

CULTURAL RESOURCES REPORT COVER SHEET

Author: Stephen Emerson

Title of Report: Cultural Resources Survey for Spokane International Airport's McFarlane Road/Lawson Street Land Parcel Transfer, Spokane County, Washington

Date of Report: October 2013

County(ies): Spokane Section: 35 Township: 25N Range: 41E

Quad: Airway Heights Acres: 56.6

PDF of report submitted (REQUIRED) Yes

Historic Property Inventory Forms to be Approved Online? Yes No

Archaeological Site(s)/Isolate(s) Found or Amended? Yes No

TCP(s) found? Yes No

Replace a draft? Yes No

Satisfy a DAHP Archaeological Excavation Permit requirement? Yes # No

Were Human Remains Found? Yes DAHP Case # No

DAHP Archaeological Site #:

45SP721

45SP722

45SP723

45SP724

- Submission of PDFs is required.
- Please be sure that any PDF submitted to DAHP has its cover sheet, figures, graphics, appendices, attachments, correspondence, etc., compiled into one single PDF file.
- Please check that the PDF displays correctly when opened.

**Cultural Resources Survey for
Spokane International Airport's
McFarlane Road/Lawson Street Land Parcel Transfer,
Spokane County, Washington**

by Stephen Emerson

Principal Investigator: Stan Gough

Submitted to Spokane International Airport

Short Report 1176
Archaeological and Historical Services
Eastern Washington University

October 2013

**Archaeological and Historical Services, Eastern Washington University
Cultural Resource Short Report Form**

Author: Stephen Emerson **Date:** October 2013
USGS Quadrangle: Airway Heights WA 7.5, 1973, photorevised 1986
Location (Sec., T, R): Section 35, T25N, R41E

PROJECT DATA

Agency/Sponsor: Spokane International Airport

PROJECT DESCRIPTION

Undertaking/Project Area: Spokane International Airport proposes to release ownership of approximately 56.6 acres of land within the City of Airway Heights to a private party intending to construct a manufacturing facility (Figure 1). The proposed building will be located approximately in the center of the parcel. It will have a semi-rectangular foot-print (600 square feet by 300 square feet) and will have adjacent parking lots.

Cultural Resource Task(s): The following tasks were undertaken by Archaeological and Historical Services (AHS), Eastern Washington University (EWU), personnel: site file searches of records housed at the Washington Department of Archaeology and Historic Preservation (DAHP) in Olympia; sent a letter to the Spokane Tribe of Indians to solicit project concerns; field survey of the project area; and, preparation of a report of findings and recommendations.

LOCATION

Project/locational information: The project area is located on the southern perimeter of the City of Airway Heights, Spokane County (see Figure 1).

Landowner(s): Spokane International Airport

ENVIRONMENTAL BACKGROUND

Setting/Landform(s)/Vegetation: The project area lies near the northern edge of the Columbia Basin physiographic province, generally characterized by gently rolling landforms with few steep slopes (Franklin and Dyrness 1973:26-27). A few miles to the south begins a unique landscape that was formed when Miocene basalt flows covered by Pleistocene accumulations of loess were scoured by a series of catastrophic floods unleashed from broken

glacial ice dams. These Channeled Scablands are characterized by canyons, channels, lakes, marshes, exposed basalt escarpments, and loess "islands" (Holstine et al. 1992:13-15; Baker 1978:17-18). The topography of the West Plains, where the project area is located, is the result of the same processes, but with a different result:

Some of the broader flood channelways also contain deposits of sediment, many of which express the incredible rush of water in trains of giant ripple marks on their surfaces. These look just like the ripple marks we see in the sand on the bottom of a stream, except that they measure hundreds of feet from crest to crest, and are as much as 30 feet high [Alt and Hyndman 1984:176].

Soils in the project area are gravelly silt loams of the Cheney Series. These soils occur on relatively level ground on a glacial outwash plain underlain by basalt. In some areas the surface loam is free of gravel. These soils are described as well drained and moderately permeable. Surface runoff is slow and the potential for erosion is low. These soils are only moderately fertile. They are often used for grazing; but the major agricultural produce is wheat (Donaldson and Giese 1968:13).

The project area is within the ponderosa pine zone of Eastern Washington, characterized by a short growing season and minimal summer precipitation (Franklin and Dyrness 1973:168-169). The parcel has the look of a recovering ponderosa pine environment, with immature trees sparsely scattered over flat terrain (Figure 2). Ground cover plants noted during survey include various grasses, knapweed, rush skeleton weed, mullein, lupine, bunchgrass, Canada thistle, chamomile, salsify, buckwheat, Dalmatian toadflax, tumble mustard, and prickly lettuce. Several Russian olive and black locust trees are associated with an abandoned domestic site, possibly a homestead (see below), along the central northern edge of the parcel (Figure 3).

Ground Surface Conditions: Vegetation growth in much of the parcel is sparse due to the lack of artificial irrigation and of any natural water source, with surface visibility ranging from 10 percent to 30 percent (Figure 4). Surface visibility was further enhanced by the presence of many animal burrows, dirt roads, and trails (Figure 5). At least three buried utilities corridors pass along the perimeter of the project area: a 27-inch-diameter sanitary sewer line at the southern boundary, an oil pipeline near the eastern boundary, and, presumably, the buried Silver Lake Canal pipeline along the south edge of McFarland Road.

ETHNOGRAPHIC/HISTORIC BACKGROUND

The project area lies within the ancestral territory of the Upper Spokanes. It is likely that resources in this vicinity were shared by the Spokane with other indigenous groups, perhaps including the Coeur d'Alene, the Palouse, and/or the Columbia Salish. All of these Native American groups followed a similar lifestyle centered on a resource procurement cycle, in which people moved to different locations to hunt, gather, and fish as various resources became seasonally available. Winters were ordinarily spent in large villages situated on major

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waterways, while smaller camps could be found at scattered seasonal locations. Indian habitation sites in the area were primarily limited to major drainages, such as the Spokane River and the Little Spokane River (Ray 1936:116). No villages have been identified in the vicinity of the project area, although temporary hunting or root gathering camps were likely to have been located nearby.

Euro-American encroachment upon the lands of the Upper Spokanes began in 1810, when the North West Company, a fur trading business, established a post at the confluence of the Spokane and Little Spokane rivers. Built under the leadership of Jacques Finlay and Finan McDonald, on orders from trader and geographer David Thompson, the post, known as Spokane House, was taken over by the Hudson's Bay Company (HBC) when the two firms merged in 1821. In 1825 the trading post operation was moved to Fort Colvile, near Kettle Falls (Emerson 1994:6.3-6.5). Despite the removal of Spokane House, Euro-American influence was on the rise in the region, not only through fur traders, but by Christian missionaries and miners and, after acquisition by the United States in 1845, farmers and stock raisers. During the 1850s, the ever-increasing presence of newcomers led to conflict with Indian groups throughout the Columbia Basin. Overwhelming response from the United States military eventually led to the sequestering of indigenous peoples on reserves. One of the major encounters during this struggle occurred in 1858, at the Battle of Spokane Plains, several miles to the west of the project area. The Spokane Reservation was created in 1881, but it included no lands in the territory of the Upper Spokanes (Ross 1998:280).

The current West Plains area was known for many years as the White Bluff Prairie, not for any local landmark, but for the western terminus and namesake of a wagon road that led from the Columbia River to Lake Pend Oreille. The name White Bluffs Prairie was used on maps as late as 1900 (Edwards 1900:map). A school called the White Bluff School was present on the prairie as late as 1917 (Van Duyne 1921:map). White Bluffs was actually located at the head of upstream navigation by steam boat on the Columbia River, a natural jumping off place for travelers continuing eastward. A small settlement developed there and, during the 1860s, pack teams traveled the route bringing food and materials to a steam boat landing on Lake Pend Oreille that supplied miners to the north and as far east as Montana (Freeman 1954).

The White Bluff Road brought heavy wagon traffic across the West Plains but few stayed for long. Although the soil somewhat suitable, there were no permanent water sources on the Prairie. Farmers were able to raise some dry land grains, such as wheat. Cattle-raising was more successful. In about 1890, Illinois dairy farmer John L. Smith bought land in the vicinity of the Hayford Road (then called the Cheney Normal State Road) and U.S. Highway 2 (U.S. 2) intersection and began accumulating cattle. He and fellow dairymen George and David Brown opened the Hazelwood Creamery in downtown Spokane. The business thrived and outgrew the original farm, which came to be known as Hazelwood Farm. John L. Smith built numerous structures for the farm, most of which were torn down during WWII, as the West Plains saw the construction of two large military bases. The last surviving structure was a concrete silo, visible

for many years several hundred feet northwest of the intersection of Hayford Road and U.S. 2 (Bal 1976: 26-35). It has recently been demolished, as well.

In the early 1900s, the three Hazelwood Creamery entrepreneurs began to dream of bringing sufficient water to the West Plains (by then known as Sunset Prairie) to raise fruit. This required direct application of water through irrigation ditches. The source of water they looked to was Silver Lake, six miles southwest of Hazelwood Farm and thought to be supplied by underwater springs. Smith and the Browns established the Hazelwood Company which bought 3,000 acres extending from the lake to the farm, to be called Hazelwood Irrigated Farms. A large pump placed near the north end of the lake pumped water into a storage reservoir. From here water flowed by gravity through a ditch and eventually into wood stave pipes that distributed the water throughout the development. The system began delivering water in 1907 and during the early 1920s there were reports of excellent orchards and vegetable gardens. The project failed, however, due to a fatal miscalculation. Silver Lake was not replenished with spring water. By 1922, the lake was reduced to about half its original volume, and pumping had to be halted. Well drilling failed to locate an underground aquifer, as was found beneath the Spokane Valley. The investors were ruined and the farmers moved on (Bal 1976: 37-45). Remnants of the orchards are long gone, although the route of the Silver Lake Canal can be observed in places.

Railroad access came to the project area in 1905, when the Washington Water Power Company (now Avista) built electrically-powered interurban lines, first to Medical Lake and then to Cheney. The major stem for both of these routes passed a short distance south of the project area. The former railroad bed is now occupied by Electric Avenue. Power for these electric railroads was channeled through sub-stations, such as the brick Jamieson sub-station, still located southeast of the project area. Competition from the automobile doomed the interurban and street railroads of Spokane. The interurban lines to Medical Lake and Cheney were abandoned in 1922 (Mutschler et al. 1987).

By 1914, the Washington State Good Roads movement was in full swing. Millions of dollars were being spent on improving state roads. Sunset Boulevard was extended from Spokane west to Reardan. Later extensions would create the Sunset Highway, currently U.S. 2. The Cheney Normal Road (Hayford Road) was improved to Meadow Lake (near Four Lakes) and thence to Cheney (*Spokesman-Review* 1914). Yet the Sunset Prairie remained sparsely developed. A 1917 map shows no population centers, just scattered farms (Van Duyne 1921: map). By 1936, however, two clusters of development had appeared. One, called Hayford, was south of the current intersection of Thorpe Road and Hayford Road. The other was at the intersection of Hayford Road and U.S. 2, northeast of the project area (Washington State Department of Highways 1936:map). The latter intersection was a key cross-road, so much so that a gas station at the northeast corner was for years called the Two-Way Service Station, because from that point travelers could either proceed westward to Seattle, or south toward the Tri-Cities and Portland (Bal 1976: 50).

In 1940, ground was broken for a new air field east of Hayford Road, ushering in a new phase of West Plains transportation significance. The Sunset Airport was renamed Geiger Field in June 1941. Geiger served as an important B-17 Bomber base during WWII. Following the war, commercial flights began operating out of Geiger and, in May 1960, it was renamed Spokane International Airport and a new facility was built to the west of Geiger Field, occupying different runways and buildings. Much of the old Geiger site fell into disuse. At present, nearly all of the more than 100 WWII-era buildings have been removed (Emerson 2006:2). Of even more importance to the West Plains was the development of Fairchild Air Force Base, several miles west of the project area. Like Geiger Field, Fairchild had its beginnings during the early years of WWII. The Army Air Corps needed a new air depot and Spokane was awarded the location. During the last two years of WWII, Fairchild was an important aircraft repair facility. Then known as Spokane Air Force Base, it was renamed after the late General Muir Fairchild in 1951. The base went on to become a major B-52 Bomber base during the Cold War (Bal 1976: 92-99).

The White Bluff Prairie had become the Sunset Prairie by the 1920s and, by the 1960s, Spokane Plains. Current usage favors the West Plains name. The construction of the two airports changed the demographics of the vicinity. Population centers moved from Hayford Road area to the highway strip town of Airway Heights, not incorporated until 1955. McFarland Road appears on a 1900 Spokane County map as Twenty Ninth Avenue. Williams School is identified on the same map, about a mile to the west of the project area, at the northeast corner of Rambo Road and what is now McFarland Road (Edwards 1900:map). The 1917 soils map indicates that at least four residences were located within the project area, including the possible homestead recorded during the survey (Van Dwyne 1921:map).

Traditional Cultural Properties: Records on file at DAHP do not indicate any traditional cultural properties (TCPs) have been reported, at this time, within or near the project area. However, Native Americans are known to have gathered plant resources and hunted in the general vicinity. A letter was mailed on July 16, 2013 to the Spokane Tribe of Indians informing them of the survey and inviting their comments. To date no reply has been received.

Previously recorded cultural resources within project area: None

Previously recorded cultural resources near project area: Two archaeological sites have been recorded within a mile of the project area, both about one mile to the west (see Figure 1). Site 45SP640, the Williams/Davis Homestead, consists of the collapsed remnants of an historic farmstead. Site 445SP521 consists of the remnants of an anti-aircraft complex. Neither of these sites will be impacted by the proposed undertaking.

CULTURAL RESOURCE SURVEY RESEARCH DESIGN

Objectives: The objective of this study is to assist Spokane International Airport in compliance with Executive Order 05-05, by the location and preliminary characterization of both previously and as yet unidentified cultural resources within the project area.

Area surveyed: The entire project area, about 56 acres, was surveyed (see Figure 1).

Methods: A site search was conducted of DAHP records through the WISAARD database to determine if cultural resources have been previously identified within or near the project area. Background research was conducted using sources in the EWU John F. Kennedy and AHS libraries. Stephen Emerson and Pamela McKenney surveyed the project area, walking 20-meter-wide transects. Shovel tests excavated in the project area averaged approximately 35 centimeters in diameter. All excavated sediment was screened through 1/4-inch-mesh hardware cloth. The shovel test holes were backfilled immediately upon completion. During the survey, descriptive notes were taken and representative photographs were taken depicting landscape appearance. Finally, this survey report was produced, presenting background, methodology, findings, and recommendations concerning future management of cultural resources. All photographs, field notes, maps, correspondence, and other records generated during this study are on file at the AHS office in Cheney.

RESULTS X positive _ negative

Cultural resources recorded/observed:

- | | | |
|--|---|--|
| <input type="checkbox"/> building(s) | <input checked="" type="checkbox"/> site(s) | <input type="checkbox"/> structure(s) |
| <input type="checkbox"/> historic district(s) | <input type="checkbox"/> feature(s) | <input checked="" type="checkbox"/> isolated find(s) |
| <input checked="" type="checkbox"/> see attached | <input type="checkbox"/> artifact(s) | <input type="checkbox"/> object(s) |

Cultural resources survey for the McFarlane Road/Lawson Street land parcel project resulted in the identification of four cultural resources, two historic sites and two historic isolates (Figure 6). Washington State Archaeological Inventory Forms submitted to DAHP for the recorded sites and isolates are attached to this report as Appendix A. The resources are described below.

Site 45SP724

Site 45SP724 consists of the ruins of a possible house (poured concrete platform) (Figure 7), a possible shed with cellar (stone and mortar foundation) (Figure 8), and a poured concrete irrigation feature (probably a weir box) (Figure 9). The concrete platform is about 25-feet long by 15-feet wide. The cellar foundation is 11.5 feet wide, 17 feet long, and 10-12 feet deep. Walls are 5-6 inches thick. The east and west perimeters have double foundation walls, placed about 2 feet apart (Figure 10). Imbedded along the north foundation wall are lengths of threaded

vertical pipe, about 8 inches high. A vertical iron I-beam supports the interior south wall at the mid-point. The interior of the cellar is partially filled with structural wood and concrete debris. A thin scatter of historic debris, including ceramic and glass fragments, is associated with the site, as are introduced exotic plant species, including Russian olive and black locust trees (see Figure 3). This site is likely a component of the Hazelwood Farms development and irrigation project, which was active between about 1900 and the early 1920s. The underground pipe carrying the Silver Lake Irrigation Canal, which distributed water to the project fields, once ran along the northern perimeter of the site, along the south side of McFarlane Road. It was probably associated with the concrete irrigation feature. Similar sites are scattered throughout the West Plains, consisting of structural remnants, historic debris, and introduced plant species. Thus far, none of these sites have been determined eligible for listing in the National Register of Historic Places (NRHP). Likewise, site 45SP724 is not NRHP eligible due to lack of integrity and a paucity of diagnostic artifacts.

Site 45SP723

Site 45SP723 consists of a field clearance rock pile (Figure 11), mostly basalt cobbles, intermixed with scattered historic debris that probably dates to the early twentieth century (Figure 12), when the area was occupied by small farms that were part of the Hazelwood Farms development and irrigation project. Historic items observed included many cans, some with hole-in-top lids (milk cans and larger), oil cans, sardine cans, a Shasta root beer can, and a church key-opened beer can, along with fragments of clear glass, flat (window) glass, and ceramics, including blue transfer ware and plain white sherds, as well as structural concrete and wood pieces, and mattress springs. A small pit has been excavated into the pile, an indication of relic collecting. Artifacts present at the site are of common types and mostly fragmentary, with very few diagnostic items, just enough to provide relative dates. The site is not eligible for listing in the NRHP. Other field stone concentrations are found throughout the project area, some in piles and some in lines along dirt roads (Figure 13). Such evidence of field clearing is ubiquitous throughout agricultural fields of the western U.S. and most examples, including these, are not NRHP eligible.

Isolate 45SP721

Isolate 45SP721 is a poured concrete irrigation weir box (Figure 14) associated with the Silver Lake Canal, a component of the Hazelwood Farms irrigation and real estate scheme, a capital venture that failed when the source of the irrigation water, Silver Lake to the southwest, ran low on water. The main Silver Lake Canal irrigation pipeline ran east-to-west along the south side of McFarlane Road (see Figure 6). This weir box was associated with a north-to-south lateral. The weir is a poured concrete box used to access water from an underground pipeline and make it available for distribution to agricultural fields. The weir is about 67 inches wide, 77 inches long, and 67 inches deep. It has a notch on the east side for disseminating water. The pipeline may still exist underground, but the weir itself is partially filled in with earth and debris. The Hazelwood Irrigated Farms project was abandoned by the early 1920s.

Isolate 45SP722

Two shovel tests were excavated to approximately 70 centimeters below ground surface within the footprint of the proposed building in the project area. Sediments were gravelly, sandy silt loams, very compact. Color ranged from yellowish brown to gray sands at depth. Several non-diagnostic fragments of modern or historic debris were noted in both tests. At less than 20 centimeters in depth, shovel test 2 (Figure 15) revealed a clear glass, machine made bottle neck that was recorded as archaeological isolate 45SP722 (Figure 16). The bottle neck is machine made and finished with a lipping tool. This style of bottle was manufactured from the early 1900s to about 1930 (Society for Historical Archaeology 2013).

Cultural resources in project area potentially eligible for National Register: None

Possible effects of the proposed project on cultural resources: The homestead remnants (site 45SP724) will be mostly removed, leaving perhaps some of the introduced tree species and some of the thinly scattered historic debris. The field rock/historic debris concentration (site 45SP723) may be removed or graded level. This will likely occur with other rock concentrations within the project area.

MANAGEMENT SUMMARY

Cultural resources survey conducted for the McFarlane Road/Lawson Street Land Parcel Transfer did not identify any cultural resources eligible for listing in the NRHP and no further cultural resource investigations are recommended. In the event that potentially significant cultural resources are identified during project activities, work should be halted in the immediate vicinity of the find and a professional archaeologist notified to assess the resource. This document should be submitted by Spokane International Airport to the appropriate review agencies, including DAHP, and other interested parties for review and comment prior to the initiation of any land altering activities.

BACKGROUND RESEARCH

Sources consulted:

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Society for Historical Archaeology

2013 Historic Glass Bottle Identification and Information Website. Society for Historical Archaeology and the U.S. Department of the Interior, Bureau of Land Management. Electronic document, <http://www.sha.org/bottle/index.htm>, accessed October 1, 2013.

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Washington State Department of Highways

1936 Map of Spokane County. In cooperation with the U.S. Department of Agriculture, and Bureau of Public Roads, Washington, D.C.

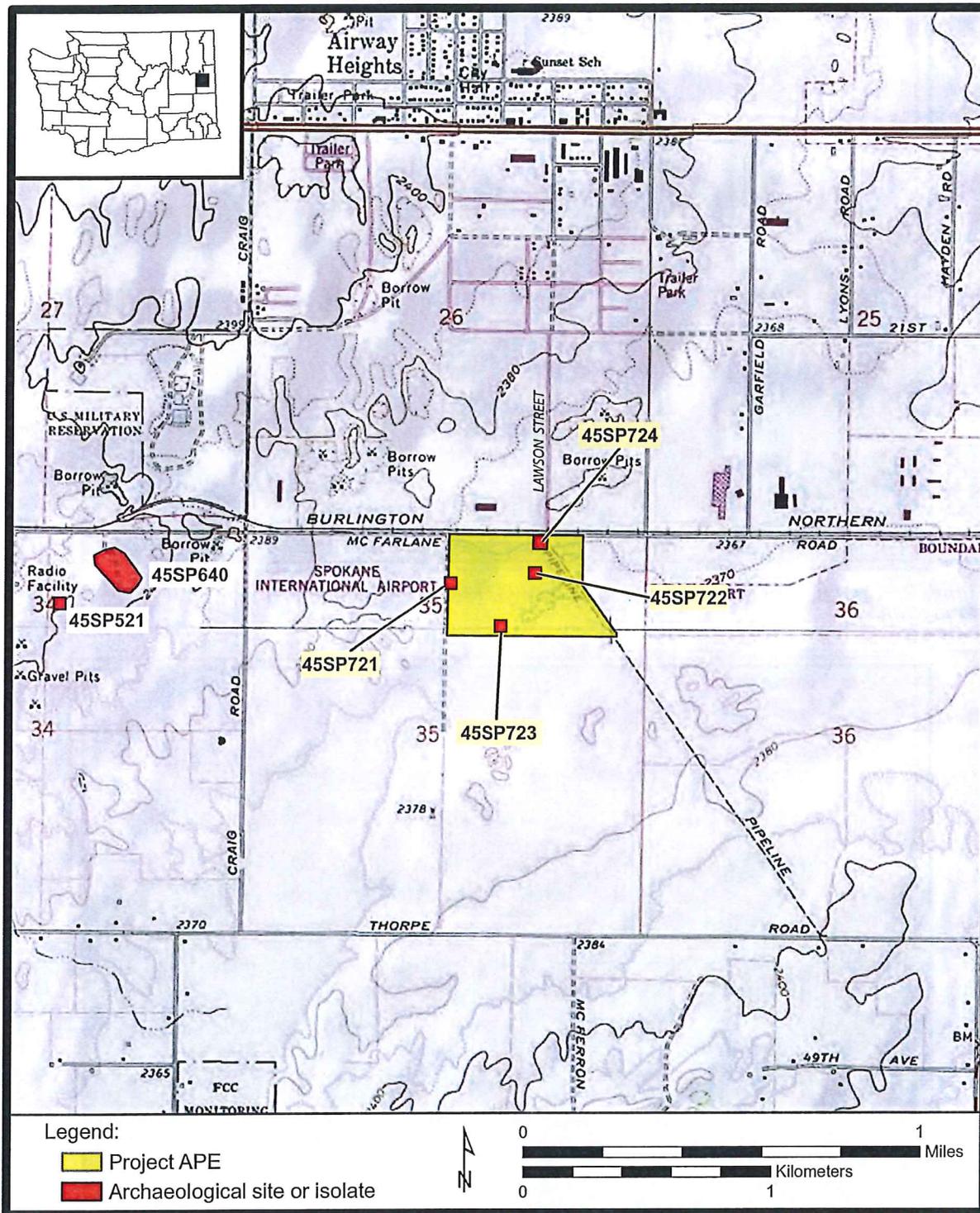


Figure 1. Map showing the locations of the McFarlane Road/Lawson Street land transfer project area and cultural resources recorded mentioned in the text (adapted from Airway Heights and Four Lakes 7.5' series USGS topographic maps).



Figure 2. Overview of the project area showing a recovering ponderosa pine environment, view to the south.



Figure 3. Russian olive and black locust trees near homestead, site 45SP724, view to the north.



Figure 4. Typical ground surface appearance in project area, view to the southwest.



Figure 5. Typical dirt road in project area, view to the north.

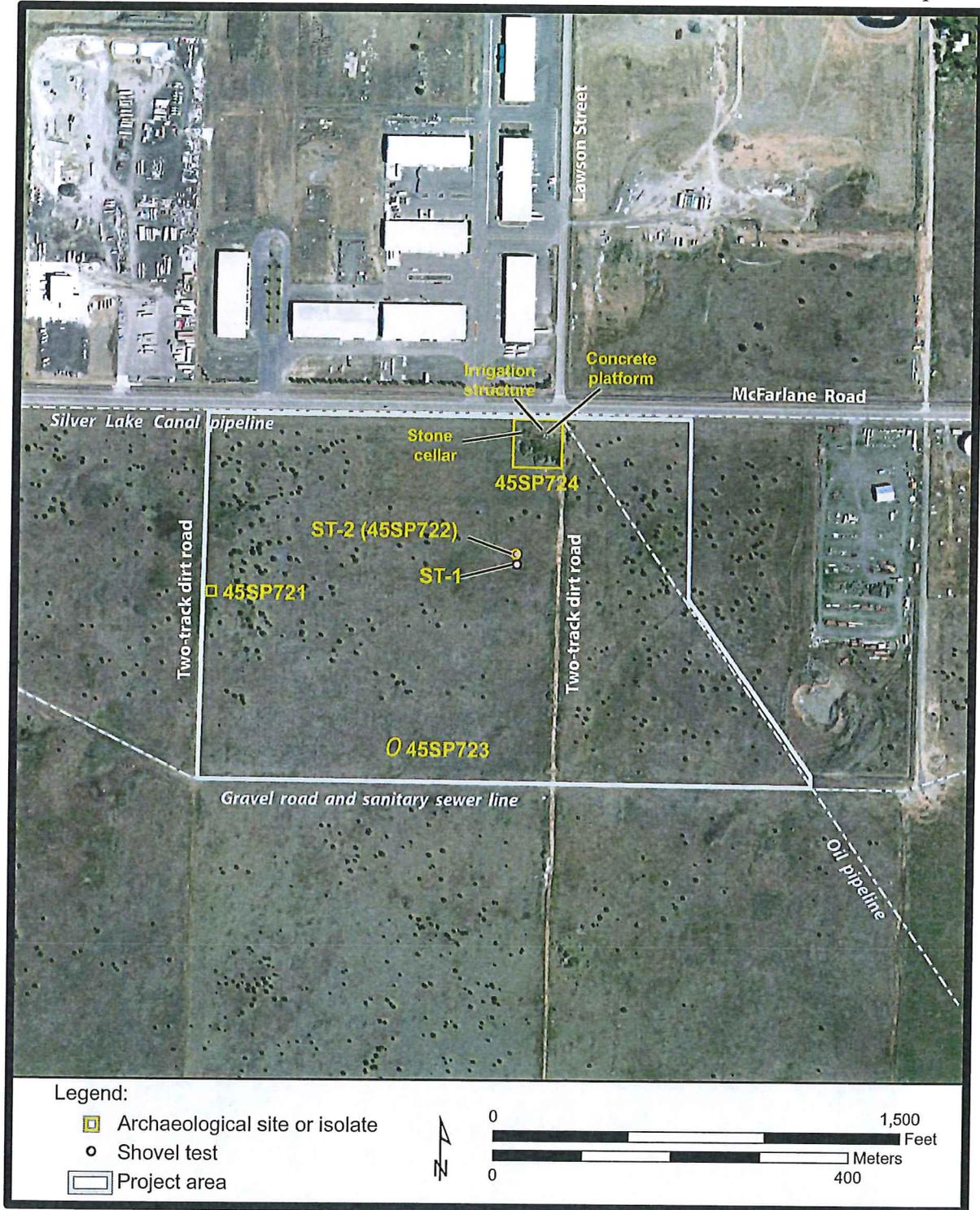


Figure 6. Aerial photograph showing the locations of the McFarlane Road project area and cultural resources recorded in 2013.



Figure 7. Poured concrete platform possible house foundation at site 45SP724, view to the northwest.



Figure 8. Possible shed with stone and mortar foundation at site 45SP724, view to the northwest.



Figure 9. Poured concrete irrigation feature, possible weir box, at site 45SP724. The view is to the northwest and the scale is 1 meter long.



Figure 10. Double foundation walls, possible shed, at site 45SP724. The view is to the north and the scale is 1 meter long.



Figure 11. Pile of cleared field rock, site 45SP723, view to the northwest.



Figure 12. Historic debris intermixed with cleared rock, site 45SP723, view to the northeast. The scale is 1 meter long.



Figure 13. Field cleared rock along dirt road, view to the south. The scale is 1 meter long.



Figure 14. Poured concrete weir box. isolate 45SP721, view to the west.



Figure 15. Shovel test 2, isolate 45SP722 location, looking north toward McFarlane Road.



Figure 16. Historic isolate 45SP722, clear glass bottle neck fragment.

Appendix A

Washington State Inventory Forms:

Isolate 45SP721

Isolate 45SP722

Site 45SP723

Site 45SP724

ISOLATE DESCRIPTION

***Narrative Description:** The historic isolate is a poured concrete irrigation weir box associated with the Silver Lake Canal, which was a component of the Hazelwood Farm irrigation and real estate scheme, a capital venture that failed when the source of the irrigation water, Silver Lake to the southwest, ran low on water. The main irrigation pipeline ran east-to-west along the south side of McFarlane Road. This weir box was associated with a north-to-south lateral. The Hazelwood Irrigated Farms project was abandoned by the early 1920s. The pipeline may still exist underground, but the weir itself is partially filled in with earth and debris. The weir is a poured concrete box used to access water from an underground pipeline and make it available for distribution to agricultural fields. The weir is about 67 inches wide, 77 inches long, and 67 inches deep. It has a notch on the east side for disseminating water.

***Vegetation (On Site):** Ponderosa pine

Local: Bunchgrass, exotic weeds

Regional: Three-tip sagebrush-Idaho fescue association

Landforms (On Site): Rolling plains

Local: Rolling plains (channeled scablands)

Water Resources (Type): None **Distance:** None **Permanence:** None

***Method of Collection(s):** N/A

***Location of Artifacts (Temporary/Permanent):**

ISOLATE AGE

***Component:** Unknown

***Dates:** early 20th century

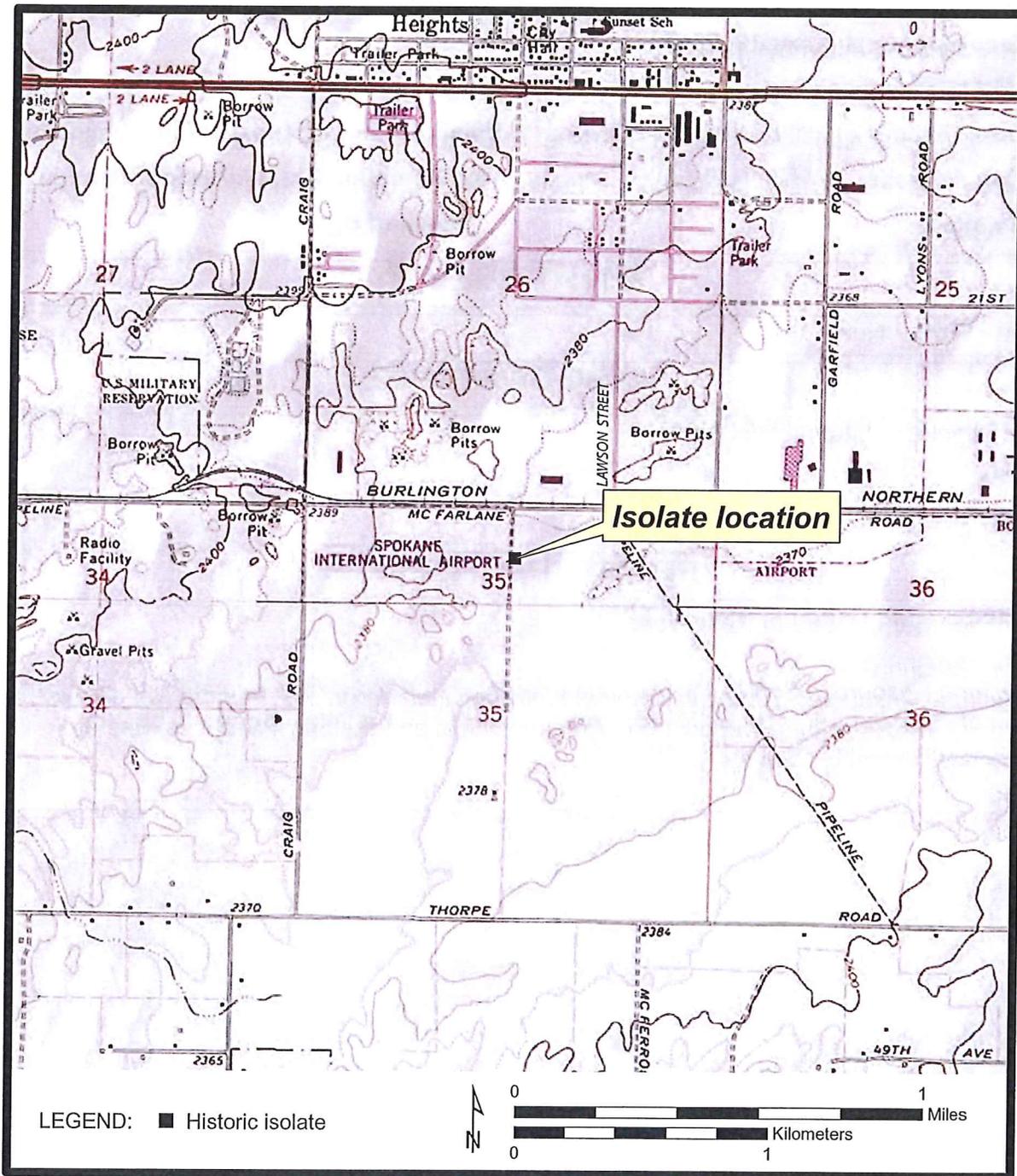
***Dating Method:** Archival research

Phase:

Basis for Phase Designation:

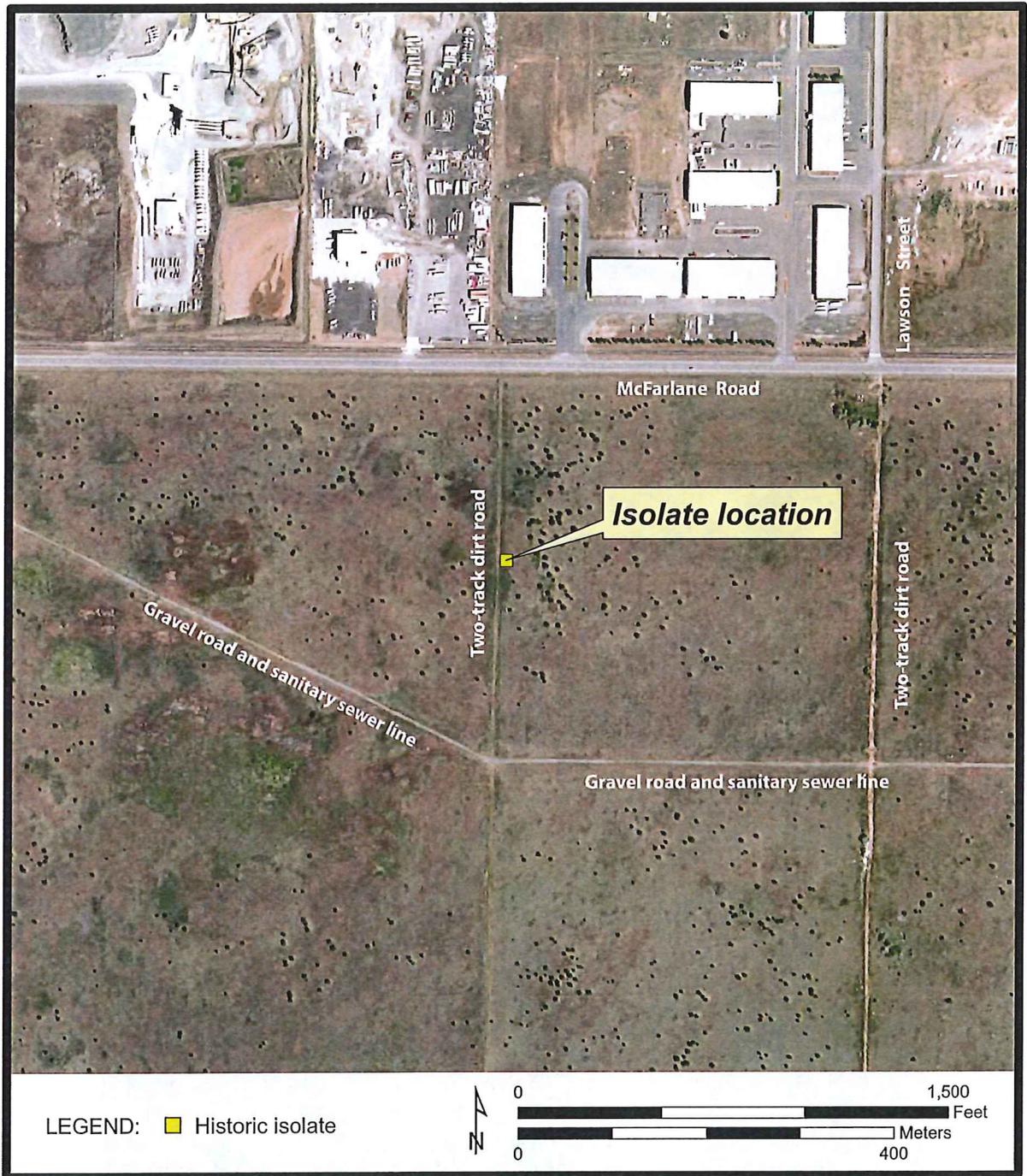
ISOLATE RECORDERS	
Observed by: S. Emerson	Address:
*Date Recorded: September 19, 2013	
*Recorded by: Stephen Emerson and Pamela McKenney	
*Affiliation: Archaeological & Historical Services *Affiliation Phone Number: (509) 359-2239	
*Affiliation Address: 201 Isle Hall, EWU, Cheney, WA *Affiliation E-mail: AHS@EWU.edu	
Date Revisited:	Revisited By:
ISOLATE HISTORY	
Previous Work: None	
LAND OWNERSHIP	
*Owner: Spokane International Airport	
*Address:	
*Tax Lot/ Parcel No:	
RESEARCH REFERENCES	
*Items/Documents Used In Research:	
Emerson, Stephen 2013 <i>Cultural Resources Survey for Spokane International Airport's McFarlane Road/Lawson Street Land Parcel Transfer</i> , Short Report 1176, Archaeological and Historical Services, Eastern Washington University, Cheney.	

USGS MAP



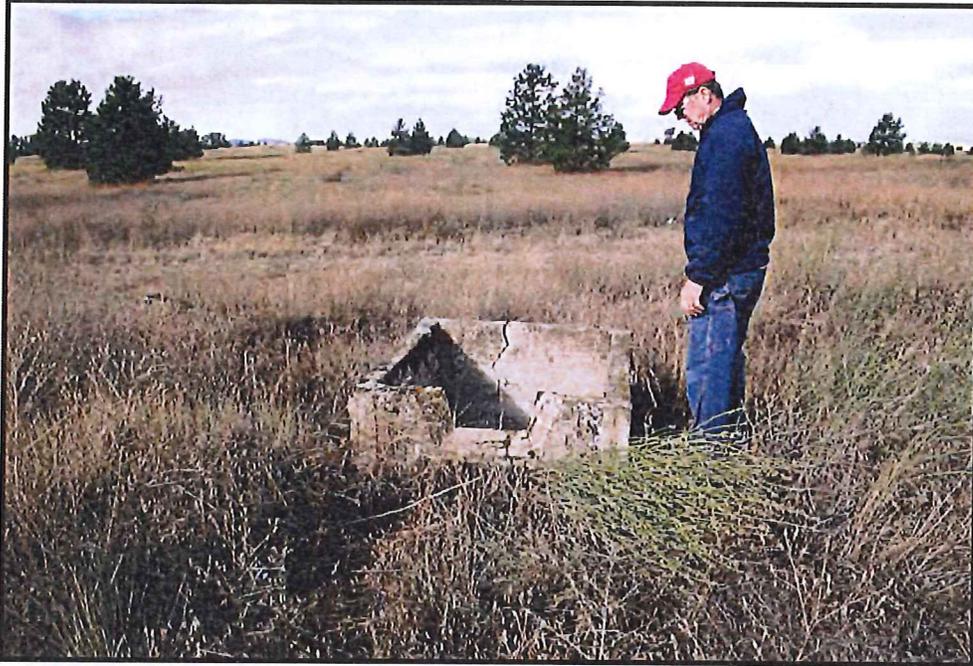
Topographic map showing the isolate location in Section 35, T25N, R41E (adapted from Airway Heights and Four Lakes 7.5' series USGS topographic quadrangles).

AERIAL PHOTOGRAPH



Aerial photograph showing the isolate location.

PHOTOGRAPHS



View of historic isolate, a poured concrete irrigation weir box associated with the Silver Lake Canal, looking west.



View of historic isolate, a poured concrete irrigation weir box associated with the Silver Lake Canal, looking northwest.

ISOLATE DESCRIPTION

***Narrative Description:** The historic isolate consists of a glass bottle neck fragment recovered from one of two shovel tests excavated in the vicinity of a proposed structure. The bottle fragment was recovered from shovel test 2, at a depth of approximately 10-30 cm below the ground surface. The clear glass bottle fragment was machine made and finished with a lipping tool. This style of bottle was manufactured from the early 1900s to 1930.

***Vegetation (On Site):** Ponderosa pine

Local: Bunchgrass, exotic weeds

Regional: Three-tip sagebrush-Idaho fescue association

Landforms (On Site): Rolling plains

Local: Rolling plains (channeled scablands)

Water Resources (Type): None

Distance:

Permanence:

***Method of Collection(s):** Shovel Test 2, 1/4-in mesh screen

***Location of Artifacts (Temporary/Permanent):** AHS, Eastern Washington University

ISOLATE AGE

***Component:** Unknown ***Dates:** early 20th century

***Dating Method:** artifact style

Phase:

Basis for Phase Designation:

ISOLATE RECORDERS

Observed by: S. Emerson

Address:

***Date Recorded:** September 19, 2013

***Recorded by:** Stephen Emerson and Pamela McKenney

***Affiliation:** Archaeological & Historical Services ***Affiliation Phone Number:** (509) 359-2239

***Affiliation Address:** 201 Isle Hall, EWU, Cheney, WA ***Affiliation E-mail:** AHS@EWU.edu

Date Revisited:

Revisited By:

ISOLATE HISTORY

Previous Work:

LAND OWNERSHIP

***Owner:** Spokane International Airport

***Address:**

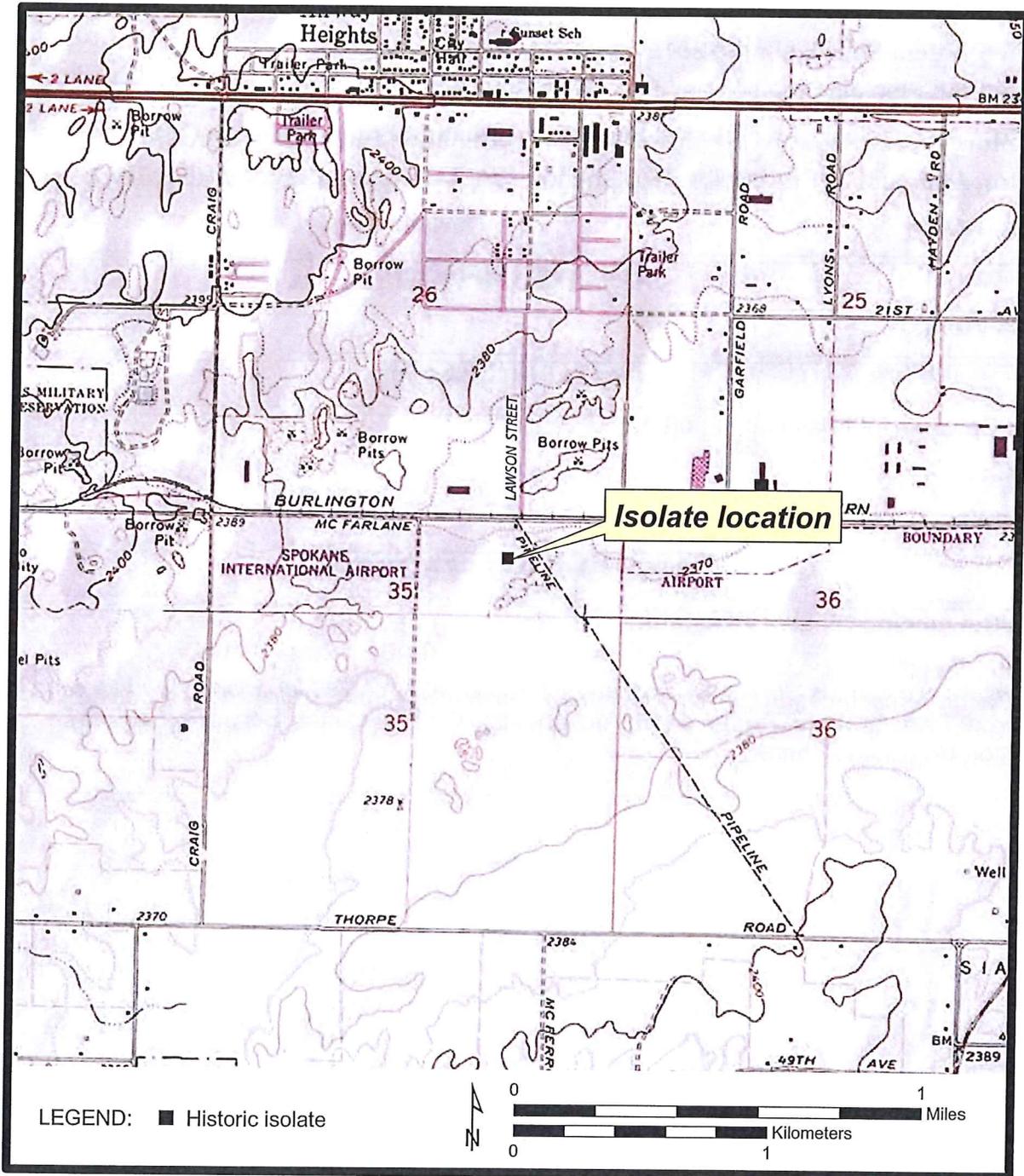
***Tax Lot/ Parcel No:**

RESEARCH REFERENCES

***Items/Documents Used In Research:**

Emerson, Stephen
 2013 *Cultural Resources Survey for Spokane International Airport's McFarlane Road/Lawson Street Land Parcel Transfer*, Short Report 1176, Archaeological and Historical Services, Eastern Washington University, Cheney.

USGS MAP



Topographic map showing the isolate location in Section 35, T25N, R41E (adapted from Airway Heights and Four Lakes 7.5' series USGS topographic quadrangles).

AERIAL PHOTOGRAPH

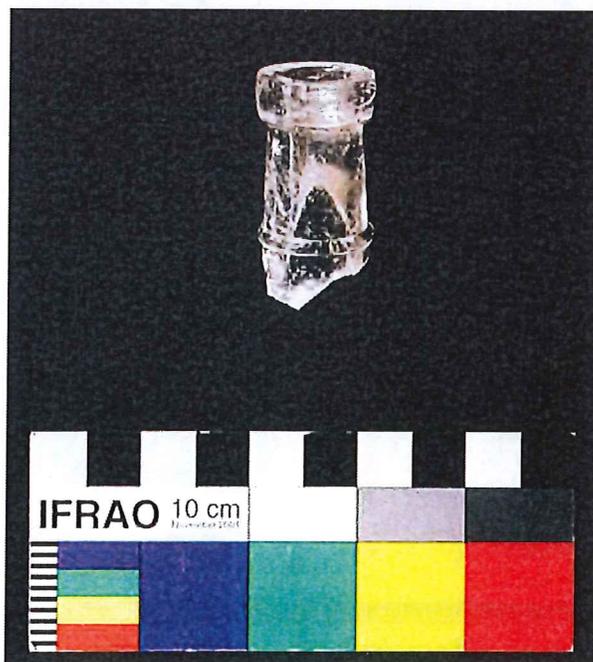


Aerial photograph showing the isolate location.

PHOTOGRAPHS



Overview of historic isolate and shovel test 2 location, looking north toward McFarlane Road.



Historic isolate, a clear glass bottle neck fragment, recovered from shovel test 2.



STATE OF WASHINGTON ARCHAEOLOGICAL SITE INVENTORY FORM

Smithsonian Number: 45SP723

*County: Spokane

*Date: Sept. 30, 2013

*Compiler: Pamela McKenney

Location Information Restrictions (Yes/No/Unknown): Unknown Human Remains?

SITE DESIGNATION

Site Name: Field cleared rock and historic debris scatter

Field/ Temporary ID: MR-Site 1

*Site Type: Historic cairn/rock feature; historic debris scatter

SITE LOCATION

*USGS Quad Map Name: Airway Heights

*Legal Description: T25N, R 41E, Section: 35 Quarter Sections: S ½ of NW ¼ of NE ¼

UTM: Zone 11, Easting: 455647 Northing: 5274786 (NAD 1983)

Latitude: Longitude: Elevation (ft/m): 2,370 ft/722 m

Other Maps: Type:

Scale: Source:

Drainage, Major: Spokane River Drainage, Minor: Deep Creek River Mile: N/A

Aspect: open Slope: 0-2%

*Location Description (General to Specific): The site is located in west central Spokane County, approximately one mile south of the city of Airway Heights and U.S. Route 2.

*Directions (For Relocation Purposes): From U.S. Route 2 in the city of Airway Heights, turn south onto Craig Road. Drive one mile and turn left (east) onto McFarlane Road. Continue 0.75 miles to a dirt road located opposite (south) of Lawson Street. Turn right (south) onto the dirt road and travel 0.25 miles to a gravel road. Turn right (west) onto the gravel road and drive ca. 565 feet. The site about 100 feet north of the gravel road. The pile of rocks can be seen from the gravel road.

SITE DESCRIPTION

***Narrative Description:** The site consists of historic debris scattered among a large, oval-shaped pile of rocks.

***Site Dimensions:**

***Length:**20 meters ***Direction N-S x *Width:** 10 meters ***Direction:** E-W

***Method of Horizontal Measurement:** measuring tape

***Depth:** Unknown *** Method of Vertical Measurement:**

***Vegetation (On Site):** Ponderosa pine, exotic weeds, grasses

Local: Bunchgrass, exotic weeds

Regional: Three-tip sagebrush-Idaho fescue association

Landforms (On Site): Rolling plains

Local: Rolling plains (channeled scablands)

Water Resources (Type): None **Distance:**

Permanence:

CULTURAL MATERIALS AND FEATURES

***Narrative Description:** The sites consists of a pile of cleared field rock, mostly basalt cobbles, intermixed with scattered historic debris that probably dates to the early 20th century, when the area was occupied by small farms that were part of the Hazelwood Farms development and irrigation project. Historic items observed included many cans, some with hole-in-top lids (milk cans and larger), oil cans, sardine cans, a Shasta root beer can, a church key beer can, clear glass, patina glass, window glass, ceramic fragments, including blue transfer ware and plain white, as well as structural concrete and wood pieces, and mattress springs. A small pit has been excavated into the pile, an indication of pot hunting.

***Method of Collection:** No artifacts were collected

***Location of Artifacts:** N/A

SITE AGE

***Component:** historic

***Dates:** early 20th century

***Dating Method:** historic artifacts

Phase:

Basis for Phase Designation:

SITE RECORDERS

Observed by: Stephen Emerson and Pamela McKenney

***Date Recorded:** September 19, 2013

***Recorded by:** Stephen Emerson and Pamela McKenney

***Organization:** Archaeological & Historical Services

***Organization Phone Number:** (509) 359-2239

***Organization Address:** 201 Isle Hall, EWU, Cheney, WA 99004

***Organization E-mail:** AHS@EWU.edu

Date Revisited:

Revisited By:

SITE HISTORY

***Previous Archaeological Work (Done at Site):** None

LAND OWNERSHIP

***Owner:** Spokane International Airport

***Address:**

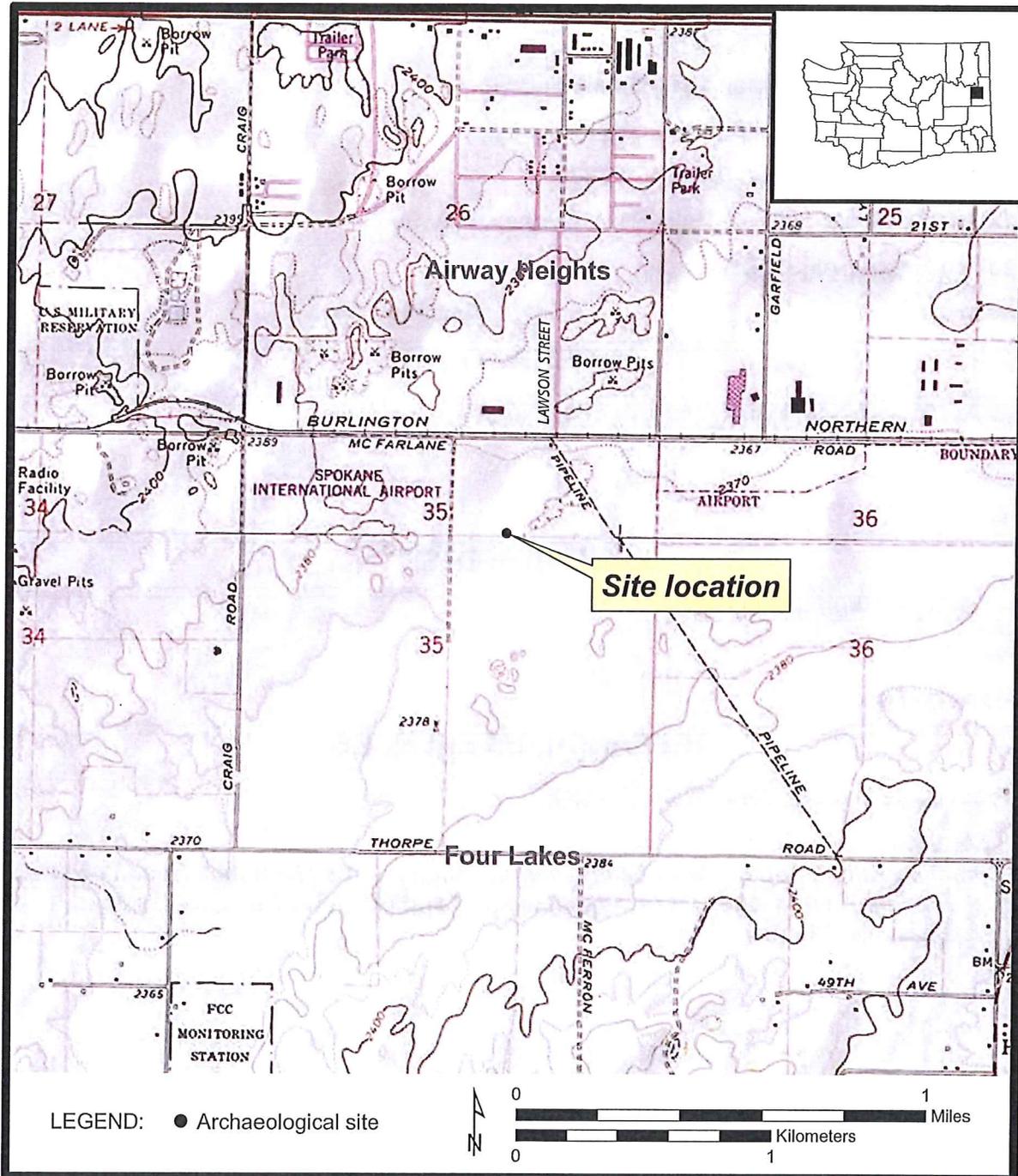
***Tax Lot/ Parcel No:**

RESEARCH REFERENCES

***Items/Documents Used In Research (Specify):**

Emerson, Stephen
 2013 *Cultural Resources Survey for Spokane International Airport's McFarlane Road/Lawson Street Land Parcel Transfer*, Short Report 1176, Archaeological and Historical Services, Eastern Washington University, Cheney.

USGS MAP



Topographic map showing the site location in Section 35, T25N, R41E (adapted from Airway Heights and Four Lakes 7.5' series USGS topographic quadrangles).

USGS MAP

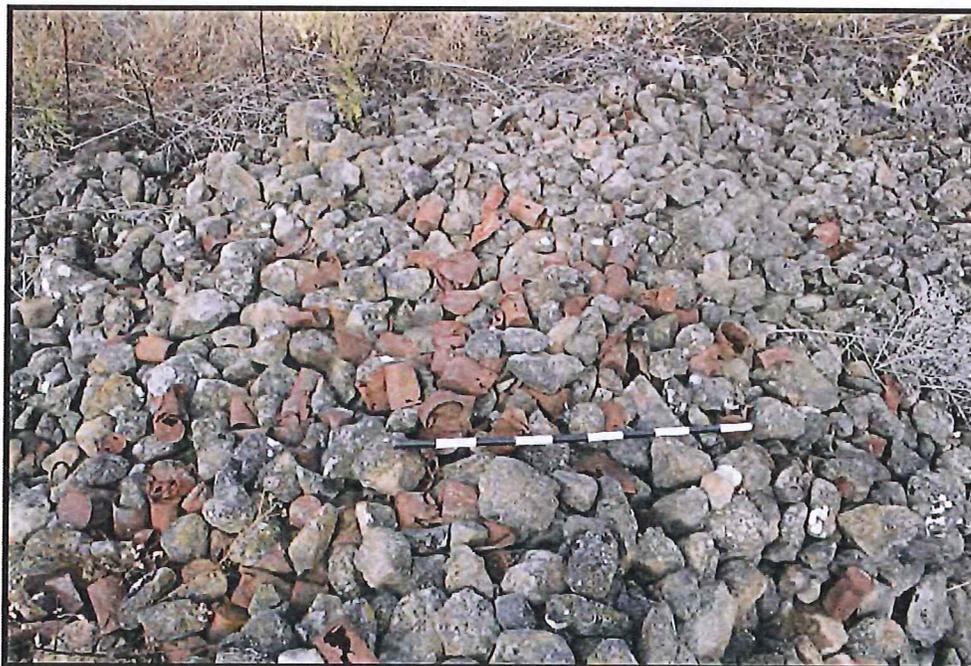


Topographic map showing the site location in Section 35, T25N, R41E (adapted from Airway Heights and Four Lakes 7.5' series USGS topographic quadrangles).

PHOTOGRAPHS



Overview of site area, looking northwest.



Close-up of rock and can feature, looking west. The scale is one meter long.



STATE OF WASHINGTON ARCHAEOLOGICAL SITE INVENTORY FORM

Smithsonian Number: 45SP724

*County: Spokane

*Date: Sept. 30, 2013

*Compiler: Pamela McKenney

Location Information Restrictions (Yes/No/Unknown): Unknown Human Remains?

SITE DESIGNATION

Site Name: McFarland Road/Lawson Street Homestead

Field/ Temporary ID: MR-Site 2

*Site Type: Historic Homestead

SITE LOCATION

*USGS Quad Map Name: Airway Heights

*Legal Description: T25N, R 41E, Section: 35 Quarter Sections: NE ¼ of NW ¼ of NE ¼

UTM: Zone 11, Easting: 455784, Northing: 5275135 (barn cellar) (NAD 1983)

UTM: Zone 11, Easting: 455809, Northing: 5275135 (irrigation feature near concrete slab)
(NAD 1983)

Latitude: Longitude: Elevation (ft/m): 2,370 ft/722 m

Other Maps: Type:

Scale: Source:

Drainage, Major: Spokane River Drainage, Minor: Deep Creek River Mile: N/A

Aspect: open Slope: 0-2%

*Location Description (General to Specific): The site is located in west central Spokane County, approximately one mile south of the city of Airway Heights and U.S. Route 2.

*Directions (For Relocation Purposes): From U.S. Route 2 in the city of Airway Heights, turn south onto Craig Road. Drive one mile and turn left (east) onto McFarlane Road. Continue 0.75 miles to a dirt road located opposite (south) of Lawson Street. Turn right (south) onto the dirt road and park. The site is to the west of the dirt road, marked by exotic trees and shrubs.

SITE DESCRIPTION

***Narrative Description:** The site consists of three features: a concrete platform, a concrete irrigation feature, and a collapsed shed with a stone and mortar cellar. This site is likely a component of the Hazelwood Farms development and irrigation project, which was active between about 1900 and the early 1920s

***Site Dimensions:**

***Length:** 206 feet ***Direction** E-W ***Width:** 171 feet ***Direction:** N-S

***Method of Horizontal Measurement:** measuring tape

***Depth:** 67 inches (basement floor) *** Method of Vertical Measurement:** Tape

***Vegetation (On Site):** Ponderosa pine, grasses, exotic weeds

Local: Bunchgrass, exotic weeds **Regional:** Three-tip sagebrush-Idaho fescue association

Landforms (On Site): Rolling plains

Local: Rolling plains (channeled scablands).

Water Resources (Type): None **Distance:** **Permanence:**

CULTURAL MATERIALS AND FEATURES

***Narrative Description:** The site consists of the ruins of a possible house (poured concrete platform), a possible shed with cellar (stone and mortar foundation), and a poured concrete irrigation feature (probably a weir box). The concrete platform is about 25-feet long by 15-feet wide. The cellar foundation is 11.5 feet wide, 17 feet long, and 10-12 feet deep. Walls are 5-6 inches thick. The east and west perimeters have double foundation walls, placed about 2 feet apart. Along the north foundation wall are lengths of threaded vertical pipe, about 8 inches high, imbedded in the wall. A vertical iron I-beam supports the interior south wall at the mid-point. The interior of the cellar is partially filled with structural wood and concrete debris. A thin scatter of historic debris, including ceramic and glass fragments, is associated with the site, as are introduced exotic species, including Russian olive and black locust trees. The underground pipe carrying the Silver Lake Irrigation Canal once ran along the northern perimeter of the site, along the south side of McFarlane Road. It was probably associated with the concrete irrigation feature.

***Method of Collection:** No artifacts were collected

***Location of Artifacts:** N/A

SITE AGE

***Component:** historic ***Dates:** Early 20th century ***Dating Method:** Archival research, artifacts

Phase: **Basis for Phase Designation:**

SITE RECORDERS

Observed by: Stephen Emerson and Pamela McKenney

***Date Recorded:** September 19, 2013

***Recorded by:** Stephen Emerson and Pamela McKenney

***Organization:** Archaeological & Historical Services

***Organization Phone Number:** (509) 359-2239

***Organization Address:** 201 Isle Hall, EWU, Cheney, WA 99004

***Organization E-mail:** AHS@EWU.edu

Date Revisited:

Revisited By:

SITE HISTORY

***Previous Archaeological Work (Done at Site):** None

LAND OWNERSHIP

***Owner:** Spokane International Airport

***Address:**

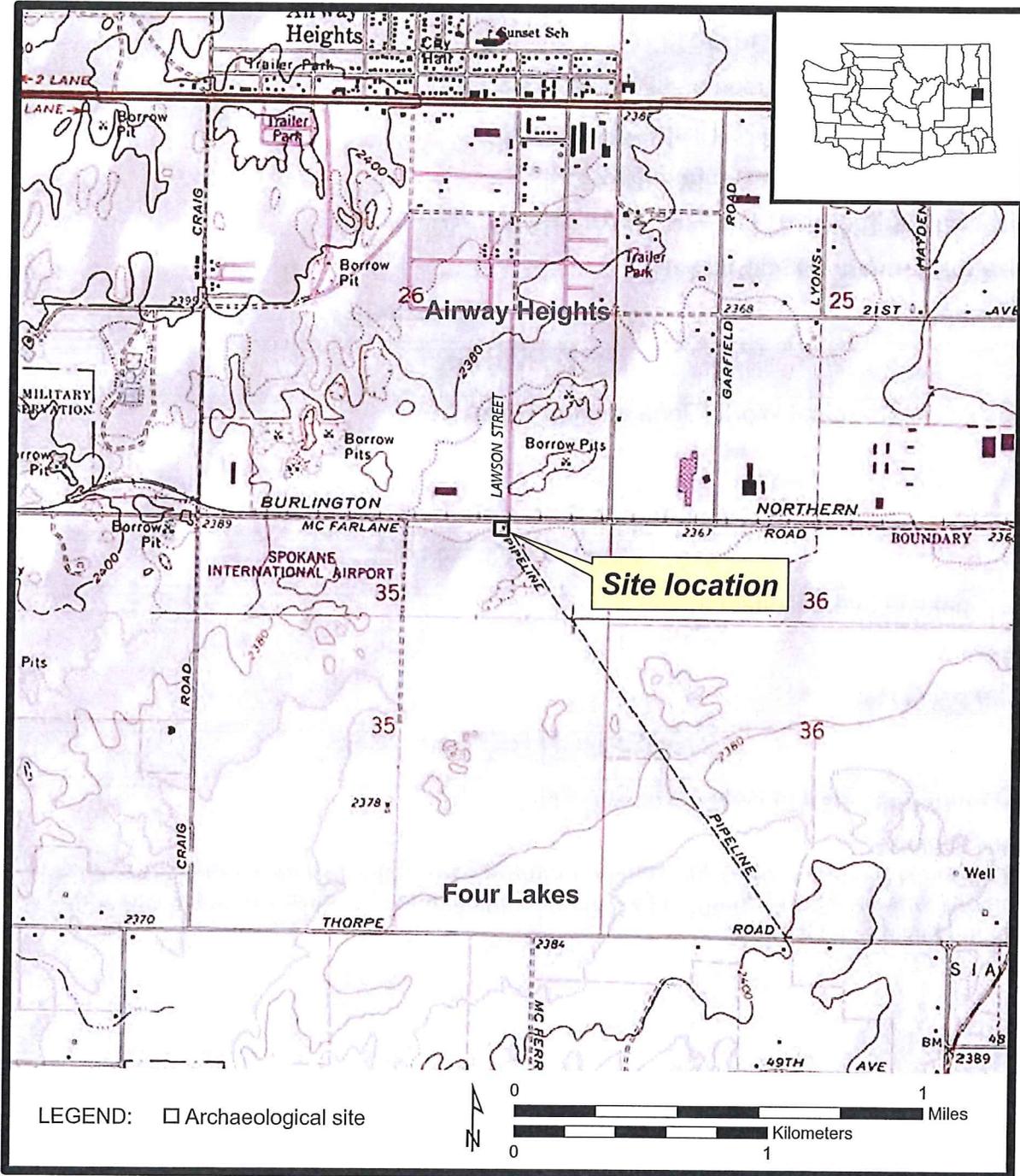
***Tax Lot/ Parcel No:**

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***Items/Documents Used In Research (Specify):**

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USGS MAP



Topographic map showing the site location in Section 35, T25N, R41E (adapted from Airway Heights and Four Lakes 7.5' series USGS topographic quadrangles).

AERIAL PHOTOGRAPH



Aerial photograph showing the site location.

PHOTOGRAPHS



Overview of site area, looking north toward McFarlane Road. The exotic trees mark the south and west boundary.



View of concrete irrigation structure and concrete platform, looking east-southeast.