell, W. M. Leuthold, and O. L. Lundale. The Publicity Committee included G. A. Miles, M. H. Hodges, W. H. Leuthold, Earl Coe, and Lane Wilcox. The Police Committee was composed of Lloyd McBride and Walt King. The Grounds and Facilities Committee included Orval Bonser, Bert Dunham, Henry Litzenberger, R. N. Grove and Louis Olson.

Lane Wilcox and Joe Johnson were with the Seattle office of the Civil Aeronautics Administration and were closely involved in arranging the program. Carl Smithwick was the chairman of the aviation committee of the Spokane Chamber of Commerce.

The \$1,250,000 airfield was dedicated in front of over 3000 people gathered for the ceremony. During the ceremony D. J. Mackie (Chief of Airways, Engineering Branch, Civil Aviation Administration) pre-

sented the airport to Richard T. Puckey (Assistant Supervisor of Airports, Civil Aviation Administration) who in turn presented it to Deer Park's Mayor Earl Mix. The principal speaker at the dedication was First Lieutenant Thomas Flanigan a navigator instructor at the Walla Walla Air Field. He had flown 54 missions against Japanese airfields in the South Pacific Theatre of World War II. After the formal ceremonies ended, tours of aircraft flown in for the dedication and tours of the runways were given.

... *After Dedication* ...

The new airport did see some military use as a practice bombing range before the end of World War II in late 1945 (Fury et al. 2013, Drag Racing at Deer Park: Mortarboard, No. 66 (October) p. 801-808 and personal communications). After the war the airport continued as a general aviation facility and was leased for a year by Mrs. Eleanor Frederick. In late 1946 representatives of the Puget Pacific Plane Company visited the airport as a possible factory site but nothing developed from that visit. In 1953 representatives of the Boeing Company inspected the airport as a possible test facility but again, nothing came of their visit.

In the March of 1950, the Spokane Roadster Racing association was granted permission by the City Council to use the north-south runway as a testing ground. This developed into a two and one half decade utilization of the airport as a nationally known drag racing strip. Since the end of drag racing in 1972, general aviation has been the sole function of the airport. There's been no commercial development at the site. Also, the northwest-southeast runway has deteriorated and is not usable as an airplane runway at the present time.

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*Minutes of the  
Clayton/Deer Park Historical Society  
— January 11, 2014 —*

Meeting called to order at 9:02 AM

In attendance: Pat Parker, Wally Parker, Betty Burdette, Lonnie Jenkins, Ella Jenkins, Sharon Clark, Peter Coffin, Judy Coffin, Kay Parkin, Donald Ball, Mary Jo Reiter, Penny Hutten, Roxanne Camp, Mark Wagner, Lorraine Nord, Mike Reiter, Roberta Reiter, Grace Hubal, Marilyn Reilly, and Bob Gibson.

Society Vice-President Peter Coffin called the meeting to order at 9:00 AM.

Pete gave Bill Sebright's report: 1) Society dues (\$20) are due in January. Please give them to Mark or mail them to C/DPHS, Box 293, Clayton, WA, 99110. 2) Penny Hutten mentioned earlier that there was a possibility that the Woman's Club of Spokane had a Leno Prestini painting. It turned out to be a terra cotta insert on the front of their building. Wally, Penny, and Bill are trying to connect the insert to Leno and the Clayton Terra Cotta Plant. 3) We received an email from Wey Simpson, DPHS Class of '44, saying that he was inducted into the National Association of Farm Broadcaster's Hall of Fame last summer. In the near future, Wey plans to write up some family history stories for the Mortarboard.

Treasurer, Mark Wagner reported: Regular checking account balance \$3,780.08. A check was written for \$20.00 for Heritage Network. The web hosting account had \$196.86. Deposits were \$118.00. Society dues are due in January. Please give them to him or mail them to CDPHS, Box 293, Clayton, WA, 99110.

Secretary Grace Hubal reported: 1) She shared a few copies of *The Elk Sentinel*. 2) the update on Bill Sebright's fall on the ice last Tuesday — no surgery at this time. Bill will be home on Monday.

Peter Coffin, Vice President reported: 1) Editor Wally Parker was given a possible

*Mortarboard* article draft titled "*An Airport for Deer Park*." 2) A short biography of an early 20<sup>th</sup> Century Deer Park citizen, Benjamin Lewis and a short biography of Williams Valley namesake Abraham Williams were sent to Editor Wally Parker. Pete reported, "I have the third draft of a biography of Frank Reed who donated land for the beginnings of Camp Reed." 3) A set of ownership maps for Township 28 North Range 42 East has been drafted and shown at the meeting. 4) A short description of houses and lots owned by Brayton Hopkins intended as a follow up article to questions arising from a prior published biography. The questions were answered using material donated to the society by Hopkins' great-grandson(?), Alexander Pope. 5) Presently compiling material on automobiles advertised for sale in Deer Park in the early part of the 20<sup>th</sup> Century and other prominent citizen's biographies.

Print editor, Wally Parker reported: The January 2014 *Mortarboard* #69 was distributed. The articles included: *Four Plants Operated by Spokane Co.*, *Minutes of the C/DPHS December 2013 meeting*, and *Letters, Emails, Bouquets & Brickbats*. 1) Print publications received word from Cyrus Luhr, grandson of Tuffy Luhr, stating that Tuffy had passed away in Spokane on December 26<sup>th</sup>. Cyrus asked if print copies of his grandfather's story, "Tuffy's War," were available. Print publications would like to send 10 newly reformatted copies to Cyrus for distribution to his family as a memorial gift from the society. Though no funeral appears intended, Cyrus did indicate that a memorial service will be held in Spokane, likely in February. (*Since finalized to March 15, in Colville.*) 2) William Lutz, President of the Residents Association at Hawthorne Retirement



**Clayton/Deer Park Historical Society  
Newsletter — Issue # 70 (February, 2014)**

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Community — where Tuffy had been living — requested a copy of Tuffy's War for the Hawthorne's library. It was suggested that the C/DPHS would be happy to donate a copy. 3) In the future, print publications hopes to bring forward several large-format anthologies containing some of the better stories from past issues of the *Mortarboard*. The editor will be working with the Editorial Group as to the feasibility of this. 4) Impressed by the apparently unique views of downtown Spokane found in the society's Arcadia Orchards film, the editor sent an inquiry to the Inland Northwest Rail Museum asking if they might assist in identifying the types of streetcars seen in the film. Tad Wisenor, their Social Media Manager, stated that he'd forward our request along with the various still-frames copied from the film to that group's historians. 5) Bill Sebright asked print publications to follow up on an email from former Spokane newscaster Wey Simpson — in which Mister Simpson stated, "I may be able to provide some articles for the newsletter, if there is some interest." 6) 85 copies of the January *Mortarboard* have been printed. As for the February 2014 issue, at this time it appears that a major new piece by Peter Coffin — a piece that explores the history of Deer Park's two airports — will be the lead article. 7) And last, the Editorial Group now has 10 members. If you would like to join, an email to the editor will get you added to the list.

It was reported by Mike Reiter that Deer Park Mayor Whisman found a file that belonged to Mayor Mix, which had many brochures on the Deer Park Municipal Airport.

This past Tuesday, Penny Hutten trained Bill Sebright on how to work on the website. The new webmaster, Marie Morrill was absent today. Penny is scheduled to train her sometime this coming week. The next Westerners meeting will be on Thursday, January 16<sup>th</sup> at 5:30 PM at the Spokane Airport

Holiday Inn. The speaker will be John Soenichsen.

The future of the Civic Center was discussed. Winterfest will not be using the facility in January because of the better conditions and larger space at the new high school. Mike Reiter is researching his grandfather's farm on Montgomery Road. He has been in contact with Alexander Pope whose relative once owned the farm. Alexander is planning a trip over here next summer. He will bring many pictures for us to scan. Mike wants to have a potluck at his farm while Alexander is here. Mike mentioned that there is no future for the Deer Park Civic Center. The City of Deer Park hasn't made any council decisions regarding the disposition of the center. It is in such disrepair.

Betty Burdette led a discussion about the buildings and history of downtown Deer Park. If anyone has "Cozy Inn" stories or knows where the "Opera House" was, please let Bill know. It was a tavern and an inn.

Clayton Brickyard Day was discussed. We are still looking for ideas and volunteers. We don't want Clayton Brickyard Day to end! It's usually the first weekend in August. Possibly the Clayton Grange will be involved somehow. We are still in need of a sponsor.

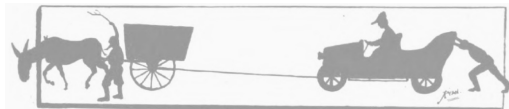
Marilyn Reilly mentioned that Alan Berg is Tuffy's half brother. Perhaps he can give us more info on Tuffy's memorial service. As of this writing, there has been no information on his funeral or memorial service. Marilyn also shared the North Spokane Farm Museum newsletter.

Next meeting: Saturday, February 8, 2014, 9 AM at the Clayton Drive-In.

Meeting adjourned at 9:45 AM.

The meeting minutes submitted by Grace Hubal, Secretary

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Vol. 20.

CHICAGO, JANUARY, 1921.

No. 1.

**Deer Park Artificial Stone Company**

The plant of this company, situated at Deer Park, Wash., is equipped for making irrigation and sewer pipe, and drain tile by machine methods. It produces no reinforced pipe for culverts nor other purposes. Important factors also in its operations are the production of concrete building block, silo staves and well curbing.

Concrete pipe for conducting irrigating water is made on a Hammond machine in 6, 8, 12, 18 and 24-inch sizes, and for which there has been a good local demand. An installation of 25 miles of this pipe by the Arcadia Orchard Co. may be referred to as success-

ful service. Through this line, which is laid underground, water is carried at 35 to 40 lbs. pressure from Loon Lake to the orchard tracts. The points are calked with oakum and then cemented.

Silo staves are made on a Monarch machine designed for this work, and for silos of this type of construction there seems considerable demand. The well curbing is made about 3 ft. in length, each piece conforming to the arc of a circle on an 18-inch radius. In digging and curbing a well by this method, a concrete pipe section of the diameter of the well and about 2 ft. high is so placed that it will settle, or drop, as the digging proceeds. When the well has reached its required depth

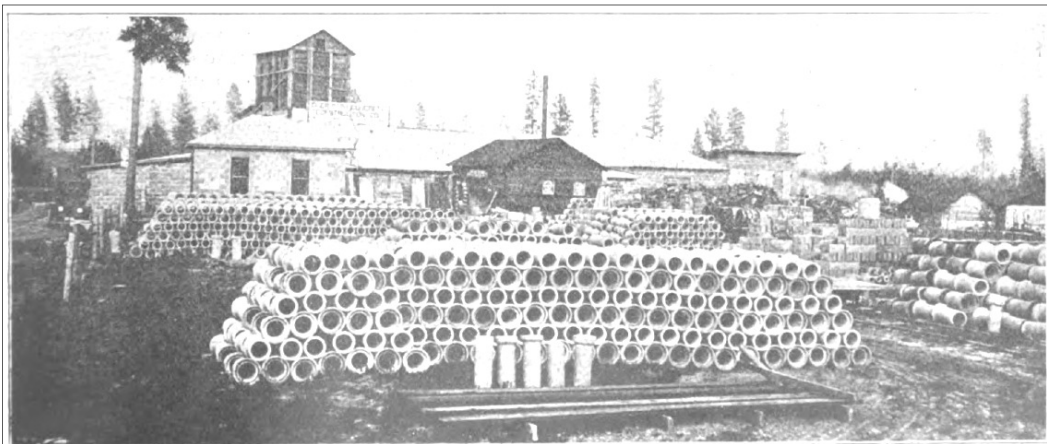


Fig. 5.—Plant of Deer Park Artificial Stone Co., Deer Park, Wash.

Clayton/Deer Park Historical Society  
Newsletter — Issue # 70 (February, 2014)

the pipe section rest upon the bottom and forms the base upon which to build up the curbing with the curved blocks.

The plant contains a Hammond pipe machine, a Dunn tile machine, a block-moulding machine, as well as a hand-operated device for making silo staves. The usual steam curing rooms are provided.

In the orchards of this locality are observed two oil-storage tanks built of concrete staves, the latter supported by steel

hoops. The oil is required for fuel in smudge pots to ward off damage to fruit and trees by frost.

Another type of product made at the Deer Park plant consists of portable septic tanks for private properties which have no connection with public sewers. These are made of concrete and when installed are provided with under-drains.

# Journal of Electricity and Western Industry

A McGraw-Hill Publication

Vol. 49, No. 4

SAN FRANCISCO, AUGUST 15, 1922

Per Copy, 25 Cents

Wash., Deer Park — Work will be started within 30 days on a new three-wire power line to carry 12,000 volts between Deer Park and Clayton, according to plans of the Mount Spokane Power Company, which has been granted a franchise by the Department of

Public Works. This line will be nearly five miles long, and will supply between 75 and 100 residences and stores in Clayton with electricity.



REPRESENTING

BANKING, WESTERN INVESTMENTS, MILLING AND GRAIN.

THE NORTHWEST.

THE CENTRAL-PACIFIC WEST.

THE SOUTHWEST

VOL. XVI

SATURDAY, OCTOBER 2, 1909

No. 1

Judge E. H. Sullivan, in the Spokane county superior court, a few days ago ruled that Hiram W. Hogg has no grounds for malicious prosecution against W. F. Irish, cashier of the First State Bank of Deer Park, Wash., and the case for \$2,000 damages was dismissed. Hogg was arrested a year ago at the insistence of the bank, charged with attempting to remove a team of horses upon which the

bank had a mortgage. The record in the justice docket showed the case was dismissed by consent of both parties after Hogg had agreed not to remove the property. Judge Sullivan held that as Hogg was a party by agreement to the dismissal of the case against him he had no grounds on which to claim damage for malicious prosecution.

## *Letters, Emails, Bouquets & Brickbats* — or — *Bits of Chatter, Trivia & Notices All Strung Together*

Epiphany is one of those words I can hardly pronounce, and then I overheat my spell-checker trying to sound it out. (Yes. It's true. Your editor is an atrocious speller who mainlined "Ds" in English.) Besides which, seldom are my epiphanies sudden flashes of insight. Most are just slow stumbles into what turns out to be the obvious. Among those insightful accidents is the fact that the *Mortarboard* is a rarity among newsletters.

The newsletters of most organizations are a few photos of members doing this or that and a series of announcements regarding current events — temporal things that may be important for the moment, but only for the moment. But the *Mortarboard* has turned out to be exactly what was envisioned — an archive of local history, a fair portion of which would otherwise have been forever lost.

Constantly expanding and in constant

print, this archive is available to the public at low cost — again as originally envisioned.

That's the obvious. What's not obvious is the reason why this particular group has produced an archive the depth of which surprises so many. The reason might lie in something we've always viewed as a deficit — the lack of a brick and mortar museum.

About 10 years ago the society began moving toward publishing as a way of having a physical presence in the community despite being museum-less. And now, when also counting the earlier *Reports*, we have over a thousand pages of often unique material in print. That's something the community has noticed. As a result, few doubt we're a real historical society even though our home address is still just a post office box in Clayton.

———— Wally Lee Parker ————

### 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 ————

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