SP 565

Handwritten forms accepted, typed form is preferred. Please send an electronic copy of the completed form.
If you need assistance completing the form, please contact Michael Houser, State Architectural Historian, at 360-586-3076 or Michael.houser@dahp.wa.gov.

Washington State
HERITAGE BARN REGISTER

Farm Name	*** Property Location**
Carlstrom Barn	Address: 12305 E. Wellesley Avenue City: Spokane Zip: 99216
Historic Name	**County** Spokane
*** Owners Name** Ken and Kelly Carlstrom Phone: (509) 922-4487 Email: kcarlstrom@watrust.com	*** Owner Address** Address: Same as Above City: State: Zip:

BARN	**ROOF SHAPE**	**ROOF COVERING**	**FLOOR PLAN**	**SIDING**	**FOUNDATION MATERIAL**	**PAINTING/ DECORATION**	**OTHER BARN FEATURES**
CONDITION ☐ Good ☒ Fair ☐ Poor ☐ Altered ☐ Ruins **BARN BUILT DATE:** c. 1910	☐ Gable ☐ Gambrel ☐ Bow Truss ☐ Gothic ☐ Monitor ☐ Round ☐ Shed ☐ Conical ☒ Other Saltbox	☐ Asphalt ☒ Metal ☐ Wood ☐ Other **CURRENT USE** ☐ Ag ☒ Vacant ☐ Other	☐ Square ☒ Rectangular ☐ Round ☐ Irregular ☐ L- Shape ☐ T- Shape Size: Height: 40'	☐ Metal ☐ Wood – Horizontal ☒ Wood – Board & Batten ☐ Wood Vertical ☐ Concrete ☐ Brick ☐ Stone ☐ Asbestos ☐ Other	☐ Concrete ☐ Stone ☐ Brick ☐ Wood ☒ None ☐ Other	Painted? ☒ No ☐ Yes Color: Names/Dates/ Decoration? ☒ No ☐ Yes Describe:	☐ Cupola ☐ Dormer ☐ Hay Hood ☐ Ventilator ☐ Weather Vane ☐ Lightning Rod ☐ Silo ☐ Milking Shed ☒ Other Hay Loft

*** PROPERTY HISTORY: (Expand on the history of the barn/property such as use, builder, architect, family stories and memories, etc.. add additional pages if necessary)**

The barn we have has to be 1923 or earlier due to a photo from the Cheney Cowles dated 1923, but who knows who built it or when. My thought is that it was built by W. Black who sold the land to the Wilsons and signed the deed in 1933.

**** Please provide current photos of nominated property (interior and exterior (all four sides)) and a map indicating the location of property. Digital images are preferred (please provide disc) or print on photographic paper.***

Handwritten forms accepted, typed form is preferred. Please send an electronic copy of the completed form.
If you need assistance completing the form, please contact Michael Houser, State Architectural Historian, at 360-586-3076 or Michael.houser@dahp.wa.gov.

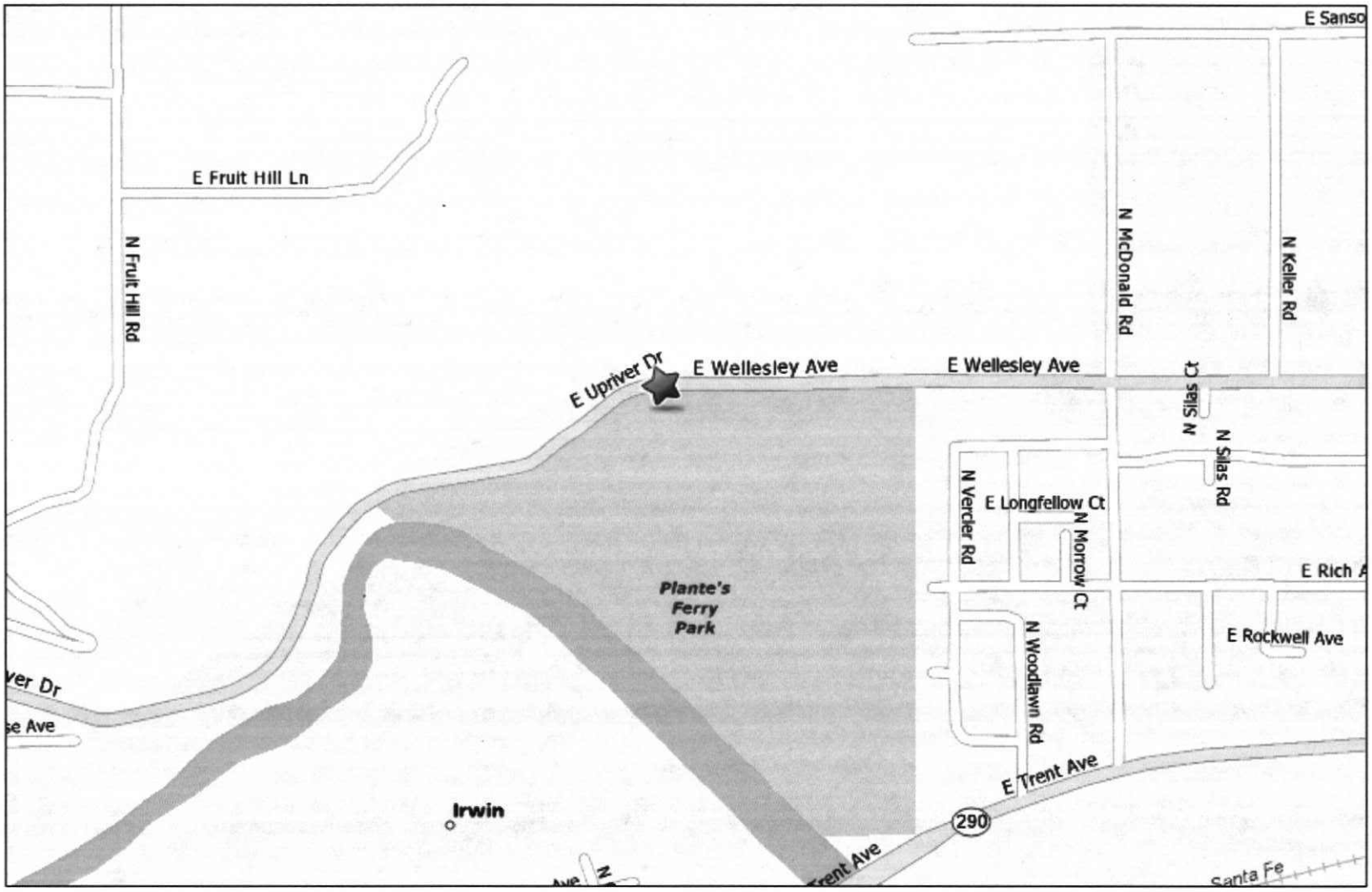
OTHER FARMSTEAD BUILDINGS

If building does not exist, please check N/A box
**** Please provide additional digital photos of secondary buildings/structures***

	ROOF SHAPE	ROOF COVERING	FLOOR PLAN	SIDING	FOUNDATION MATERIAL	OTHER FEATURES: (Style, Color, Trim, etc..)	BUILT DATE
DWELLING ☒ Good ☐ Fair ☐ Poor ☐ Altered ☐ Ruins ☐ N/A	Gable	Asphalt	Rect	Shingle	Concrete	Craftsman	1920
OUTHOUSE ☐ Good ☐ Fair ☐ Poor ☐ Altered ☐ Ruins ☐ N/A							
CHICKEN COOP ☐ Good ☐ Fair ☐ Poor ☐ Altered ☐ Ruins ☐ N/A							
MACHINE SHED ☐ Good ☐ Fair ☐ Poor ☐ Altered ☐ Ruins ☐ N/A							
MILK HOUSE ☐ Good ☐ Fair ☐ Poor ☐ Altered ☐ Ruins ☐ N/A							
SILO ☐ Good ☐ Fair ☐ Poor ☐ Altered ☐ Ruins ☐ N/A							
OTHER: Root Cellar ☐ Good ☒ Fair ☐ Poor ☐ Altered ☐ Ruins ☐ N/A	N/A	N/A	Rectangular	Stone	Stone	built into hill side	1910
OTHER: Garage ☒ Good ☐ Fair ☐ Poor ☐ Altered ☐ Ruins ☐ N/A	Gable	Asphalt	Rectangular	Clapboards	Concrete		

Please provide a sketch of the farmstead layout indicating the location of other buildings in relation to the barn. Include an arrow pointing north for directional purposes.

Return form and additional documentation to: **DAHP** 1063 S. Capitol Way, Suite 106 Olympia, WA 98504



Carlstom Farm
12305 E. Wellesley Avenue
Spokane, WA 9216

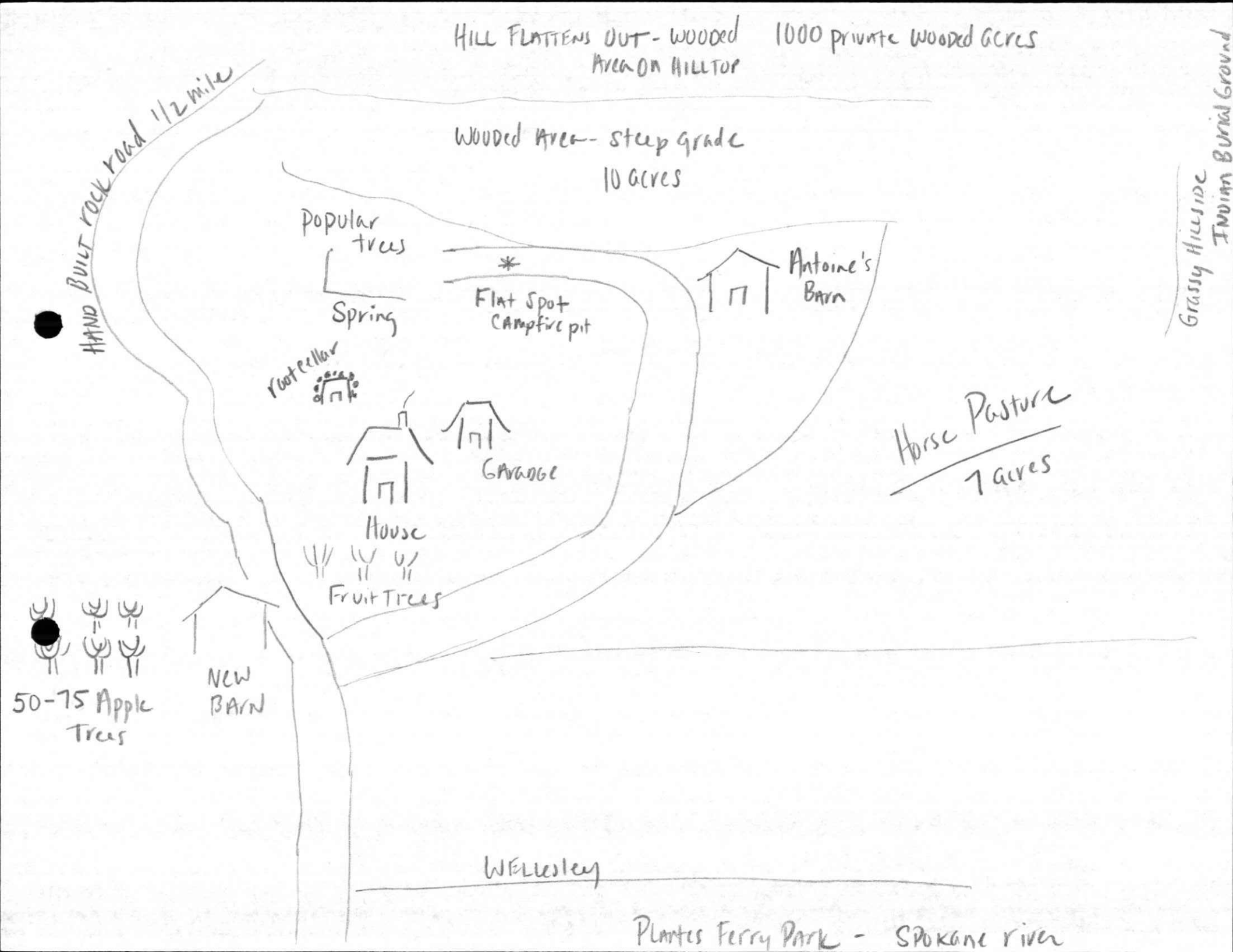
Spokane County Maps

Toolbar use: (1) Click the appropriate zoom icon (In or Out) then left click on the map to drag a rectangle defining your zoom area. (2) Click the Select Icon from the tool bar and left click the mouse when the cursor is in your target parcel (3) From the data search tab you can find further information about the selected parcel.

Map Size:
- Small
- Medium
- Large

Tools: | Full Extent | Pan To | Select | Zoom in | Zoom out | Help

The barn's location on our property parcel.
I found this on the County website.


Hill flattens out - wooded area on hilltop
1000 private wooded acres
Hand built rock road 1/2 mile
Wooded Area - steep grade
10 acres
Popular trees
Spring
Flat Spot
Campfire pit
Antoine's Barn
Grassy Hillside
Indian Burial Ground
rootcellar
Garage
House
Horse Pasture
1 acres
Fruit Trees
50-75 Apple Trees
New Barn
Wellesley
Plantes Ferry Park - Spokane river

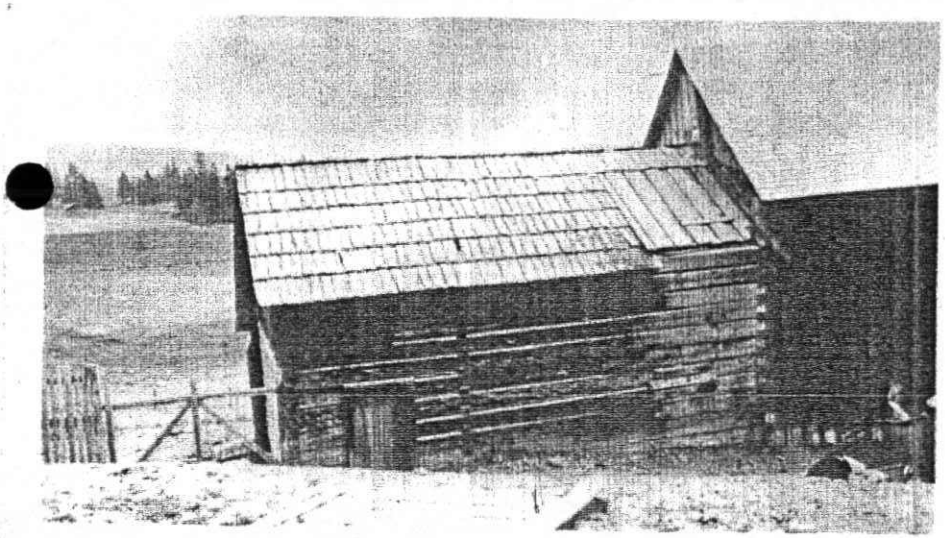
BIO. PLANTE, ANTOINE

"End portion of House"
over for additional information.

L2003-28.543

(2) 3x5 Orig./

Collection Old EWSHS System



Written on back of picture from Clearey Cowles museum. KC

BIOGRAPHY - PLANTE, ANTOINE

THE ANTOINE PLANTE CABIN, HOME OF THE FIRST WHITE SETTLER IN SPOKANE VALLEY. Erected in the early 1850's. Plante built his ferry across the river near here in 1855. First fruit trees in Valley were planted here by Plante. An Indian burial ground lies 200 yards east on the hill slope.

Meeting place of Gov. Stevens and Spokane Garry on Dec. 3rd. through 6th., ~~1856~~ 1855. Here it was decided the Spokanes should remain at peace with the whites.

Mullan Road crossed Spokane River at ferry site.

Discovery of gold in the Clearwater region, 1860, made this the principle river crossing for people from the northwest.

Photograph made 5/25/1923. Notes: Thomas Teakle.

HISTORICAL SITES-PLANTE'S FERRY

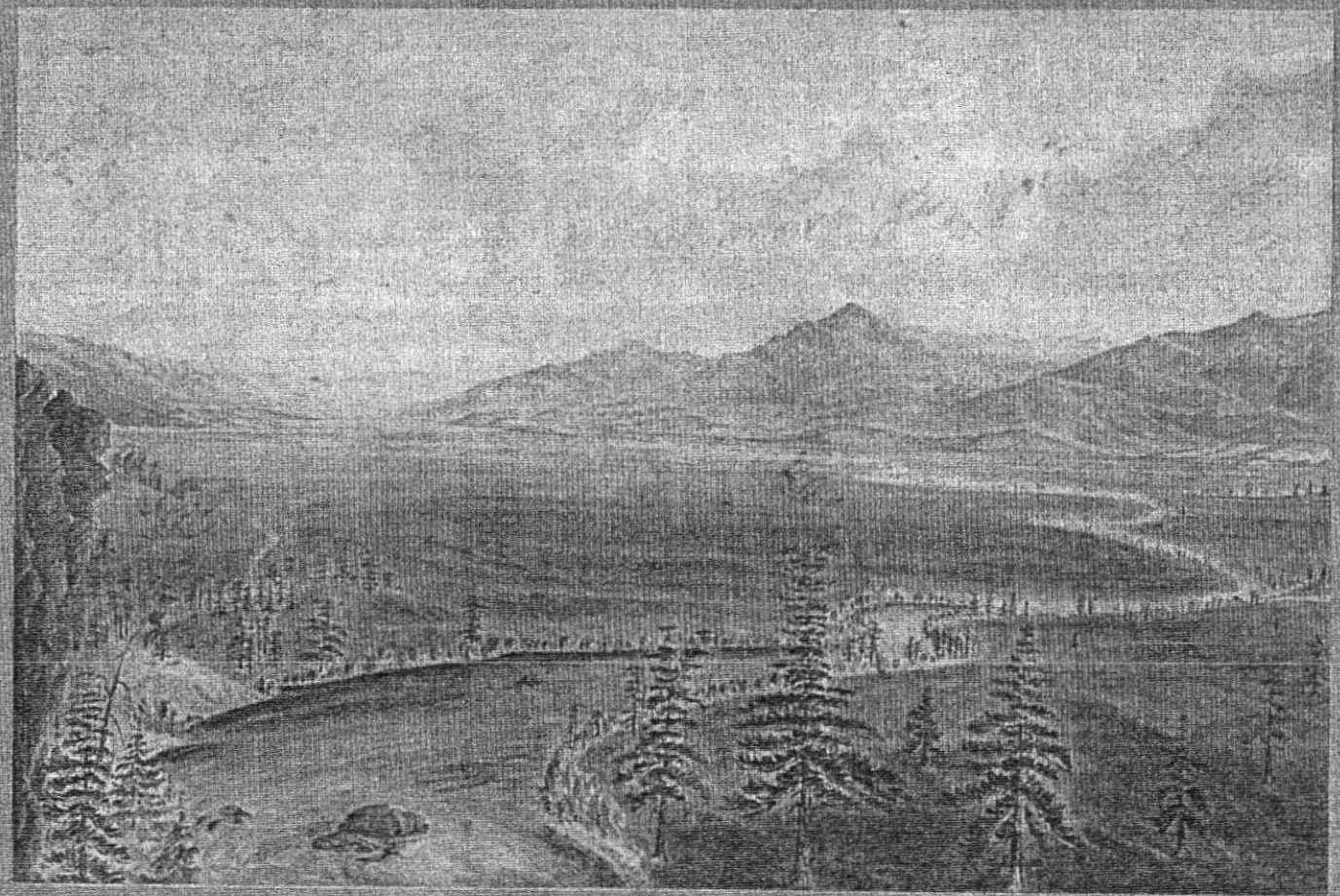
"Sketch by Lt. James M. Alden, 1862.
Copy from the National Archives, Record Group #76."

Collection Old EWSHS System

L2003-14.838

Mounted

9x6 Orig./



PLANTE'S FERRY SITE, sketch by Lt. James M. Alden, 1862.
Copy from the National Archives, Record Group No. 76.
DO NOT COPY.

Fur Traders, Settlers, Homesteaders

"Mullan said that Plante spoke both French and English and that in his small field he raised corn, wheat and vegetables. From the river, in season, he took salmon in quantities which were dried for winter use. His cabin on the hillside sheltered for days at a time the Great and Mighty of that period. The spring by the cabin unfailingly administered to the wants of travelers of all sorts, from the squaw to the chief, from the bearded miner to the governor of the Territory.

"Today the field is still there [1930s]. A part of his cabin, a broadaxe masterpiece, still stands. The spring still bubbles forth. But the glories of those early days 75 years ago are gone forever. No sign of the Indian band which once dashed across the ford; no glint of polished steel of the military escort to Governor Stevens; no sign of the grave semi-circle of Indian chiefs in council; nothing to note the passage of Mullan's engineers, of the mail courier, the miner, the pack train, the settler. All are gone long ago."

["Valley of the Sun," Story No.5, *Spokesman Review*, April 7, 1930]

successful in that regard. But during the financial panic, there was increasing clamor to provide legislation that would help farmers and laborers.

The **Homestead Act** of May 20, 1862, offered free 160-acre tracts to persons who would settle upon and improve them over a period of five years. It was this offer of free land that drew to the new West hundreds of thousands of peasant farmers from Europe and many discouraged debt-ridden farmers and tenants from older parts of the United States.

In 1873, the **Timber Culture Act** allowed a farmer 160 acres additional land if he would grow trees on one-fourth of his farm.

Now let us see how these laws worked for settlers in the Spokane Valley and how, in turn, the courage and fortitude of the settlers laid the foundation for the Spokane Valley of today.

Note: The facts for this article were gleaned from various volumes of the 1959 edition of the *Encyclopedia Britannica*.

Fur Traders, Settlers, Homesteaders

Chronological History

1783 — **Fur Traders** of the **North West Company,** organized in Montreal, Canada, are known to have looked upon the Valley about this time. **Louison LaLiberte,** a relative of **Steve Liberty** who founded **Liberty Lake,** was probably one of these.

1815 — Indian families were known to have been camped on the banks of **Liberty Lake,** at the site of the present **Paper Mill** along the Spokane River, and at the site of **Spokane Bridge.**

1826 — Formal trading posts of both the **North West Company** and the **Hudson's Bay Company** were abandoned although the **Hudson's Bay Traders** continued to travel up and down the Valley.

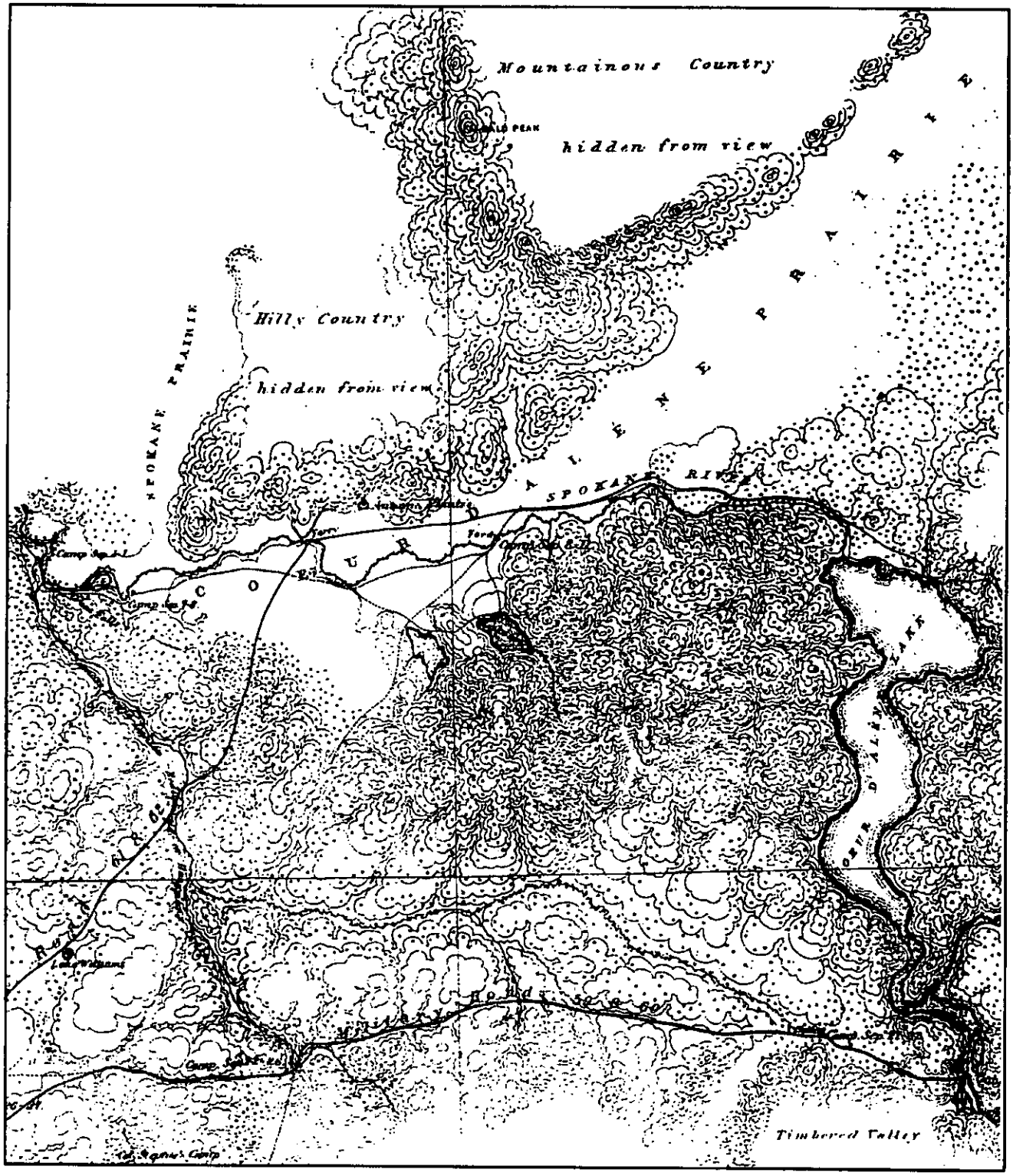
1849 — **Antoyne Plaenit (Antoine Plante),** known as "Old Mountaineer," maintained a small **Hudson's Bay Company** station at his home. He, his Indian wife and family lived in a cabin on the north side of the Spokane River a short distance above the present **Plante's Ferry Park** and across the river from the **Ideal Cement Plant.** In the 1850s he built a cable ferry across the river. **Captain Mullan** wrote in his diary that the ferry was "worthy." The charges were $4 for each wagon, carriage or vehicle with two horses attached; $3 for each pleasure wagon with two horses attached; 50¢ for each additional animal; $2 for each cart, wagon, carriage with one horse attached; $1.50 for each man and horse; $1.50 for each animal packed; 50¢ for each footman; 25¢ for loose animals other than sheep or hogs; 15¢ for sheep, goats, hogs. (See article, "Antoine Plante".)

1858 — **Colonel George Wright's** troops destroyed hundreds of horses at **Horse Slaughter Camp** just west of the Idaho line, on the banks of the **Spokane River.** (There is a monument at the weigh station on I-90.)

1860 — **William Newman** came to the area as escort to boundary surveyors in the United States Army. In 1864 he settled and farmed on the shores of **Newman Lake,** later named for him.

1861 — **Connors** built a cabin where **Rathdrum** is today. In 1872 it was sold to **Steve Liberty** and subsequently sold to **Frederick Post** for $1500.

1862 — **A.C. "Charley" Kendall** built a cabin and established a trading post on the north bank of the Spokane River.



This map showing the Spokane Valley (the lower portion of the "Coeur d'Alene Prairie") was prepared under the direction of Lt. John Mullan, U.S. Army, during his reconnaissance of the area between 1859 and 1862. Note the ferry near Antoine Plante's in the Valley center, as well as the ford at the east end of the Valley which would later become Spokane Bridge.

Antoine Plante

First Permanent Settler in the Spokane Valley

[Waldo Emerson Rosebush, a manager of the Inland Empire Paper Mill at Millwood, researched Antoine Plante's life by corresponding with Plante's descendants. From 1930-1934 he published his findings as "The Valley of the Sun," a series of articles on early Valley history that appeared in the *Spokesman-Review*. The facts of Antoine Plante's life contained in this story are based on facts in Rosebush's articles.]

I wanted to see it again—the most imposing and historic monument in the Valley, the great piece of granite in Plante's Ferry Park that details the early history of the area.

It wasn't hard to get there. I followed Upriver Drive from Argonne Road toward Sullivan.

It was spring. The grass on Plante's Ferry Park hillside was green. The sky was blue. The water sparkled at the bend in the river and eddied around the rocks on the river floor.

I understood why Antoine Plante, who knew the Northwest well, selected, of all the places he had seen in his travels, a piece of land not far from this spot for his Valley home.

There were many beautiful spots along the Spokane River, but this one was practical as well as beautiful. The ford was navigable in almost all seasons.

Years earlier, Indians had discovered the spot. Antoine Plante rediscovered it, built a cable ferry across the river and made there a living for his family.

His ferry and his facilities at the ferry were used by Isaac Ingalls Stevens, the first governor of Washington Territory, and by trappers and explorers who wrote of the Spokane Valley in their journals and diaries.

In one sense Antoine Plante might be called the "Father of the Spokane Valley," for he was the first permanent "settler-businessman" in the Spokane Valley.

His grandchildren believe their Grandfather Antoine was born about 1800 or 1805 in Montana and they say that he was part French-Canadian and one-fourth Gros-Ventre, the easternmost tribe of the Blackfeet nation, then located between the Milk and Missouri rivers.

Waldo Emerson Rosebush in his "Valley of the Sun," Series III, said that the first historical reference he found regarding Antoine Plante was in the Journals of John Work, a chief trader for the Hudson Bay Company and one-time occupant of Spokane House. Plante was employed as a trapper on a beaver-hunting expedition for Work in the autumn of 1831.

The expedition started in August from Fort Nez Perce (Walla Walla) and traversed the Bitter Roots, western Montana, southern Idaho and eastern Oregon.

"Antoine Plante, however," says Rosebush, "did not stay with the party after October 24, 1831, but hunted and trapped on his own account thereafter. In this way he gained such intimate familiarity with all of the Indian trails and routes and with the general character of the intervening country that, as a guide in 1853 and 1855 for the parties of Governor Stevens and for others, he made himself known as a reliable man."

About 1834, Antoine married Mary Therese, a Pend Oreille Indian, and, as nearly as can be determined, they traveled up and down the country with the seasons. To Antoine and Mary Therese were born two children, Julia in 1836 (died 1917), and Frank or Francis, born in 1838.

"Plante parted from Mary Therese about 1840," says Rosebush, "and shortly thereafter married his second wife, Mary, a Flathead Indian. They had only one child, 'Charley,' born in 1841."

During this time descendants say that Plante headquartered with his relatives in the Colville country—probably 1835-1845. Also at that time, according to reference in Governor Stevens' reports, there were large bands of horses in the Spokane Valley and Antoine Plante himself was said to have been the owner of a considerable number. Since Indians were known to have acquired such herds in California; and because, in 1853, Plante and all of his friends and relatives are known to have returned from California, it is reasonable to assume his horses were the results of trips to California where he also panned for gold.

Shortly after their return from California in 1854, the Plante family settled on the Spokane River near Irvin (Trent).

At this point in Plante's life, our knowledge is from contemporary accounts.

His first "home" on the Spokane River was an Indian lodge or tepee. He next built a commodious log house and after that burned, built a squared timber structure. Antoine himself kept on the move much of the time trading in cattle and horses, trapping and hunting or acting as a guide (for Stevens among others).

On July 27, 1853, he is known to have been in Walla Walla when one of Governor Stevens' surveying parties engaged him to guide the party north through the Spokane country, over the Bitter Roots, to Fort Benton.

"In 1854 Plante had a carpenter who lived across the river (probably Camille Langtu) build him a substantial home near the Spokane River at Irvin," says Rosebush. "While he was away trapping, for some reason, the family became alarmed and fled into the hills. They took what gold they had in the house. While they were away, everything was burned—crops, apple orchard (the first planted in the Valley) and all. The Coeur d'Alene Indians were suspected."

Maggie McDonald, a granddaughter of Antoine Plante, stated in a letter to Rosebush that a simple home of two rooms replaced the nice one which had burned, and that she and her cousin, Isabel, recalled a substantial ferry as far back as they could remember. They always understood this to have been operated by Antoine Plante in partnership with Camille Langtu.

Duncan McDonald, a brother-in-law of Maggie, remembered the ferry in 1856 when, as a lad, he visited the place with his father and mother and sister, Christine.

Rosebush continues the story: "Captain John Mullan, while building his military road, arrived at Antoine's ferry June 1, 1861. In his report he says 'The ferry at Spokane is a good one, consisting of a strong cable stretched across the river and a boat 40 feet long. It is kept by a very worthy man, Antoine Plante, a halfbreed Flathead Indian, who speaks both French and English. He has a small field under cultivation on the left (south bank) near the ferry, from which he obtains corn, wheat, and vegetables; these with the salmon from the river form an abundant supply for his Indian family.'

"From about 1855 until 1864, Antoine had a free hand and undoubtedly made money from the miners, the packers, the boundary commissionmen and especially after the Mullan Road crossed his ferry in 1861. But Kendalls's bridge crippled him in 1864, and Newlon, who built a bridge near Trent in 1866, added to his trouble. The latter bridge probably became Schnebly's Bridge in 1867, for A.J.Splawn, a pioneer trader, wrote that the Mullan Road crossed by that bridge to the north bank of the Spokane in 1867.

"In early 1872 Antoine probably had less than 15 white and French-Indian neighbors. At the close of 1873, Antoine's neighbors had increased in number many times. By this time civilization was pressing Antoine pretty hard. He found his freedom of activity restricted on all sides and his means of existence were undoubtedly suffering accordingly.

"Mr. Boughton Masterson of Rathdrum states that when they first settled at Trent (Irvin) in 1876 there was no ferry then at Plante's old crossing and that there were very few traces of the ferry left. Mr. James LeFevre, the son of Andrew Lefevre, states that Antoine was running the ferry in 1873. He says that Antoine did very little business, operating it more as an accommodation to his friends than anything else. It was then called a 'cayuse ferry', operated by rowing a small boat across the river.

"Allan Scott, present county engineer [1930s], located with his people at Plante's old ferry on the north side of the river in 1884. At that time, he says, the old ferry post, a huge stick about 16 inches square, was still in place. His father cut it up for fuel.

"In February, 1890, Antoine Plante died in Montana, being visited frequently in his last days by Father D'Aste. He was taken ill while cutting his winter's supply of wood, the immediate cause of death being Bright's Disease.

"There does not seem to be any picture of Antoine in existence. From descriptions of those who knew him, he apparently was a large, dark man, over 6 feet tall, weighing about 200 pounds, perfectly bald and clean shaven. Duncan McDonald recalls that Plante had his hat trimmed with feathers which were stuck in the hat band and that he always dressed in white man's clothes. He was rather genial by nature, well liked and at times rather openly exuberant as described by members of Stevens' party in 1853, wherein he aroused the camp in the morning with a war whoop or the joyous shout of the voyageur.

"At other times he was rather quiet and reticent. Antoine was devout also. Mary Therese, his first wife, in her last years described to the children how mystified she was when she first saw him kneel in prayer. As he is said to have been brought up by a white family (probably his French-Canadian father's), he was well versed in the ways and habits of civilization and could read and write. He was fluent in both English and French as well as in Indian dialects.

"Says Saxon, a lieutenant of Stevens' party, 'His service was invaluable. He guides our little band through this unbroken wilderness without a trail as true and unwavering as the needle to the pole.'"

M.M.Cowley

[Excerpts from a short biography of M.M.Cowley as told by his daughter, Eleanor Cowley Smyth, "Valley of the Sun," Story No.7, *Spokesman-Review*, April 14, 1930.]

One of the earliest permanent settlers of the Spokane Valley was my father, M.M.Cowley. He was born at Rathdrum, Wicklow County, Ireland, May 9, 1841. He received his education in the monastery of Clondalkin, finishing when he was 15. Being the youngest boy in a large family, he saw no future for him in Ireland, so shortly after finishing school, he left for America.

For five years Father did various jobs in the East and Midwest while heading for the West.

In 1861 he came to Portland, then Walla Walla where he took up a ranch. Going into Walla Walla one day, he found an auctioneer selling a horse. He had $20 in his pocket and bought the horse and saddle for $18.

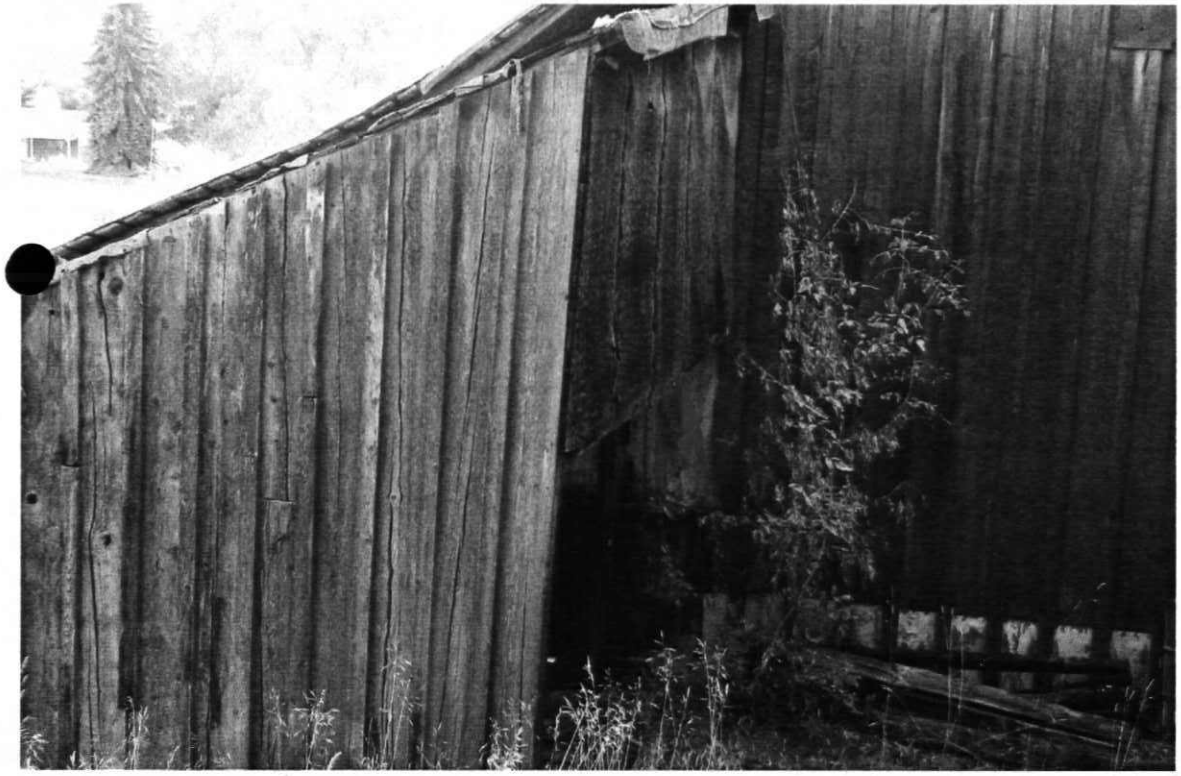
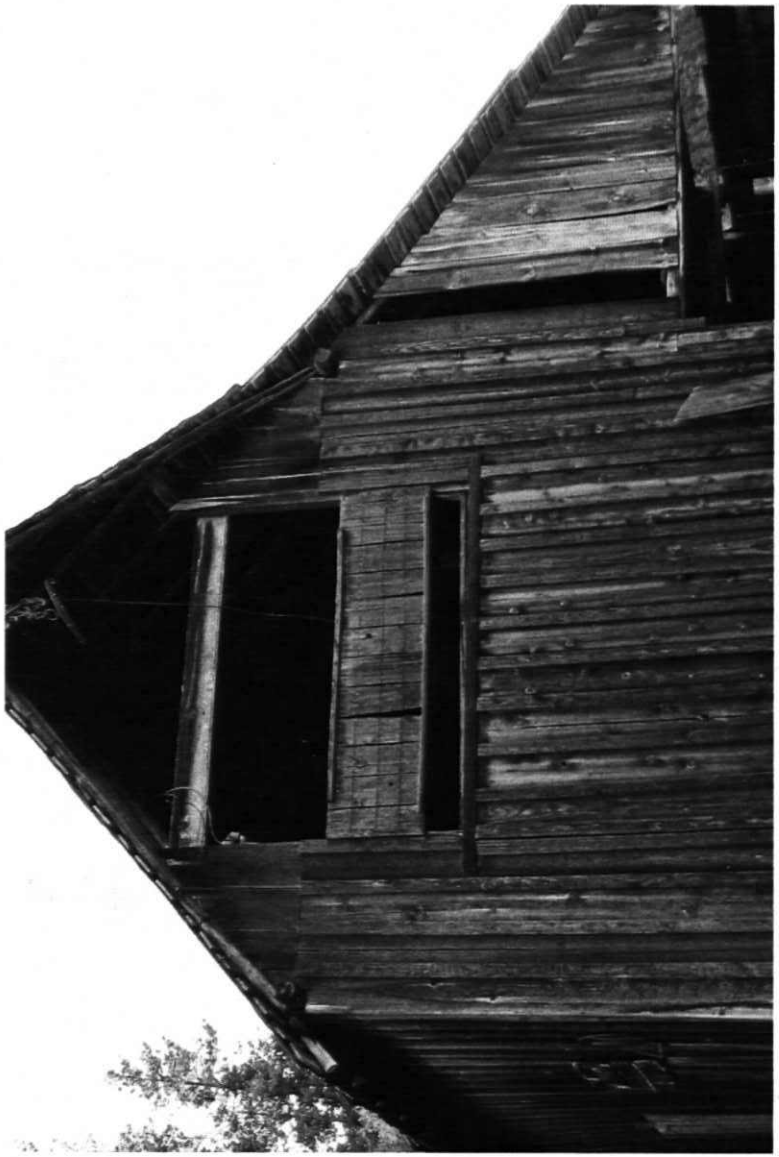
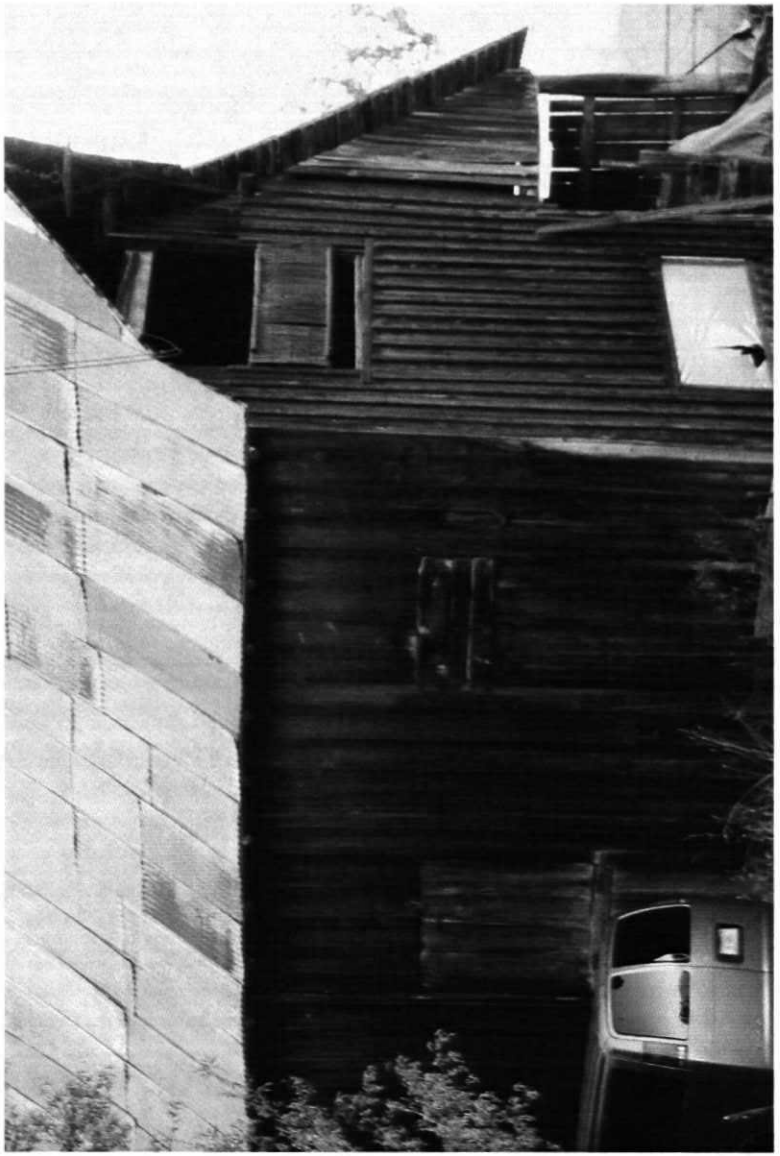
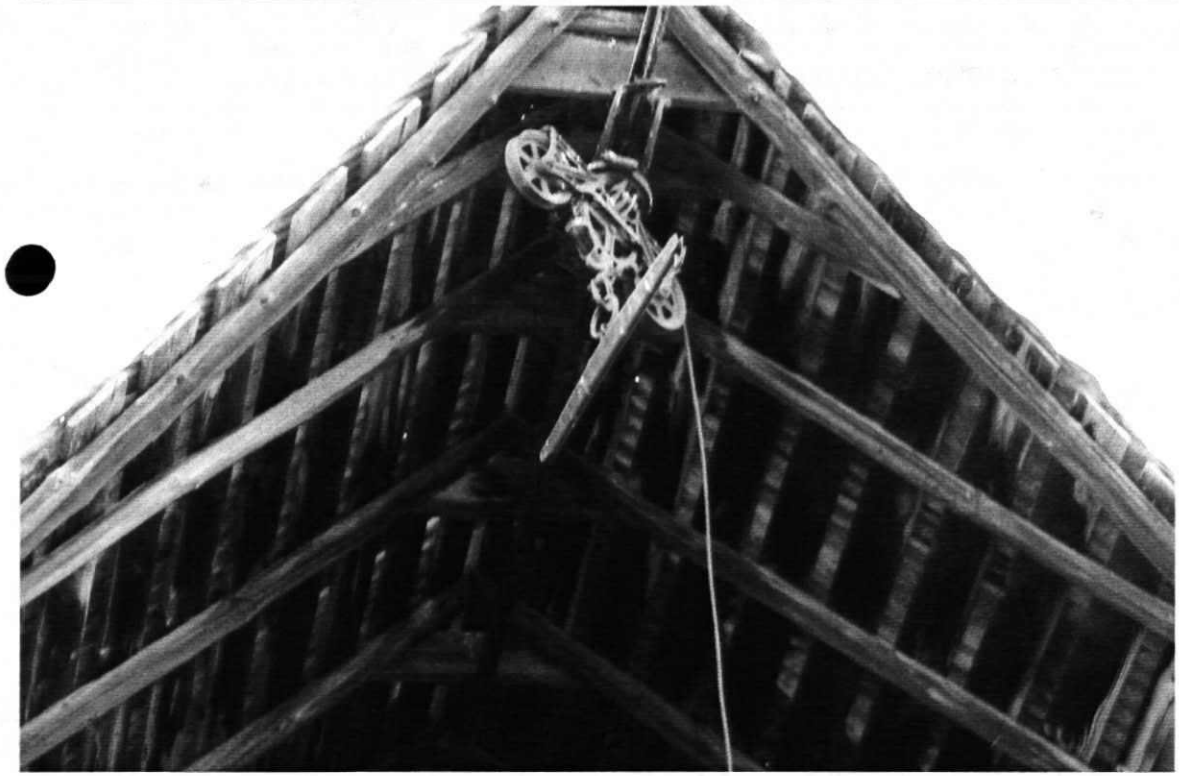
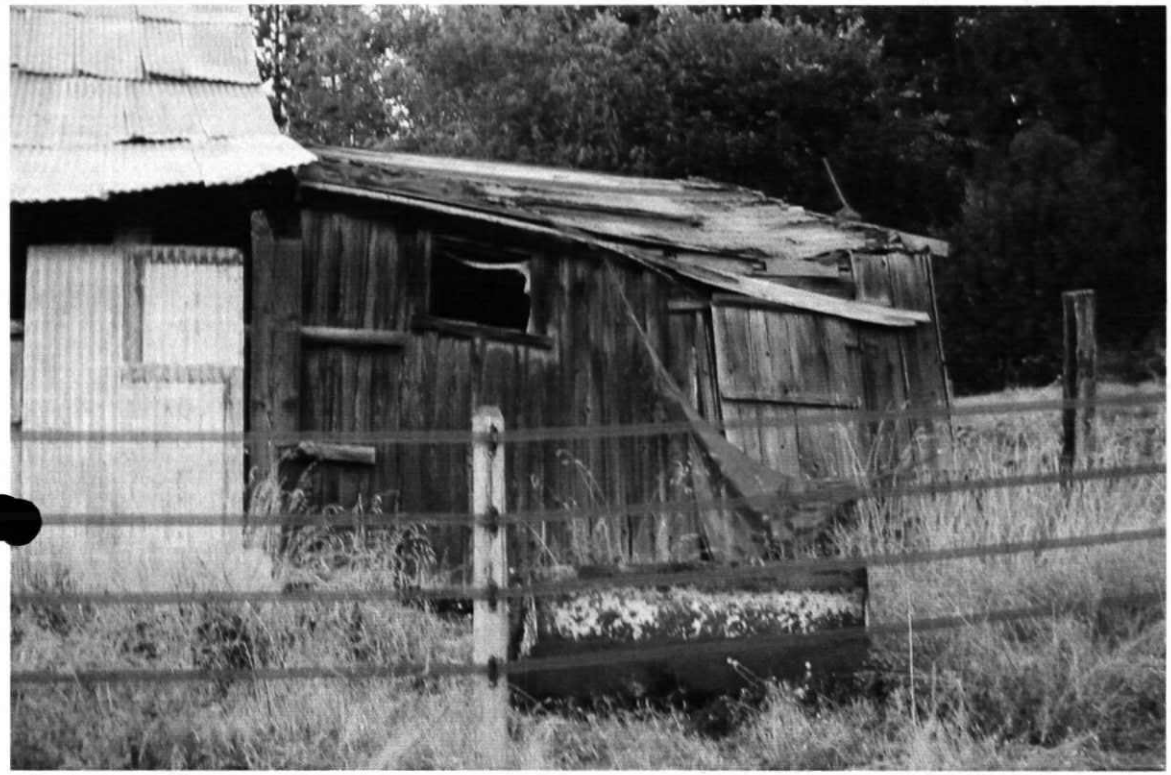
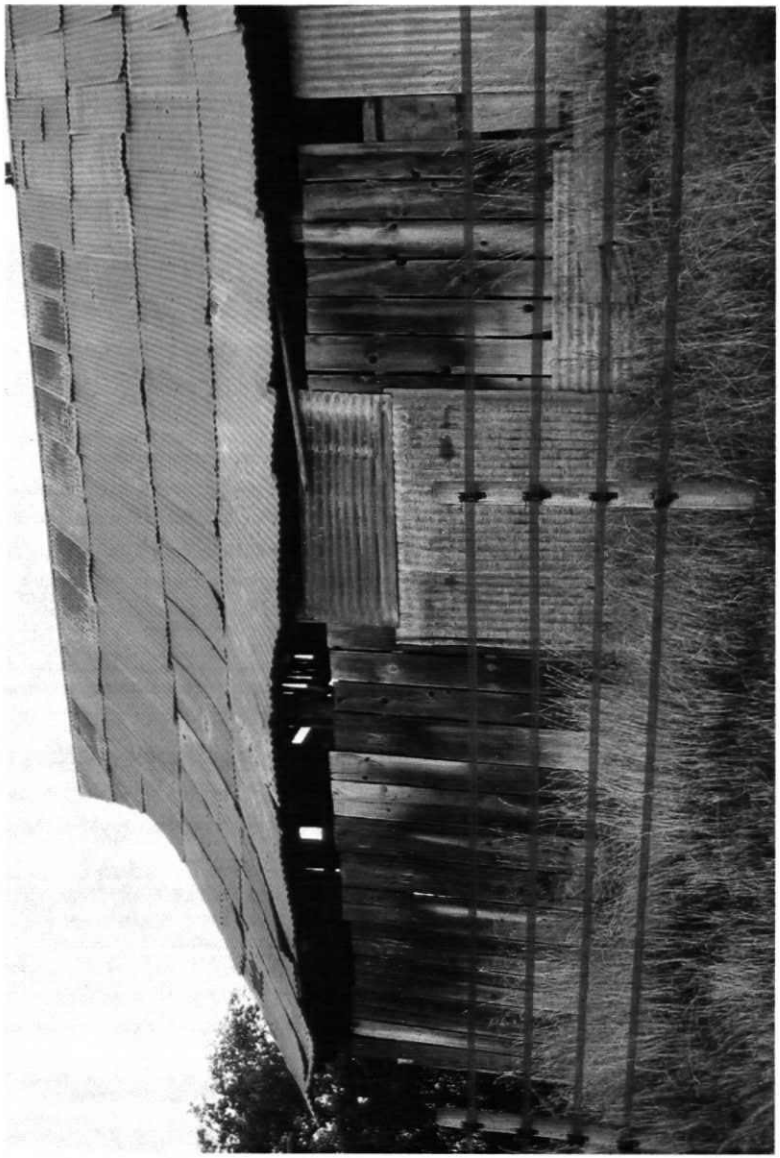
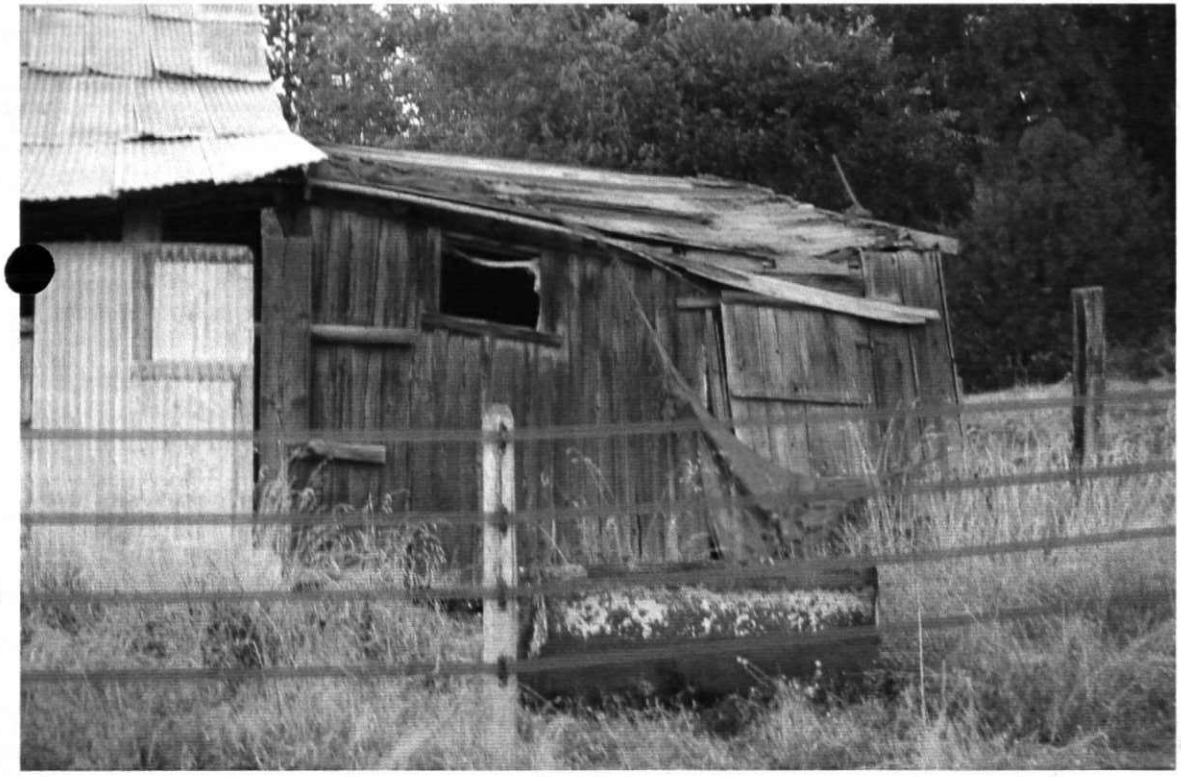
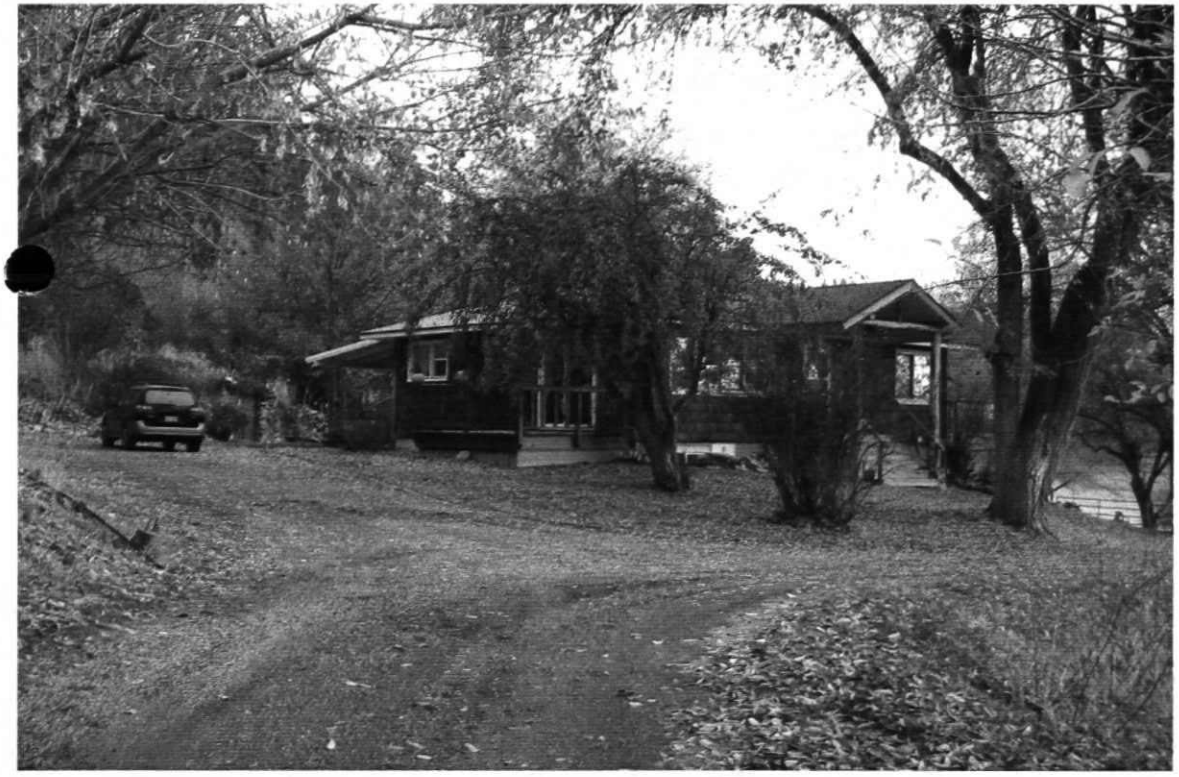
That night he baked bread and beans and the next day started for Florence, Idaho, 300 miles away. The trip took seven days and on arriving, he sold the horse for $75 and went to ground sluicing at $7 a day and his meals.

In the fall he returned to Walla Walla, sold the ranch and went to packing merchandise.

The route was from Walla Walla through the Spokane country on into northern Idaho down the Kootenai River across the boundary to Wild Horse Creek, B.C.

The pack trains consisted of 80 or 40 pack mules, each carrying an average of about 300 pounds of merchandise, for which they received an average of $1 per pound.

In 1867 Father established a trading post at Bonners Ferry. With only axes he and some other men hewed out lumber for a ferry boat, which he ran across the Kootenai River. He stayed in business there for five years, buying furs from the Indians and selling merchandise to the miners.

July 4, 1872, he landed at Spokane Bridge. He found there Thomas Ford and A.C.Kendall, the latter the proprietor of a trading post. Owing to ill health, Kendall disposed of the post to Ford and Father. Kendall moved to the south side of the river, where he died in May, 1873, and was buried on a bluff overlooking the river.

While Father was at the Bridge, he ran a ferry,