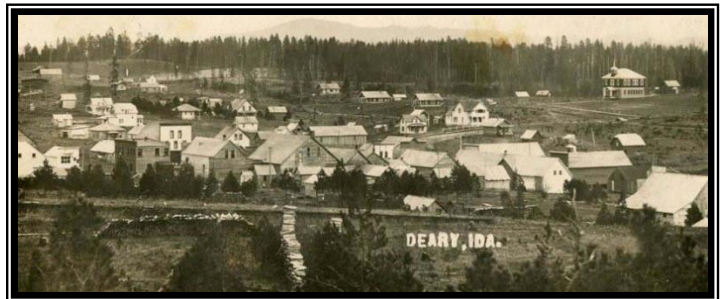
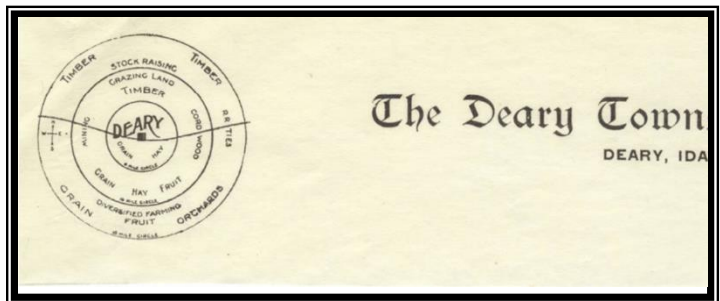


## A black and white photograph of a two-story brick building, identified by text on its facade as the Latah County State Bank. The building features a series of arched windows on the ground floor and rectangular windows on the upper floor. The text "LATAH COUNTY STATE BANK" is prominently displayed above the ground-floor windows, with "DEER PARK, IDAHO" written below it. To the left of the main building, a portion of another structure with a chimney is visible. To the right, several tall evergreen trees stand against a light sky. The entire photograph is framed by a double-line border.



BY  
**PRESERVATION SOLUTIONS LLC**

SEPTEMBER 2019

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## PROJECT OBJECTIVES

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As a Certified Local Government (CLG), the Latah County Historic Preservation Commission (HPC) completed this project with the following objectives:

- to meet CLG requirements of ongoing survey and preservation planning;
- to provide the Latah County HPC and Deary residents with accurate and up-to-date documentation of their historic resources;
- to provide the Latah County HPC and Deary residents with a basis for preservation planning within the study area;
- to provide property owners with an understanding of the potential eligibility of properties; and
- to update and amplify the existing body of documentation of Latah County's historic resources maintained by the Idaho State Historic Preservation Office (SHPO).

## METHODOLOGY

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The Deary Reconnaissance-Level Survey (RLS) included windshield survey of the entire town in order to identify at least twelve buildings warranting Idaho Historic Sites Inventory (IHSI) documentation. Per direction from the Latah County Historic Preservation Commission (HPC), buildings with the most potential for National Register of Historic Places (NRHP) eligibility were to be prioritized for survey. The result was intensive-level documentation of sixteen properties.<sup>1</sup>

As part of the selection process, an additional twenty-seven properties were Noted But Not Recorded (NBNR) (see Appendix B). For the most part, the NBNR properties meet NRHP eligibility requirements for historic significance, but unfortunately no longer retain sufficient integrity to be NRHP eligible due to insensitive

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<sup>1</sup> Though the contracted scope of work required only reconnaissance-level survey, the consultant exceeded this requirement and completed intensive-level survey in order to substantiate eligibility assessments. Furthermore, it should be noted this number is not to be confused with a building count, as some of these include ancillary buildings and/or secondary structures.

nonhistoric alterations. It is worth noting that some of these resources could regain integrity by means of the removal of nonhistoric exterior materials, at which time NRHP eligibility should be reevaluated. In the meantime, though not NRHP eligible, many of these resources are of such local significance that they warrant local landmark consideration by the Latah County HPC, a status that does not necessarily require the same level of physical historic integrity.

As part of their grant match, the Latah County HPC completed considerable local research, including both primary and secondary sources (e.g. local histories, historic photographs, maps, newspaper accounts, and so forth). In addition, useful resources included Sanborn Maps, previous documentation at SHPO, historic aerials, and various online newspaper archives.

The project was completed in compliance with the Secretary of the Interior's Standards for Identification and the latest survey guidance provided by the Idaho State Historic Preservation Office (SHPO). Field data collection took place in March 2019. All data and photographs were entered into the Idaho Historic Sites Database, from which the attached property list and statistical reports were generated. Draft IHSI forms were submitted to SHPO and the HPC in June 2019. All final materials – database, report, photographs, and revised IHSI forms – were submitted in August and September 2019.

## **SURVEY AREA & SETTING**

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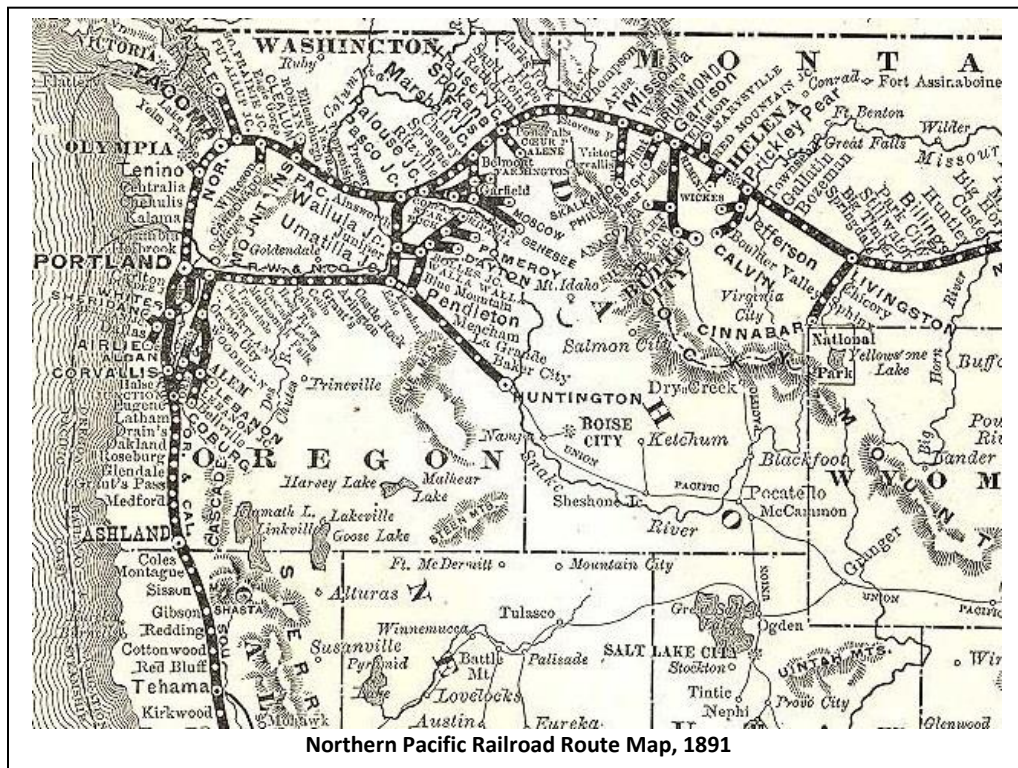
The study area boundaries encompassed the historic core of Deary and its immediate vicinity, as well as location at the north edge of the village of Helmer, four miles east of Deary. Most resources were within the Original Town of Deary plat of 1907, which is laid out on a cardinal grid and diagonally bisected by the original Washington, Idaho and Montana Railroad (WI&M) grade. Lot sizes and shapes are very regular, with the exception of those abutting the railroad right-of-way, where they take on triangular and trapezoidal shapes to accommodate the northwest-southeast alignment. The survey area contains approximately eighty-seven acres and over twenty-four blocks generally bounded by Washington to the west, Sixth Avenue to the north, Montana Street to the east, and First Avenue to the south.

The setting is characterized by early a central commercial area concentrated along Second Avenue and Main Street that is surrounded by mid-twentieth century single-family residential development across relatively steeply sloped terrain along streets lined with mature trees. Curbs and sidewalks are only present along Second Avenue (State Highway 8) and the one block of Main Street intersecting to the north. Asphalt-paved streets (no alleys) with no curbs nor sidewalks characterize the residential streetscapes. Street widths vary from eighteen feet in-width to about twenty-eight feet in-width, depending on the location and traffic load.

## HISTORICAL OVERVIEW

### INITIAL SETTLEMENT PERIOD: 1890S

During the territorial period (1863-1890) Idaho's population boomed, increasing by 117 percent from 1870 to 1880 (to 32,610) and another 171 percent by 1890 (to 88,548). These rapid shifts in settlement patterns prompted the territorial legislature to establish new counties. Among them was Latah County, carved out of then-Nez Perce County in 1888, with Moscow as the county seat.



Following the boom period of the 1880s, the new state of Idaho continued to draw rapid immigration. An additional 73,224 residents arrived to the state between 1890 and 1900, an 83 percent increase. At the same time, Latah County saw a more than 46 percent increase in population, gaining an additional 4,275 residents.

Within two years of founding, Latah County ranked second in population statewide in the 1890 census, with approximately 9,176 residents. Though the west and southwest parts of the county were well populated and thoroughly settled along the Northern Pacific Railroad lines connecting Potlatch, Moscow, Genesee, Troy, and Kendrick, the more inland northern and eastern parts of the county were without a railroad connection and remained sparsely populated and technically in the public domain until the mid-to-late 1890s.

During the summers of 1891 and 1892, the Government Land Office (GLO) surveyed the area now occupied by Deary. The surveyor, Oscar Sonnenkalb, documented the boundary and sectional lines of Township 40 North, Range 2 West, noting the area's rich "1<sup>st</sup> rate" loam soils and forests of pine timber "very valuable for mill purposes." He also noted "most of the gently rolling benchland and of the bottom land in the creek bottoms is claimed by squatters."<sup>2</sup> At the time, the survey documented at least thirty-five dwellings along a relatively developed network of wagon roads.

<sup>2</sup> Oscar Sonnenkalb, Field Survey Notes, Township No. 40 North Range No. 2 West of the Boise Meridian, 1892. Available from [www.glorerecords.blm.gov](http://www.glorerecords.blm.gov).





Subdivisional Survey of Township 40N, Range 2W, 1891-1892

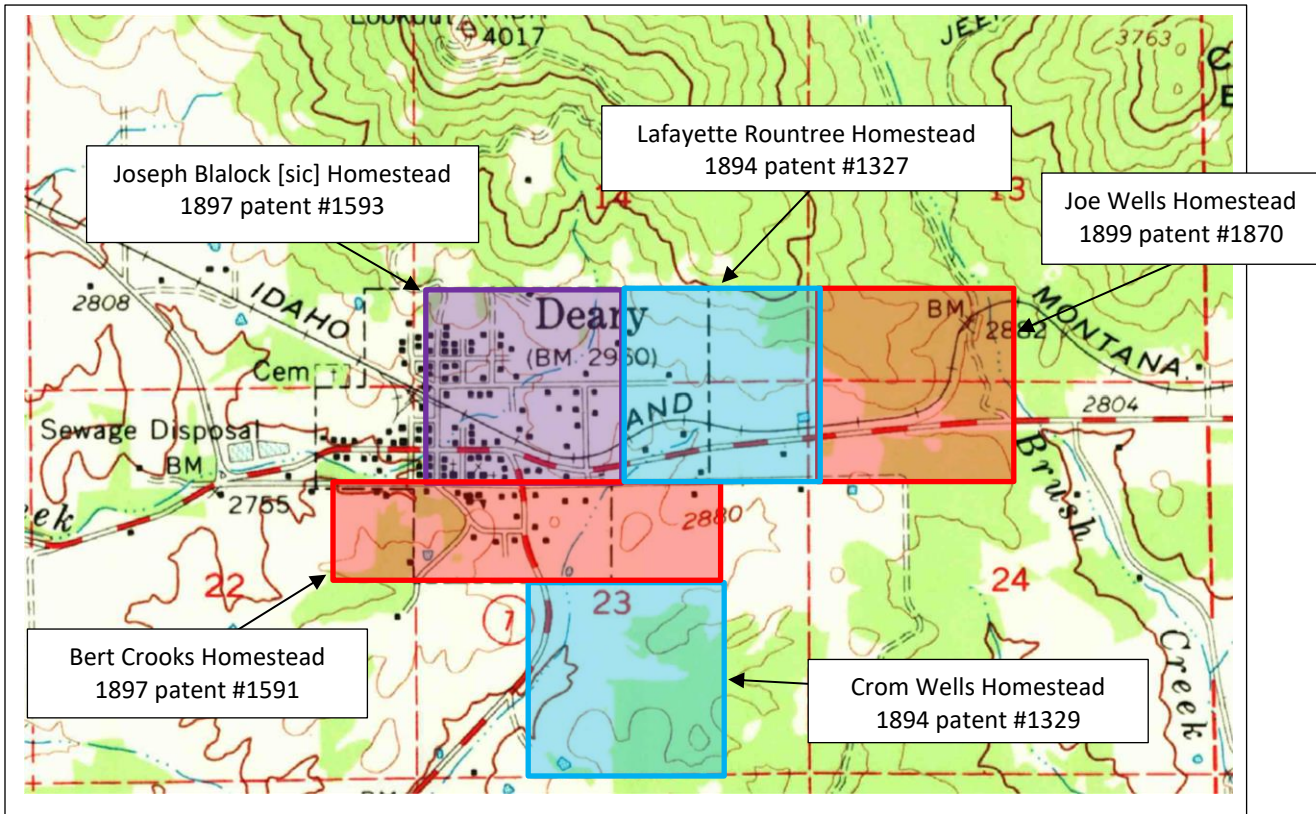
Note Joe Wells was among the 'squatters' documented. Red highlight added. Map courtesy of [www.glorerecords.blm.gov](http://www.glorerecords.blm.gov)

40.62 Fir, 10 ins. diam., on line.  
 65.00 Pine, 24 ins. diam., on line.  
 68.00 Dwelling house of J. Wells bears  
 N. 100 yds. dist.  
 70.50 Wagon - Road from Moscow to  
 Ruby Creek, course N. W.  $\frac{1}{4}$  S. E.  
 80.00 Set a post, 4 ft. long, 4 ins. square,  
 with a charret stake, 24 ins. in the  
 ground, for cor. to secs. 13, 14, 23  $\frac{1}{4}$  24,  
 marked -

Field Notes, Subdivisional Survey of Township 40N, Range 2W, 1891-1892

Red highlight added. Courtesy of Map courtesy of [www.glorerecords.blm.gov](http://www.glorerecords.blm.gov)

The land that would later be platted as the Original Town of Deary was first homesteaded in the early to mid-1890s by Joseph Blalock,<sup>3</sup> who had improved the land sufficient to receive his homestead patent in 1897. Other early homesteaders in the immediate vicinity included Lafayette Rountree, Bert Crooks, Crom Wells, and Joe Wells, all of which received their patents between 1894 and 1899. Among these earliest settlers Joe Wells is demographically notable among Deary-area pioneers not only for having been born a slave in North Carolina, but for being the only man of color in the region (See Appendix C for a brief biography of Joe Wells and his family).



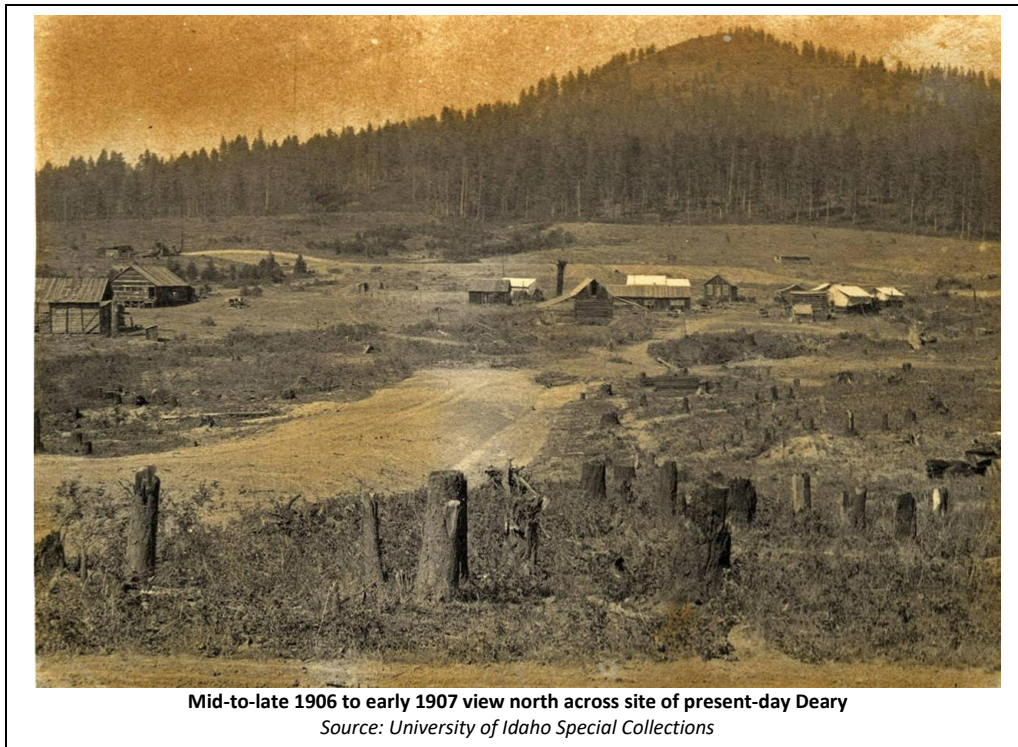
#### ARRIVAL OF THE RAILROAD, TOWN ESTABLISHMENT, AND EARLY DEVELOPMENT OF DEARY: 1907-1910

In the late nineteenth century, “railroad mania” swept the nation and railroad expansion revolutionized America by stimulating the growth of trade, settlement, and communication networks. Between 1880 and 1890, more than 70,300 miles of new lines opened, a 75 percent increase in track mileage nationwide.<sup>4</sup> At the same time, Idahoans welcomed two new railroads built across the territory—the Oregon Short Line across southern Idaho and the Northern Pacific across the panhandle through Sandpoint.

<sup>3</sup> The surname ‘Blalock’ appears in various sources with various spellings, including ‘Blailock.’ The spelling shown on the original homestead patent and in the Latah County Assessor grantor-grantee indexes is used here.

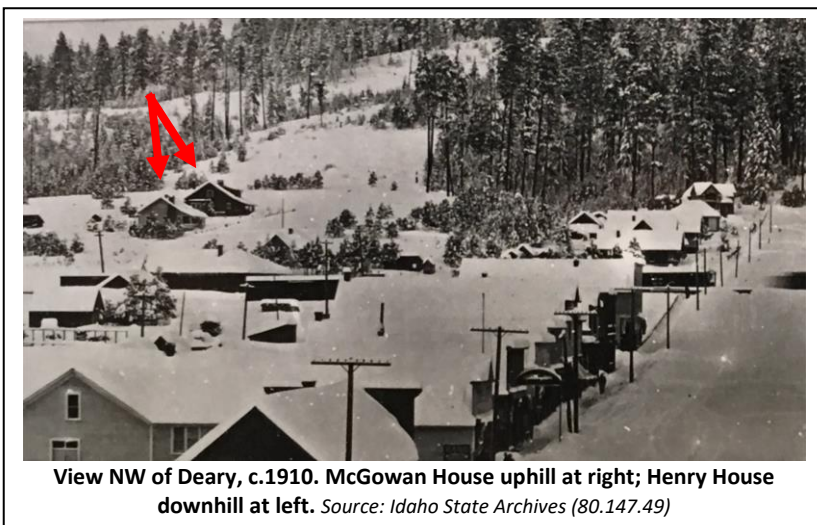
<sup>4</sup> Humboldt State University, “Industrialization, Urbanization, and Immigration in the Gilded Age,” <http://gorhistory.com/hist111/industrial.html>.





The railroad expansion that had transformed America by linking previously isolated trade, settlement, and communication networks nationwide finally arrived to inland Latah County late in this era in the form of the Washington, Idaho and Montana Railroad. Developed by the Weyerhaeuser timber syndicate, via its subsidiary the Potlatch Lumber Company, as a short line for rail logging into the Clearwater timber lands, the WI&M was incorporated in April 1905. Along the line, which originating in Palouse, Washington, the Potlatch Lumber Company, via the railroad company, engaged in town building. New towns created included the communities of Potlatch, Harvard, Elk River, and Deary. Tracks finally arrived to Deary in July 1907.<sup>5</sup>

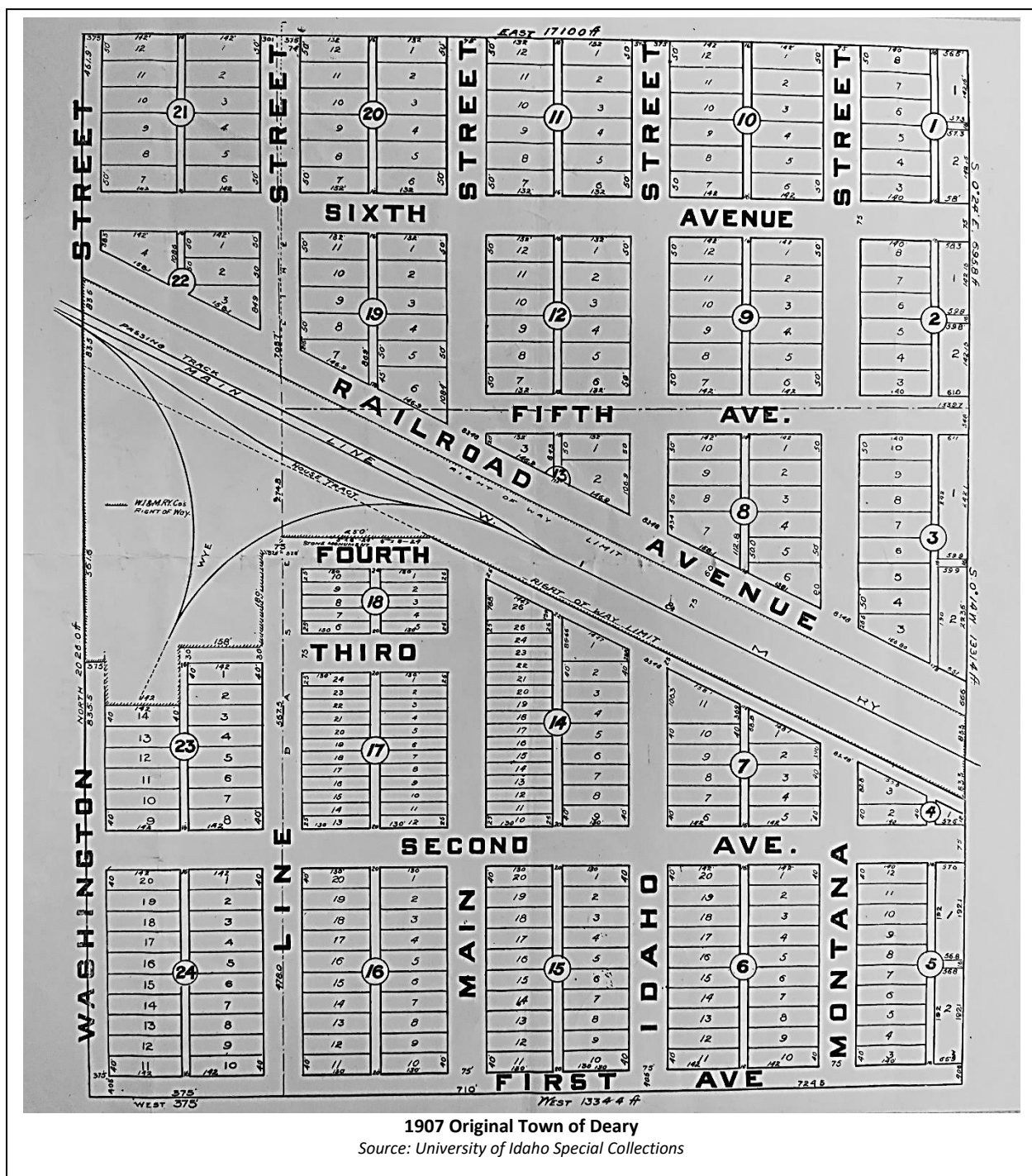
Key players in these town-building activities were F.C. McGowan and H.P. Henry, employees of the Potlatch Lumber Company.<sup>6</sup> The men organized the Deary Townsite Company, filed the town plat, and promptly built their own personal bungalows uphill from the central business district and right next-door to one another (DEARY-12, NBNR-08).



<sup>5</sup> *Lewiston Evening Teller* (Lewiston, Idaho), 27 July 1907, 2.

<sup>6</sup> Sources vary as to the employment status and motives of McGowan and Henry at the time of the founding of Deary. Some indicate they were former employees of the Potlatch Lumber Company who acted out of their own personal financial interests, while others suggest they were directed by the company and “placed there” to engage in the town’s organization. Further primary research beyond the scope of this project is warranted.

Named for William Deary, general manager of the Potlatch Lumber Company, the original plat of Deary was filed during the summer of 1907.<sup>7</sup> The town plat comprised twenty-four blocks and eleven streets laid in a grid oriented with the cardinal points (N-S). Blocks varied in size and lot orientation based on their location, whether they abutted

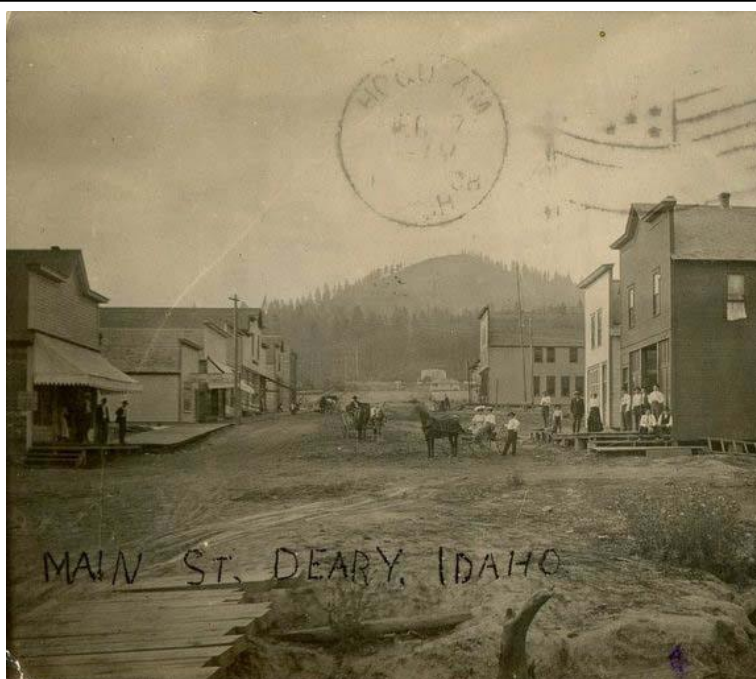


<sup>7</sup> The original town plat in the University of Idaho Special Collections does not give the date the plat was filed, however sources indicate lots were being sold by September 1907.



the diagonal railroad grade, and/or designation as prime real estate along Main Street, where the downtown blocks were narrower.

As with many railroad towns, particularly a terminus in an area otherwise unserved by rail connections, Deary experienced an immediate spurt of growth as a shipping point for agricultural goods. Newly connected to Lewiston, Spokane, and distant markets beyond, Deary's access to rail trade spurred rapid commercial growth and anchored the community. Within its first six months of existence, Deary boasted a post office and telephone connecting it to Kendrick. The following year Deary bustled as it saw construction of a school, development of a spring-fed water supply, and establishment of its own *Deary Enterprise* newspaper, as well as the construction of more than twenty-six buildings including a lumber yard and the Latah County State Bank (57-001449). By 1910, Deary boasted a Farmer's Union



c.1908 view north up Main Street

Courtesy Mike Fritz Collection at HistoryofIdaho.com

Warehouse, a clay products manufacturer, a realty company (operated by H.P. Deary), a photography studio (NBNR-05), and University of Idaho Agricultural Experiment Station, as well as an IOOF Hall (57-013651; nonextant), and both a railroad station (NBNR-11) and grain elevator (57-013882; nonextant) abutting the railroad tracks.

Within three years of its founding, Deary boasted a population of about several hundred residents and was a chief trading point of the surrounding rich farming and timbering area. The main street was lined with wood-framed businesses, a lumber yard, and a brick bank. Fast-growing residential blocks surrounded the central business district not only in the Original Town plat, but in the new Home and Orchard plat, which added twenty blocks and expanded the town in each direction. Among the extant dwellings from this earliest period of Deary's history are the following:

INVENTORY NUMBER	PROPERTY NAME	CONSTRUCTION DATE
DEARY-12	McGowen, F.C., Residence	c.1907
NBNR-08	Henry, H.P., House	c.1907
DEARY-13	Lutheran Parsonage; Hesby House	c.1908
NBNR-04	Randall House	c.1908
57-001450	Pierce House	c.1909
57-002277	Harsh House	c.1909
57-002401	Smith House	c.1909
DEARY-11	Miller House	c.1909
NBNR-05	Lee, Anton, House and Photography Studio	c.1909



**1909 view northeast from west edge of Deary**  
*Source: University of Idaho Special Collections*



**1909 view east from west edge of Deary**  
*Source: University of Idaho Special Collections*

Review of the 1910 census shows Deary and the immediate vicinity populated by Euro-American farming families and single immigrant men (hailing primarily from Italy, Bulgaria, Austria, and Greece) living in railroad labor camps. Residents represented a very high diversity of places of origin/birth, with twenty-nine states represented including South Dakota, Texas, as far northeast as Maine, as far southeast as North Carolina, and as far southwest as California. In addition, immigrants from eight different countries resided in Deary including those originally from England, Norway, Germany, Sweden, Finland, Denmark, and France, as well as numerous Canadians.<sup>8</sup> The broad range of places of origin reflects typical patterns of ‘boom’ settlement.

<sup>8</sup> Bureau of the Census, “Latah County, Idaho” *U.S. Federal Population Census, 1910*. Database online, accessed September 21, 2019, <http://www.ancestry.com>.

### EARLY TWENTIETH CENTURY DEARY: 1910s-1920s

Following the strained market conditions of the 1890s, the United States entered a period of prosperity at the turn of the twentieth century. Increased farm production created a boom economy during the first decades of the twentieth century. International demand for wheat and other crops provided farmers with expendable income to purchase tractors and automobiles, thus improving both production and market access. The resulting increase in real estate values and farm mortgages continued until the early 1920s. Prosperous times spurred continued brisk immigration to Idaho and the state population increased 101 percent between 1900 and 1910, from 161,772 to 325,594. Statewide population increased another 37 percent by 1930, to 445,032. At the same time, Latah County increased in population by more than 34 percent between 1900 and 1920, up to 18,092 residents.

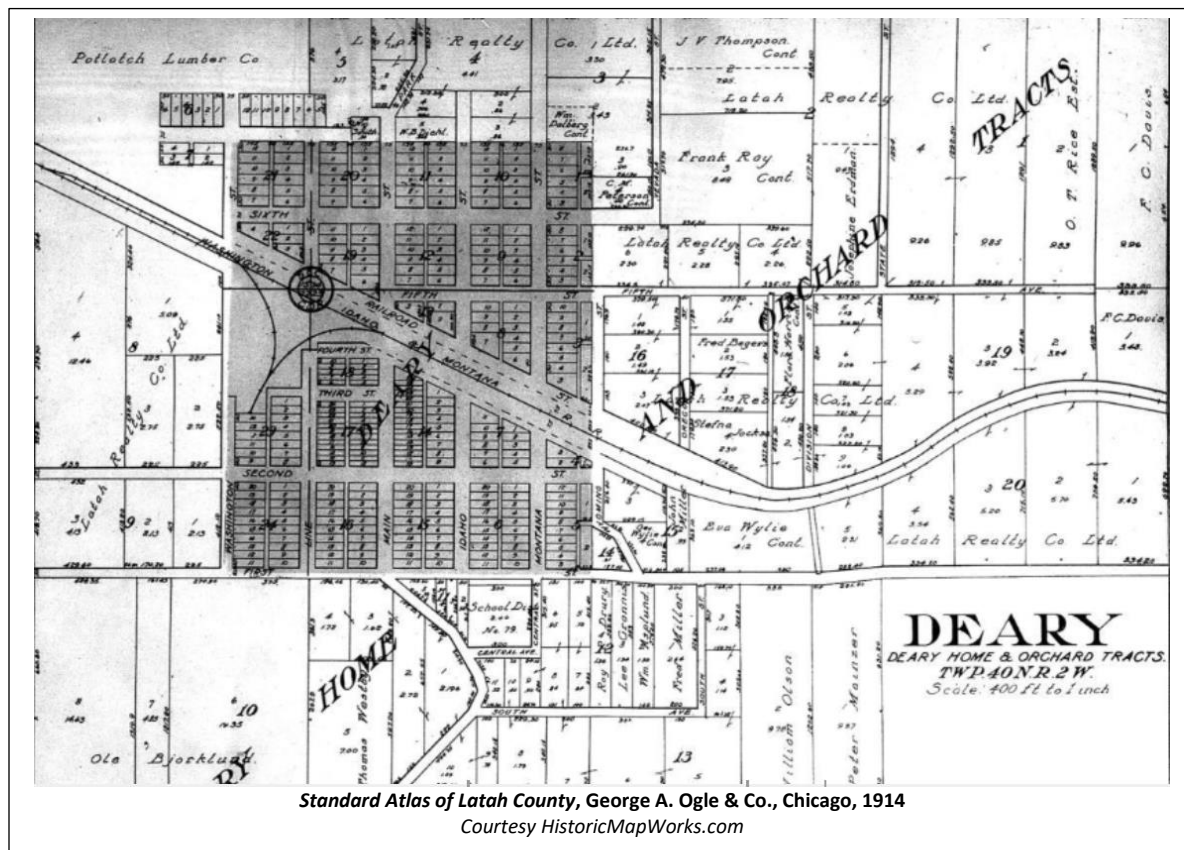
While commercial growth was solid, the economy of the region remained largely dependent on agricultural production. As the shipping point for the surrounding agricultural region, most area harvests passed through Deary and the grain, fruit, and timber industries were major drivers of the town's economy. Particularly successful wheat production in the region and demands for agricultural products created by the United States' entry into World War I drew more farmers and spurred continued immigration and improvements in the first few decades of the twentieth century. With the onset of the nationwide agricultural recession in the 1920s, major economic anchors that sustained Deary through the period were the Farmers Elevator Co. complex, which added a large new grain warehouse around 1920 (DEARY-09) and the Potlatch Lumber Company regional headquarters that rented office space above the Latah County State Bank (57-001449) and oversaw extensive timber extraction in the region.



Only six years in existence and Deary faced a major setback in its growth when an October 1923 fire laid waste to the wood-framed buildings comprising much of downtown including the pool hall, drugstore, mercantile, hardware store, post office, and confectionary, among other establishments. Estimated losses totaled \$43,000 (the equivalent of approximately \$645,000 in 2019). Despite the destruction, key business owners wasted little time rebuilding. A review of the Sanborn maps from a few years before (1921) and after (1928) the fire show the population had remained steady and four new brick buildings lined Main Street.



These buildings (DEARY-01, DEARY-02) comprise the majority of the streetscape defining the central business district of Deary today.



Survey identified the following selected extant buildings in Deary dating to the 1910s and 1920s.

INVENTORY NUMBER	PROPERTY NAME	CONSTRUCTION DATE
57-014062	Deary High School	c.1912
DEARY-07	Granlund House	c.1912
NBNR-06	Dwelling at 403 Idaho St.	c.1912
NBNR-12	Dwelling at 601 Main St.	c.1912
57-013900	Deary Grange Hall (nonextant)	c.1915
NBNR-07	Dwelling at 404 Idaho St.	c.1915
NBNR-13	Dwelling at 704 Main St.	c.1915
DEARY-09	Farmers Elevator Co. Grain Warehouse	c.1920
NBNR-02	Deary Electric Light Station	c.1920
57-001352	Norwegian Lutheran Church (c.1907)	1923 moved to current location
DEARY-02	Deary Mercantile	c.1924
DEARY-01	Beyer Motor Co.; Deary Garage	c.1926

### THE AUTO ARRIVES IN DEARY

During the first years of the twentieth century, car ownership in Idaho grew at a rapid pace as a result of improved roads and the increasing affordability of vehicles. With the 1913 formation of the State Highway Commission, a spike in Idaho's road building ensued and over 2,000 vehicles were in operation statewide.<sup>9</sup> By 1918, Idaho's state highway system boasted 2,255 miles of roads, though only five of which were paved or oiled. The only state highway route through Latah County was along present-day U.S. Highway 95, which at the time was characterized as "unimproved."



**North and South Highway, c1935**

*Courtesy of Historical Museum of St. Gertrude*

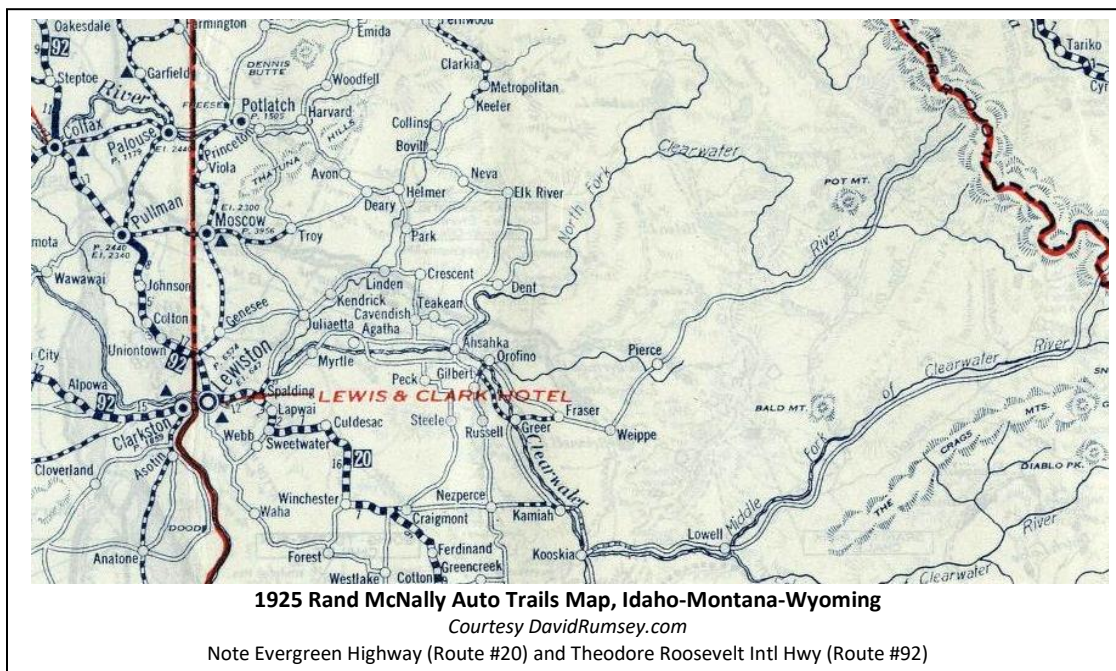
By this time, auto tourists were becoming important travelers across Idaho and the identification of regional and transcontinental auto routes became vital. To provide tourists with a documented network of roads linking states and identifying roadside necessities along the route, town boosters and national automobile clubs planned touring routes and published guidebooks directing "autoists" from state to state.<sup>10</sup> Among the trans-state highways developed in the 1910s, promoters laid out the cross-country route dubbed the Evergreen National Highway, which passed near Deary through Lewiston on its way between El Paso, Texas, Tacoma, Washington, and British Columbia.<sup>11</sup> By 1919, the Theodore Roosevelt International Highway was another cross-country auto route developed between Portland, Maine, and Portland, Oregon, which swung through Lewiston between Spokane and Yakima. Though none of these routes went directly through Deary, the town benefitted from the increased traffic through the area on these auto trails, which drew new automobile-related businesses and commercial development. Horse-powered transportation gave way to automobiles during this period with the replacement of livery stables and blacksmith shops with auto garages.

<sup>9</sup> 2,083 license plates were issued in 1913. Rebecca Herbst, *Idaho Bridge Inventory*, Volume 1 (Boise, Idaho: Idaho Transportation Department, 1983), 25, and *Idaho's Highway History 1863-1975* (Boise, Idaho: Idaho Transportation Department, 1985).

<sup>10</sup> Elizabeth Rosin and Dale Nimz, National Register of Historic Places Multiple Property Documentation Form (Draft), "Roadside Kansas," (Kansas City, Missouri; Rosin Preservation, 2009), E-8.

<sup>11</sup> "Washington State News of Interest," *Issaquah Press* (King County, Washington), May 30, 1919, and "Highway and Road Associations," *The Highway Engineer and Contractor* 6, no. 1 (January 1922): 78. With the coming of the U.S. Bureau of Roads numbering system in 1926, the 225-mile portion of the Evergreen Highway between Weiser, Idaho, and Lewiston, Idaho, was designated part of U.S. Route 95.

Passage of the Federal Highway Act in 1921 promised federal monies to aid state road and forest highway construction. Due to increased funding, during the 1920s Idahoans enjoyed completion of several long-distance state highways, including the North and South Highway that finally successfully connected north and south Idaho.<sup>12</sup> By 1922, the state highway system had expanded greatly and in Latah County new expansion included the routes between Moscow and Bovill and Moscow and Potlatch (present-day State Highway 8 and portions of State Highways 6 and 3), all of which were not yet to state standards.<sup>13</sup> Among the expansion activity that year, the Board of Highway Commissioners, District 3, surveyed and assumed ownership of rights of way across Deary-area landowners; among them Joe and Lou Wells, who relinquished a little over four acres to the State for the purposes of highway building.<sup>14</sup>



With the arrival of the U.S. Bureau of Roads numbering system in 1926, auto trails received uniform highway numbers and the Idaho State Bureau of Highways initiated expanded highway programs to facilitate farm-to-market commerce, as well as the transport of the mining and timber industries' extracted raw materials and products. Rand McNally maps from the 1920s show the route through Deary as merely "improved" or "graded" but not paved. As late as 1937 a Rand McNally map shows State Highway 8 (57-014419, 57-014428) as "semi-surfaced" and "apt to be dusty when dry, muddy when wet."<sup>15</sup> Regardless, such graded, "all weather" dirt or crushed rock roads between area commercial centers further stimulated automobile use in Latah County.

<sup>12</sup> Herbst, 33.

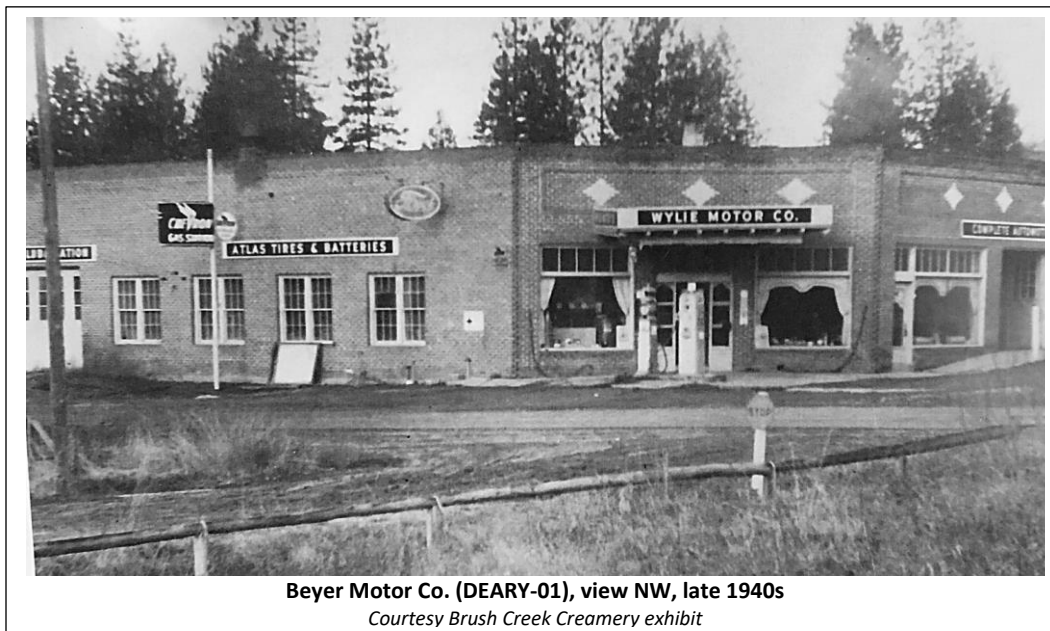
<sup>13</sup> Herbst, 52.

<sup>14</sup> "Right of Way Deed," Joe Wells and Lou Wells to State of Idaho County of Latah, November 11, 1922, Book 80, Page 334.

<sup>15</sup> "Texaco Road Map Idaho Montana Wyoming," Chicago: Rand McNally, 1937. Available from DavidRumsey.com. Accessed September 21, 2019.



With a state highway passing right through town, Deary benefited from a system of “all weather” paved roads allowing shipment of goods by truck, a more efficient and less costly option for some types of produce and manufactured goods than rail transport. Service stations and other roadside businesses went up along the route to serve not only tourists, but the increasing numbers of local automobile owners and commercial users. In Deary, commercial development shifted toward Second Avenue (State Highways 8 and 3). Among those in town who capitalized on this transition was Beyer Motor Company (DEARY-01), who built an auto service and filling station at the northwest corner of Main Street and Second Avenue around 1926.



The commercial development shift away from Main Street continued in Deary well into the post-World War II era, particularly after the WI&M depot closed around 1946. Evidence of the shift to roadside transport and traffic is readily apparent by means of the following selected roadside properties identified in the survey:

INVENTORY NUMBER	PROPERTY NAME	CONSTRUCTION DATE
DEARY-03	Bennett's Cabins	c.1935
DEARY-04	Fuzzy's	c.1945
DEARY-08	Fuel depot	c.1940
DEARY-14	Auto service building	c.1950
NBNR-01	Latah County Highway Department building	c.1950

## EPILOGUE

Further development of historic contexts beyond the trends discussed above it outside the scope of work of this reconnaissance-level survey project, particularly due to the identification of few eligible resources dating to later eras. Additional context development may be warranted for future survey, National Register listing(s), and/or other preservation endeavors undertaken by the Latah County HPC.

## DATA SUMMARY

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### DATES OF CONSTRUCTION

Using the information provided by Sanborn maps, newspaper accounts, county assessor records, city directories, oral histories, historic photos, and added secondary sources, as well as architectural style and/or building form, the consultant determined dates of construction for the resources surveyed. Though surveyed properties were discontinuous and scattered, construction date analysis illustrates the presence of a relatively high number of resources well over fifty years of age.

ESTIMATED DATE OF CONSTRUCTION	
ERA	NUMBER OF RESOURCES
Pre-1910	5
1910s	1
1920s	5
1930s	1
1940s	3
1950s	1
<b>TOTAL</b>	<b>16</b>

### ARCHITECTURAL STYLES

Architectural styles identified in the survey area follow the terminology recommended and accepted by the National Register of Historic Places program and Idaho SHPO. The residential building nomenclature relies heavily on McAlester's *A Field Guide to American Houses* and Longstreth's *The Buildings of Main Street*, both of which provide standard classifications of buildings (residential and commercial, respectively) by form and arrangement of features. Of the sixteen properties surveyed, less than half exhibit a discernable architectural style or reflect clear stylistic influences. Among the styles represented are: Late 19th & Early 20th Century Revivals (2 ea.); Rustic Style (1 ea.); Late 19th & Early 20th Century American Movements (1 ea.); Late Victorian (1 ea.); and Craftsman style (2 ea.).

### ELIGIBILITY

All properties received an assessment of National Register eligibility. Of the sixteen properties surveyed, four lacked eligibility due to loss of historic integrity. As noted above, a number of historically significant resources in Deary have the potential for integrity, and thus NRHP eligibility, regained should nonhistoric incompatible exterior materials be removed and original materials found intact below.

INTEGRITY RATING	NUMBER OF RESOURCES
Individually Eligible/Contributing	12
Not Eligible	4

## RECOMMENDATIONS

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### NATIONAL REGISTER

1. Deary Commercial Historic District

The survey identified a small but clear concentration of early twentieth century commercial buildings that are eligible as part of a NRHP historic district. The boundary of this grouping correlates to the west side of Main Street between Second and Third avenues, of which the Latah County State Bank (57-001449), Deary Mercantile (Deary-02), and Beyer Motor Co.; Deary Garage (Deary-01) would contribute. The intervening fire station (NBNR-09) and thrift store (NBNR-10) would be counted as noncontributing.

2. Individually Eligible Buildings

The survey identified twelve properties that appear to be individually eligible for NRHP listing for their local significance (See Appendix A). At the local level, these retain sufficient integrity to clearly communicate their historically significant associations with the early history of Deary. Though some exhibit alterations, these changes do not compromise the overall ability of these resources to convey a sense of past time and place. As potentially eligible properties, which are increasingly rare in Deary, these resources warrant HPC consideration for future NRHP nomination.

### FUTURE SURVEY

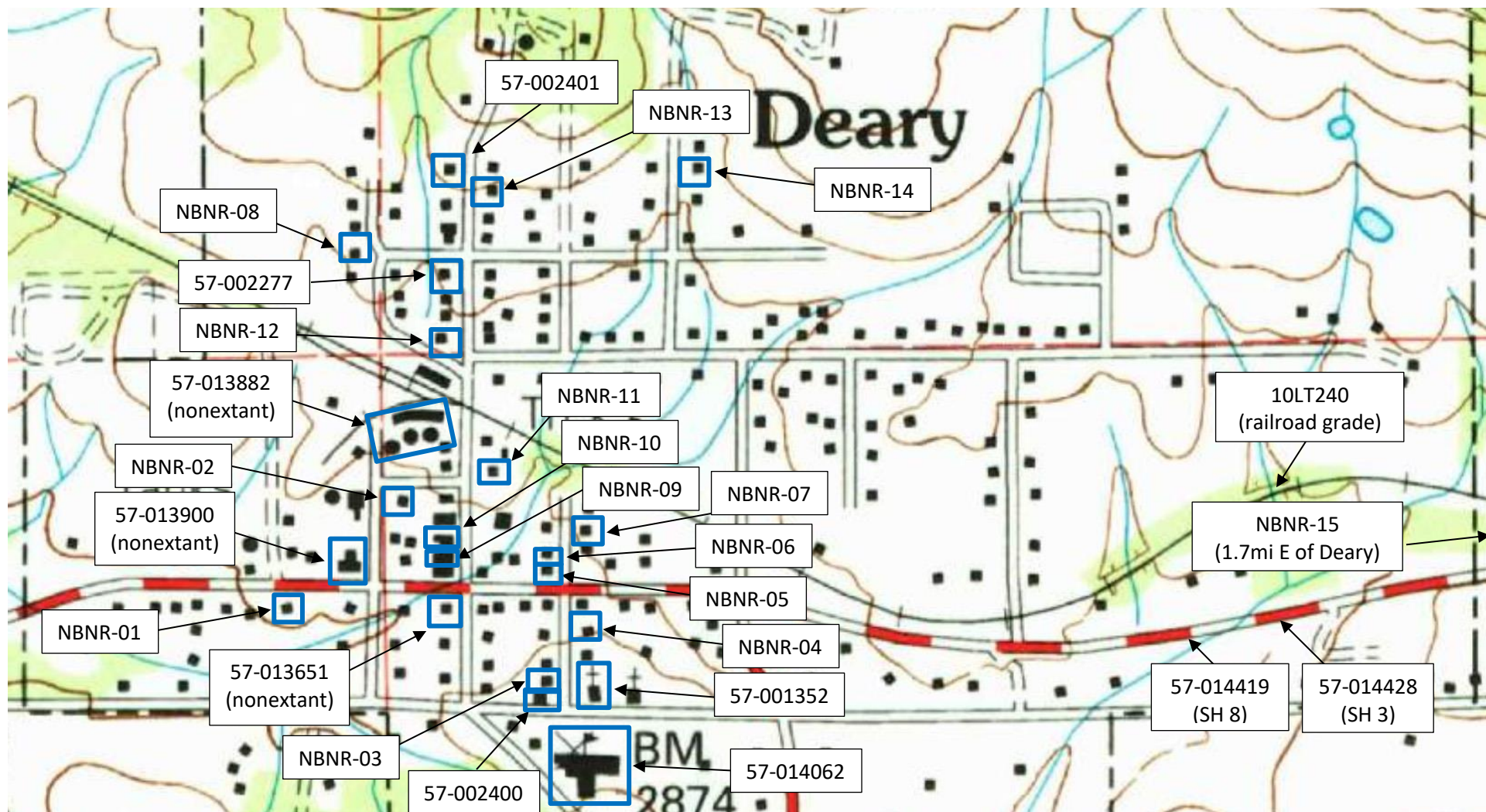
3. Wells Family Sites

Though no above-ground resources were identified in the windshield survey, additional more intensive survey beyond the scope of this project may be warranted. The Wells' Family story in Deary and vicinity is unique and warrants additional survey, documentation, and possible interpretation. See Appendix C below for an elaboration and a summary of secondary sources and accounts by Latah County historian, Luke Sprague.





## NOTED BUT NOT RECORDED (NBNR) PROPERTIES





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## APPENDIX A

### PROPERTIES SURVEYED TABLE

I = Individually Eligible    C = Contributing to a District    NE = Not Eligible



INVENTORY NUMBER	ADDRESS	PROPERTY NAME	CONSTRUCTION DATE	POTENTIAL NRHP ELIGIBILITY
57-001449	409 Main St.	Latah County State Bank; Deary Post Office	1908	I/C
57-001450	304 Idaho	Pierce House	c.1909	I
DEARY-01	307 Main St.	Beyer Motor Co.; Deary Garage	c.1926	I/C
DEARY-02	407 Main St.	Deary Mercantile	c.1924	I/C
DEARY-03	505 2nd Ave	Bennett's Cabins	c.1935	NE
DEARY-04	408 2nd Ave.	Fuzzy's	c.1945	NE
DEARY-05	1080 Helmer Ln.	Campfire Pavilion Cabin	1926	I
DEARY-06	505 1st Ave.	Seventh Adventist Church	c.1940	I
DEARY-07	704 Montana	Granlund House	c.1912	I
DEARY-08	119 2nd Ave.	fuel depot	c.1940	I
DEARY-09	501 5th Ave.	Farmers Elevator Co. Grain Warehouse	c.1920	NE
DEARY-10	407 Line St.	Steele Schoolhouse	1924	NE
DEARY-11	605 Main St.	Miller House	c.1909	I
DEARY-12	707 Line St.	McGowen, F.C., Residence	c.1907	I
DEARY-13	708 Main St.	Lutheran Parsonage; Hesby House	c.1908	I
DEARY-14	205 (203) 2nd Ave.	auto service building	c.1950	I








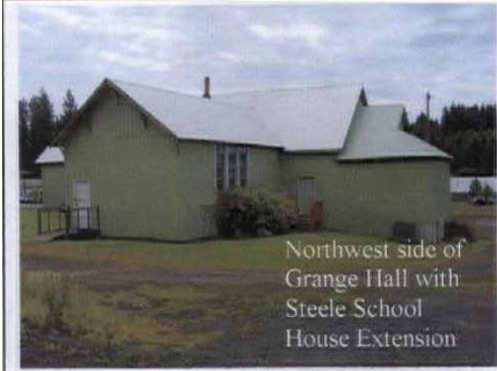
## APPENDIX B




### NOTED BUT NOT RECORDED (NBNR) PROPERTIES TABLE

\* An asterisk indicates the building may have the potential for integrity to be restored and NRHP eligibility reevaluated.




IHSI#/ NBNR#	ADDRESS	PROPERTY	DATE	REASON NOT RECORDED; NOTES	PHOTO
10LT240	n/a	Washington, Idaho and Montana RR	1907	Previously recorded within last 5 years  RR grade is the diagonal path aligned northwest-southeast. The tracks have been removed.	
57-001352*	300 Idaho St.	Norwegian Lutheran Church	c.1907; 1923 (moved)	Not eligible due to lack of integrity	




IHSI#/ NBNR#	ADDRESS	PROPERTY	DATE	REASON NOT RECORDED; NOTES	PHOTO
57-002277	609 Main St.	Harsh, J.A., House	c.1909; 2018 (fire)	Not eligible due to lack of integrity  Harsh was a bank founder and prominent in early Deary commerce	
57-002400	301 Idaho St.	former church (residence now)	c.1940	Not eligible due to lack of integrity	
57-002401*	709 Main St.	Smith, W., House	c.1909	Not eligible due to lack of integrity  Property name derived from "Early Deary Property Owners" map displayed at City Hall	




IHSI#/ NBNR#	ADDRESS	PROPERTY	DATE	REASON NOT RECORDED; NOTES	PHOTO
57-013651	306 2 <sup>nd</sup> Ave.	IOOF Hall	c.1908	Nonextant	
57-013882	Line St. at the railroad grade	Grain elevator	1909  1969-1972 (tanks)	Elevator nonextant; only grain tanks remain	
57-013900	NW corner at intersection of Line St. and 2nd Ave.	Deary Grange Hall	c.1915; demolished c.2006	Nonextant  The c.1924 Steele Schoolhouse was moved into town and attached to the grange in 1946; when the grange was demolished in 2####, the schoolhouse was saved and relocated nearby. See IHSI form for DEARY-10.	

IHSI#/ NBNR#	ADDRESS	PROPERTY	DATE	REASON NOT RECORDED; NOTES	PHOTO
57-014062	502 1 <sup>ST</sup> Ave.	Deary High School	c.1912; 1980s; 2003	Not eligible due to lack of integrity	
57-014419	n/a	State Hwy 8	c.1926; various upgrades and widening over time	Previously recorded within last 2 years	
57-014428	n/a	State Hwy 3	c.1926; various upgrades, widening, and renumberin gs over time	Previously recorded within last 2 years	






IHSI#/ NBNR#	ADDRESS	PROPERTY	DATE	REASON NOT RECORDED; NOTES	PHOTO
NBNR-01	200 2 <sup>nd</sup> Ave.	Latah Co. Highway Dept. Building	c.1950	Not individually eligible; would contribute to a surrounding district but no apparent historic district potential	
NBNR-02	300 3 <sup>rd</sup> Ave.	Deary Electric Light Station	c.1920	Not eligible due to lack of integrity  The 1921 and 1928 Sanborn maps show a building about this size at this location and with the notation that it was occupied by the Deary Electric Light Station	
NBNR-03	303 Idaho St.	Dwelling	c.1930	Not individually eligible; would contribute to a surrounding district but no apparent historic district potential	



IHSI#/ NBNR#	ADDRESS	PROPERTY	DATE	REASON NOT RECORDED; NOTES	PHOTO
NBNR-04*	306 Idaho St.	Randall House	c.1908	Not eligible due to lack of integrity  Property name derived from "Early Deary Property Owners" map displayed at City Hall.	
NBNR-05	401 Idaho St.	Lee, Anton, House; Lee Photo Studio	c.1909	Not eligible due to lack of integrity	
NBNR-06	403 Idaho St.	Dwelling	c.1912	Not eligible due to lack of integrity	

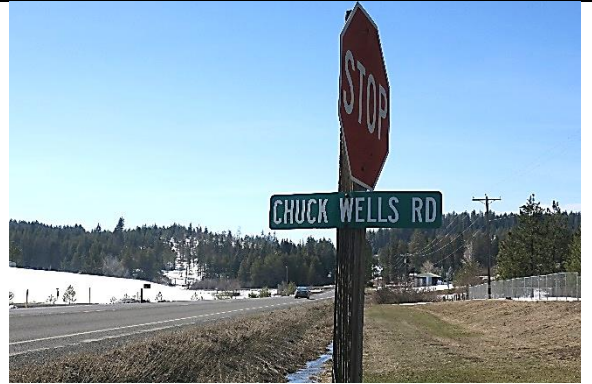
IHSI#/ NBNR#	ADDRESS	PROPERTY	DATE	REASON NOT RECORDED; NOTES	PHOTO
NBNR-07	404 Idaho St.	Dwelling	c.1915	Not individually eligible; would contribute but no HD potential  Property map, "Early Deary Property Owners," displayed at City Hall, indicates this was the Prickett Property in 1909.	
NBNR-08	701 Line St.	Henry, H.P., House	c.1907	Not eligible due to lack of integrity  Property name derived from "Early Deary Property Owners" map displayed at City Hall. H.P. Henry was prominent in early Deary.	
NBNR-09	403 Main St.	Deary Fire Dept.	TBD	Not historic; not eligible	



IHSI#/ NBNR#	ADDRESS	PROPERTY	DATE	REASON NOT RECORDED; NOTES	PHOTO
NBNR-10	405 Main St.	Adventist Community Services	c.1960	Not individually eligible. Outside period of significance for surrounding small historic district.	
NBNR-11*	410 Main St.	Washington, Idaho and Montana RR Station (residence now)	c.1907; (moved to current location at some point after c.1955)	Not eligible due to lack of integrity  According to the papers of the WI&M held at Univ. of Idaho Special Collections, the depot closed in or around 1946	
NBNR-12	601 Main St.	Dwelling (possible Demarais House)	c.1912	Not eligible due to lack of integrity  Property name and date derived from "Early Deary Property Owners" map displayed at City Hall.	



<b>IHSI#/ NBNR#</b>	<b>ADDRESS</b>	<b>PROPERTY</b>	<b>DATE</b>	<b>REASON NOT RECORDED; NOTES</b>	<b>PHOTO</b>
NBNR-13	704 Main St.	Dwelling	c.1915	Not individually eligible; would contribute to a surrounding district but no apparent historic district potential	
NBNR-14	706 Montana St.	Dwelling	c.1930	Not individually eligible; would contribute but no HD potential	

IHSI#/ NBNR#	ADDRESS	PROPERTY	DATE	REASON NOT RECORDED; NOTES	PHOTO
NBNR-15	See notes	Joe Wells site(s)	n/a	<p>No above-ground resources identified via windshield survey. However, additional survey and interpretation may be warranted.</p> <p>Original 1899 homestead of Joe and Lou Wells was 160 acres at 40N, 2W:            Section 14 SE <math>\frac{1}{4}</math> SE <math>\frac{1}{4}</math>            Section 13 SW <math>\frac{1}{4}</math> SW <math>\frac{1}{4}</math>            Section 23 NE <math>\frac{1}{4}</math> NE <math>\frac{1}{4}</math>            Section 24 NW <math>\frac{1}{4}</math> NW <math>\frac{1}{4}</math></p> <p>Currently, Chuck Wells Road is at the NE corner of Section 24. Chuck Wells was the son of Joe and Lou Wells. See biographical information below in Appendix C.</p>	

## APPENDIX C

### JOSEPH "JOE" WELLS FAMILY HISTORY AND SECONDARY ACCOUNTS SUMMARY

Born a slave to Ike and Jane Wells, Joe Wells (1858-1925) was a native of North Carolina. The historic record suggests he was likely the property of the Benjamin Franklin "Frank" Wells, a Methodist minister, farmer, and slaveholder near Leicester in Buncombe County just outside Asheville. Wells owned nine individuals ranging in age from 58 years old to a pair of two-month-old twins. Among his slaves was a two-year-old male that was likely Joe.

B.F. Wells also had at least seven children, among which were Frank and Oliver "Crom" Wells. The 1880 census shows the B.F. Wells family living on their farm, with newlyweds (m.1880) Joe and Louise "Lou" (1860-1923) and their infant son, Rufous, living as neighbors just two dwellings away.

The brothers, Frank and Crom Wells, along with Joe and Lou and their by-then three small children went west to Idaho in 1887. By 1891-92 the original subdivisional survey of Township 40N Range 2W documented Joe Wells' presence in the Deary vicinity. Having 'proved up' his land, Joe received his homestead patent in 1899. The 1900, 1910, and 1920 censuses list Joe and Lou living with their children – Roy, Mary A., and Chuck (appearance in the household varies by census year) – on the farm they owned and operated. Review of both the 1910 and 1920 censuses show the Wells family were the only individuals of color in Deary and the surrounding precinct. Lou passed away in 1923 (see article below) and Joe died two years later in 1925.



Joe and Lou Wells, no date (c.1910)

*Courtesy Latah County Historical Society*

#### COLORED WOMAN DIES AT DEARY

##### **Came to This Country and Homesteaded in Early Years.**

Mrs. Lou Wells, colored, wife of Joe Wells, of Deary, passed away at her home at Deary, Idaho, Friday, July 27, of cancer of the liver.

Mrs. Wells was born in North Carolina and was 63 years of age at the time of her death. Mr. and Mrs. Wells came to Deary 36 years ago last June, taking up a homestead in what was then a wilderness, and by their industry and thrift succeeded in clearing and building up a fine home.

Mrs. Wells was a woman of many fine qualities, always ready to assist in sickness and trouble, which was attested to by the large concourse of people who attended her funeral. Friends from Moscow, Palouse and Hooper were in attendance. She leaves to mourn her loss her aged husband, Joe Wells, two sons, Roy and Chuck, and one daughter, Mrs. Mary King, and two grandchildren, all of Deary.

The funeral services were held at the Legion hall, Deary, and were conducted by Rev. W. B. Anthony of the U. B. church. Interment was at Pine Crest cemetery, Deary. Floral offerings were many and beautiful.

***The Palouse Republic, August 3, 1923.***

*Source:*

*IdahoTrailblazersdotcom.wordpress.com*



**One of Wells' crews, no date (c.1910)**  
*Courtesy Latah County Historical Society*



**View of the Wells Homestead, no date (c.1955-60)**  
*Courtesy Latah County Historical Society*

Preliminary research on Ancestry.com did not reveal any descendants of Rufous, Roy, Chuck, or Mary. Further research to identify and locate descendants may be warranted, particularly if any preservation endeavors or interpretation efforts take place.

Various secondary sources give accounts of Joe and Lou and their family. Those accounts are summarized by Latah County historian Luke Sprague, below. *Note: the text below is taken directly from Sprague's research notes and January 2019 interim report delivery to SHPO and have not been edited for content, accuracy, or otherwise.*

**Per Luke Sprague:**

About 1890, European Americans begin homesteading the area in the standard 160-acre units and a few cash purchases. Along with these European Americans was a family of African Americans of the Joe Wells family, accompanying their adopted European American brothers—the Crom Wells family.

Joe Wells was an African American, former slave, homesteader, and center of gravity. It is obvious from the *Deary Enterprise* newspaper articles (1909-1912+) that Joe Wells was the



foreman of large gypo logging crews. Joe had multiple crews at any given time and would have supervised two or three with seven men in each crew. He ranks among the most productive loggers in the area, probably one of the top lumber producers in the region. Not a small timer, not a small crew. Locals worked for him. Also was a wheat farmer, freight hauler, stage driver, and goat herder. Always worked when not logging. Often had parties at his house and went fishing. Joe's wife Lou Wells served regular meals at their home to locals and also boarded people.

Joe had positive reputation among Deary locals, whereas African Americans Eugene Settle and Elmer Wells had a more negative opinion of Joe than did the Deary locals. The Wells family had two sons and one daughter. The kids went to school with everyone else.

"Joe Wells, a black who emigrated from North Carolina in 1889, was a legendary lumberman in the region. He earned his reputation of hard work and hospitality with the help of his wife, Lou. They operated a lodging house and Joe experimented raising Angora goats, dug the third well in Deary, held a contract in 1910 to log three million feet of timber and took the prize at the Upper Potlatch Fair for his stallions." Floyd Lawrence, "He held up for his rights Joe did." "Being the only colored person in the country...He held up for his rights," Nona Lawrence. The Joe Wells family owned 160 acres one mile due east of the town of Deary.

There was a school that Joe Wells built along with three of his neighbors on the south side of the main east-west road from Deary to Helmer. The school was called the "Wells School." Later Joe demolished this school and used its logs for a new house for his daughter Mary (Wells) King.

Joe also bought one acre, 1 mile or more south of the Wells School, designated specifically for a school. Apparently, no school was ever built on this one acre set aside for a school.

Unfortunately, we are unable to find any physical structures associated with Joe Wells at this time.

Wells, Joe: an African American, former slave, homesteader, and center of gravity. It is obvious from the Deary Enterprise newspaper articles (1909-1912+) that Joe Wells was the foreman of large multiple gypo logging crews. Joe had multiple crews at any given time and would have supervised two or three with seven men in each crew. He ranks among the most productive loggers in the area, probably one of the top lumber producers in the region. Not a small timer, not a small crew. Large crew over large areas under his supervision. Locals work for him. Also appears to be a wheat farmer, freight hauler, stage driver, and goat herder. Always working when not logging. Often had parties at his house and went fishing.

Joe has positive reputation among Deary locals, though those who knew him close talk about an issue with alcohol. African Americans Eugene Settle and Elmer Wells have a more negative opinion of Joe than do the Deary whites. Wells family had two sons and one daughter. The kids went to school with everyone else. "Joe Wells, a black who emigrated from North Carolina in 1889, was a legendary lumberman in the region. He earned his reputation of hard work and hospitality with the help of his wife, Lou. They operated a lodging house and Joe experimented raising Angora goats, dug the third well in Deary, held a contract in 1910 to log three million feet of timber and took the prize at the Upper Potlatch Fair for his stallions." Floyd Lawrence, "He held up for his rights Joe did." "Being the only colored person in the country...He held up for his rights," Nona Lawrence.

There was a school that Joe Wells built along with three of his neighbors on the south side of the main east-west road from Deary to Helmer. The school was called the "Wells School."

Later Joe Wells demolished this school and used its raw logs for a new house for his daughter Mary (Wells) King.

Joe also bought one acre, 1 mile or more south of the Wells School, designated specifically for a school. Apparently, no school was ever built on this one acre set aside for a school.

Wells, Lou (spouse to Joe): African American. According to locals who knew her an incredible cook, and loved her tobacco. Operated a lodging house with excellent food.

**Luke Sprague's Research Notes Table, March 2019**

Year/Date	Event description	Source
1910	Joe Wells , held a contract in 1910 to log three million feet of timber, took prizes for his Stallions.	<i>Deary Enterprise, January 7, 1910, p. 5; Deary Enterprise, December 1, 1911, p. 1;</i>
	Joe Wells family. Well liked. Respected. Did not think of color of their skin. Campfire girls meeting on hill. Accepted like everyone else.	<i>Ruth Olson and Margaret Olson, interview by Sam Schrager, tape recording, June 16, 1976, at 21mins 2secs. Latah County, Idaho Oral History Collection. MG 415, Special Collections and Archives, University of Idaho Library, Moscow, Idaho.</i>
	Mary Wells....very hard working. Washing and ironing, always very kind. Everyone liked.	<i>Ruth Olson and Margaret Olson, interview by Sam Schrager, tape recording, June 16, 1976, at 25mins 11secs. Latah County, Idaho Oral History Collection. MG 415, Special Collections and Archives, University of Idaho Library, Moscow, Idaho.</i>
	Chuck and Joe big house in the country. The Wells' school on the Well's property. Defend them from prejudice from outside. Well thought of.	<i>Ruth Olson and Margaret Olson, interview by Sam Schrager, tape recording, June 16, 1976, at 26mins 17secs. Latah County, Idaho Oral History Collection. MG 415, Special Collections and Archives, University of Idaho Library, Moscow, Idaho.</i>
	Everyone liked Lou Wells	<i>Albert Pierce, interview by Sam Schrager, tape recording, August 22, 1974, at 1hr 16mins. Latah County, Idaho Oral History Collection. MG 415, Special Collections and Archives, University of Idaho Library, Moscow, Idaho.</i>
	Joe (father) really strong. Well liked in community. "He held up for his rights Joe did." Joe and Floyd talking about how each smells from body odor while working hard. "Being the only colored person in the country...He held up for his rights," Nona Lawrence. Lou did not care for Joe's drinking. He drank quite heavy [Joe]. Joe come into Troy to drink and standing up to Marshall Hays (law enforcement). Joe Wells freighting stuff all over the country. Knocked out horse with collar	<i>Floyd and Nola Lawrence, interview by Sam Schrager, tape recording, May 21, 1975, Helmer, Idaho at 8mins. Latah County, Idaho Oral History Collection. MG 415, Special Collections and Archives, University of Idaho Library, Moscow, Idaho.</i>
19260709	Sale of Joe Wells Ranch. 160ac. landlord's share of 1926 crops. J.A. Harsh Administrator.	<i>Latah County Press, July 9, 1926, p. 5, col 1.</i>

Year/Date	Event description	Source
19260709	Auctioning off Joe's stuff. SE SE of sect 14. SW SW of sext 13. NE NE of sect 23. NW NW of sect 24. all in T40N R2WBM. less the WI&M Right of way and less the right of way for the highway district.	<i>Latah County Press</i> , July 9, 1926, p. 5, col 5.