Official web site of

Oregon Secretary of State

Begin Your Tour

Welcome to this Oregon State Archives Web exhibit that combines the text from a 1940 Federal Writers Project tour guide with Oregon State Archives photographs from the same era.

Top to bottom: Vista House (692); Mt. Hood skiers (1235); Horse seining (1295).

Introduction

The Journey Begins

Exhibit credits

Original research and text provided by the workers of the Writers' Program of the Works Projects Administration for the American Guide Series publication Oregon, End of the Trail.

Web exhibit by Gary Halvorson.

Additional assistance provided by Desiree Garcia and Layne Sawyer.

Next: **Tour Overview >** (/archives/exhibits/oregon-journey/Pages/overview.aspx)

Tour Overview

This web tour is based on the publication, *Oregon: End of the Trail*, written and compiled by the Writers' Program of the Works Projects Administration (WPA) in Oregon. The WPA, established as part of the New Deal during Franklin D. Roosevelt's presidency, employed many of the nation's writers and intellectuals to record the history of the country.

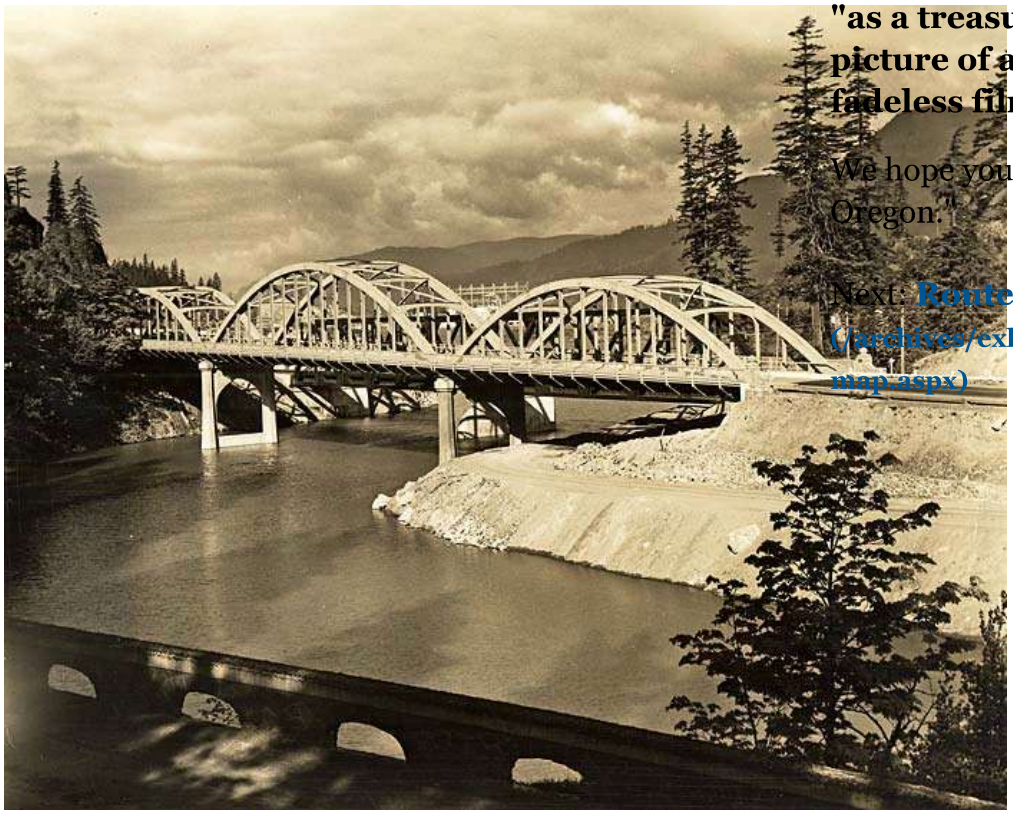
The Writers' Program used the talents of mostly Oregon-based academics to publish *Oregon: End of the Trail* in 1940. The work includes comprehensive accounts of Oregon's history, culture, and attractions. "A 1940 Journey Across Oregon" represents just one tour found in the WPA volume. The images used to supplement the tour are mostly from the Oregon Highway Department tourism photo collection at the Oregon State Archives.

Oregon: End of the Trail was written when Oregon seemed to be rapidly changing. Its contributors feared the imminent disappearance of the small-town, rural life which had characterized Oregon. They knew rapid industrialization was sure to follow the construction of Bonneville Dam, which already marred the beauty of the Columbia Gorge. The writers were also apprehensive about the construction of highways contributing to increasing urbanization. Perhaps the most obvious change, however, was a demographic one caused in part by the immigration of dust-bowl refugees.

Oneonta bluff and tunnel (553).

While cherishing the beauty of the state, WPA State Supervisor T. J. Edmonds asked about Oregon's future:

"The sons and daughters of Oregon today are tall and sturdy, and the complexion of the daughters is faintly like that of the native rose - a hue gained from living and playing in the pleasant outdoors. Will the sons of the impending industrial age be shorter and shrewder, and the daughters dependent for their beauty upon commodities sold in drug-stores; and will Oregonians become less appreciative of nature and rooted living and more avid and neurotic in the pursuit of wealth?"
In the wake of such questions and misgivings, *Oregon: End of the Trail* was a welcome chance for many Oregon writers not only to exercise their talents, but celebrate their land. Edmonds hailed the work:



Eagle Creek Bridge (824).

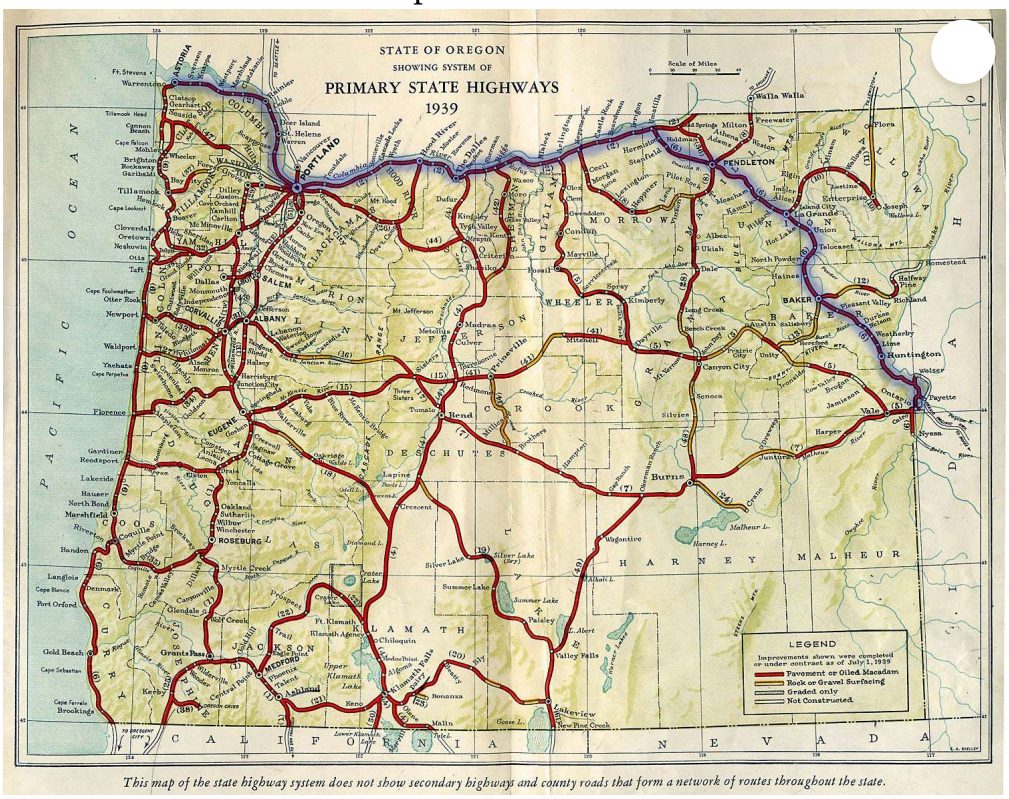
"as a treasure trove of history, a picture of a period, and as a fadeless film of a civilization."

We hope you enjoy "A 1940 Journey Across Oregon."

Next: **Route Map >** (/archives/exhibits/oregon-journey/Pages/route-map.aspx)

Route Map

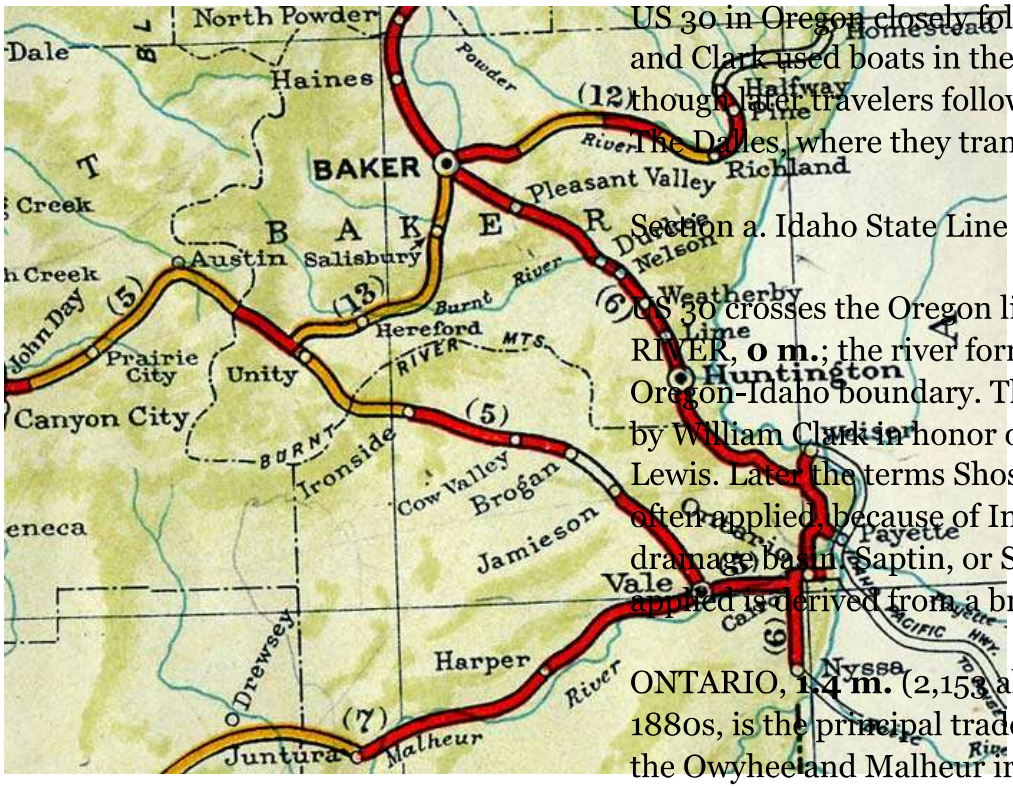
This Oregon highway map shows the general route of the 1940 tour from east to west in blue. The guide also describes other sites and roads in the vicinity of this route. The map is from the 1939-1940 Oregon Blue Book. Also see focus maps in each section of the tour.



This map of the state highway system does not show secondary highways and county roads that form a network of routes throughout the state.

Next: **Ontario to Baker >** **(/archives/exhibits/oregon-journey/Pages/ontario-baker.aspx)**

Ontario to Baker



Section map (**enlarge map (/archives/exhibits/oregon-journey/PublishingImages/ontario-baker-map.jpg)**).

US 30 in Oregon closely follows the old Oregon Trail. Lewis and Clark used boats in the Columbia to reach the coast though later travelers followed the south bank of the river to The Dalles, where they transferred.

Section a. Idaho State Line to Junction US 730, **221.7 m.**

US 30 crosses the Oregon line, which is in the SNAKE RIVER, **0 m.**; the river forms more than 200 miles of the Oregon-Idaho boundary. The river was named Lewis Fork by William Clark in honor of his fellow explorer Meriwether Lewis. Later the terms Shoshone and Snake were more often applied, because of Indian tribes that inhabited its drainage basin. Saptin, or Shahaptin, also frequently applied is derived from a branch of the Nez Perce.

ONTARIO, **1.4 m.** (2,153 alt., 1,941 pop.), a town site in the 1880s, is the principal trade center for the 300,000 acres of the Owyhee and Malheur irrigation projects. On the irrigated farms, apples and other fruits are produced; and grain growing, hog raising and dairying are important industries. Ontario is the shipping point for vast areas of the Owyhee and Malheur Valleys and gateway to the great cattle country of central Oregon, served by the Oregon Eastern branch of the Union Pacific Railroad extending 127 miles southwestward to Burns.

US 30 crosses the Malheur River at **3.7 m.** In Fremont's Journal, under date of October 11, 1843, he wrote: "about sunset we reached the Riviere aux Malheurs (the unfortunate or unlucky river) a considerable stream, with an average breadth of fifty feet and, at this time, eighteen inches depth of water." From the straight young shoots of the wild syringa growing along the river bank, the Indians fashioned arrows, which gave the bush the local name of arrow wood.

Northward from the Malheur the road curves over sage covered hills, a trail once traversed by Indians, trappers, frontiersmen, missionaries, soldiers, covered wagons, the pony express, the Concord coach.

"Hickory yoke and oxen red
And here and there a little tow head

Peeping out from the canvas gray
Of the Oregon
Overland on its way
In Forty Nine."

At **8.8 m.** is a junction with State 90. Right on State 90 go to PAYETTE, Idaho, **3 m.**

At **16.8 m.**, US 30 forms a junction with US 30N.

Right on US 30N to WEISER, Idaho, **3 m**.

OLDS FERRY at FAREWELL BEND, **30.7 m.**, established in 1862, was one of the earliest ferries on the Snake River. At Farewell Bend, where the Old Oregon Trail leaves the Snake River and curves northwestward over the ridges to Burnt River, the pioneers bade farewell to the river not knowing where they would again reach water. A marker (R) indicates that the expeditions of Wilson Price Hunt, Captain B. E. L. Bonneville, Nathaniel J. Wyeth, and Captain John C. Fremont, camped at this place. Here, on the night of Dec. 22, 1811, the starving Astorians under command of Captain Hunt crossed the ice filled Snake River. "Mr. Hunt caused a horse to be killed and a canoe to be made out of its skin," wrote Washington Irving in Astoria. "The canoe proving too small another horse was killed and the skin of it joined to that of the first. Night came on before the little bark had made two voyages. Being badly made it was taken a part and put together again by the light of the fire. The night was cold; the men were wearied and disheartened with such varied and incessant toil and hardship ... At an early hour of the morning, December 23, they began to cross ... Much ice had formed during the night, and they were obliged to break it for some distance on each shore. At length they all got over in safety to the west side; and their spirits rose on having achieved this perilous passage."

Farmworkers harvest corn across the Snake River in Idaho for a processing plant in Ontario (**Oregon Agriculture Department ag256 (https://www.salemhistory.net/digital/collection/orarc/id/892/rec/3)**).

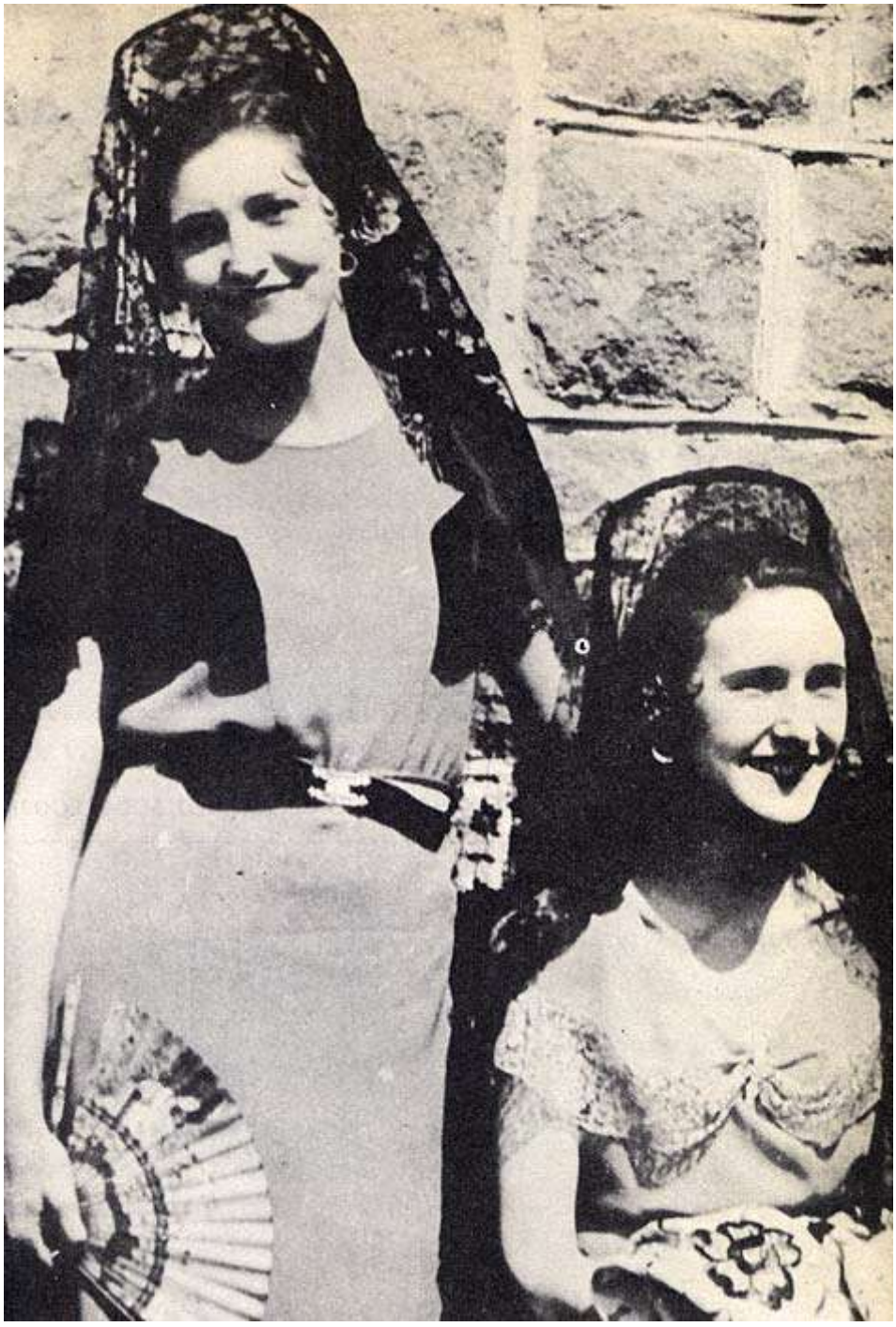
Downtown Ontario (Oregon: End of the Trail, 1940).

Hunt, leading his party of 32 white men and Marie and Pierre Dorion, Indian guides, and their two small children, made for the mountains. Five horses had been laden with their luggage, and these horses ultimately served as food.

Fremont wrote in an early report: "Leaving the Snake River, which is said henceforth to pursue its course through canyons, amidst rocky and impracticable mountains where there is no possibility of traveling with animals, we ascended a long and somewhat steep hill; and crossing the dividing ridge, came down into the valley of the Brule' or Burnt River, which here looks like a hole among the hills."

At **35.7 m**. change is made between Rocky Mountain and Pacific Standard Time.

HUNTINGTON, **36.3 m**. (2,112 alt., 803 pop.), named for two brothers who platted the town site, is three miles from the Snake River in the Burnt River Valley. The town site is a part of the land claim of Henry Miller who settled here in August, 1862, and built the stage tavern known for years as Miller's Station. The rails of the Oregon Short Line and the Oregon Railway & Navigation Company line, were joined here in 1884. Since then Huntington has been an important railway division point.



Basque women in Malheur County (Oregon: End of the Trail, 1940).

Northward from Huntington, US 30 follows the canyon of Burnt River, which it crosses 15 times in 12 miles. As early as 1819 Donald McKenzie spoke of the Brule', saying Indians had been burning the hills, giving the country a black appearance. Fremont noted: "The common trail, which leads along the mountain side at places where the river strikes the base, is sometimes bad even for a horseman." All pioneers agreed Burnt River canyon was one of the most arduous sections of the old Oregon Trail.

At LIME, **41.6 m.** (2,223 alt., 18 pop.), a large conveyor crosses over the highway, connecting two units of a cement plant.

At RATTLESNAKE SPRING, **51.9 m.**, the State Highway Department maintains a drinking fountain and rest rooms.

DURKEE, **57.3 m.** (2,654 alt., 100 pop.), is the trading post for a quartz and placer mining area and shipping point for cattle. Close by, along Burnt River, are found fire opals of excellent quality.

BAKER, **82.2 m.** (3,440 alt., 7,858 pop.).

Railroad Station: Union Pacific Depot, W. end of Broadway, for Union Pacific Railroad.

Bus Station: 1st and Court Streets, for Union Pacific Stages. Taxis: 25c minimum.

Accommodations: Three hotels; six tourist camps.

Information Service: Chamber of Commerce, Baker Hotel, 1701 Main St.

Moving Picture Houses: Three.

Athletic Fields: Baseball Park, Campbell and Grove Street.

Swimming: Natatorium (Adm. 25c), 2450 Grove St.

Golf: Baker Country Club, 9 holes; greens fees, 30c, **0.8 m.** S.W. on State 7.

Shooting: Baker County Rod and Gun Club, **2.7 m.** S.W. on State 7.

Annual Events: Baker Mining Jubilee, July.

Baker, on the upper reaches of Powder River, is at the mouth of a shallow canyon and looks north over the Powder River Valley. Wide streets are bordered for many blocks by businesses and houses. Dwellings are shaded in summer by poplar, locust and cottonwood. Rising above the city roofs the ten story Baker Hotel, one of the tallest buildings in the state, is a conspicuous landmark. The city hall, schools, hospital, and other structures are built of a steel gray volcanic stone, quarried a few miles south of town. This stone cuts readily when first quarried, and hardens when exposed to weather.

Although born of the eastern Oregon gold rush, and firmly established as the "gold coast" of Oregon, Baker is a city of many interests. Flour mills, grain elevators, and dairies process grain and milk from surrounding farms; packing plants and poultry houses serve cattle and sheep ranches of surrounding ranges, and the valley poultry farms.

Early settlers overlooked the beauty of the Baker site and the utility of its resources. Not until the California gold rush reminded men of the fabled yellow stones, picked up in a blue bucket on the trail, did prospecting begin in the canyons.

The first house in the Baker settlement was built of log, in 1863. Soon a box saloon, hotel, and blacksmith shop opened. In the spring of 1864 Col. J. S. Ruckels built a quartz mill; James W. Virtue erected the first

Settlers on the Owyhee irrigation project (Oregon: End of the Trail, 1940).

stone structure for his assay office and bank, and the Reverend P. DeRoo opened the Arlington Hotel. The town was laid out in 1865 by Royal A. Pierce and named for Col. E. D. Baker, U.S. Senator from Oregon and close friend of Abraham Lincoln. Baker was killed at Ball's Bluff, Va., Oct. 21, 1861, while serving in the Federal army.

In 1868 the county seat was changed from Auburn to Baker. Some difficulty arose over the transfer of records and a crowd from Baker went to Auburn with a team and wagon and "very early in the morning everything belonging to the county offices was loaded into the wagon and on the way to their destination before the people of Auburn knew what was going on." In 1874 the town was incorporated as Baker City, but about 1912 "City" was dropped.

In spite of poor transportation facilities Baker did a thriving business in mining supplies and provisions. Merchandise was freighted over hazardous mountain roads to the mining camps of Rye Valley, Willow Creek, and the Mormon Basin, 75 to 100 miles away. The stage line, carrying U.S. mail and Wells, Fargo & Company's express, was transferred from the old immigrant road east of town to Place's toll road through Baker City in 1865. Coaches of the Northwest Stage Company made regular connections with the Union Pacific Railway at Kelton, Nevada, while other lines reached out to Gem City, Sparta, Eldorado, and the

Owyhee Canyon from Rimrock (1590).

Greenhorn Range. Hold ups by "road agents" and pillaging of stages and freight wagons by hostile Indians were frequent, and swollen rivers and winter storms added peril to trips.

Travelers passing through saw more exciting life in Baker City than any town between Portland and Salt Lake. Miners, gamblers, filles de joie, ranchers, cowboys, and sheepherders frequented dance halls and saloons or mingled on the board walks with the citizenry. Gambling halls, blacksmith shops, livery stables, and feed corrals were the principal industrial establishments. Notwithstanding the two fisted character of the town, the city commissioners in 1881 passed an ordinance prohibiting small boys from shooting marbles or riding velocipedes on the sidewalks, and required one citizen to remove his potato patch from a lot on a principal street.

In 1880 the Census Bureau found 1,197 people here, including 166 Chinese, males being predominant. According to this census there were only 143 females in the city.

The first train on the new Oregon Short Line arrived here Aug. 19, 1884. The town then boasted a substantial business district with two story brick or stone structures; and the coming of the railroad further stimulated trade. The Eagle Sawmill Company opened a lumber yard in Baker in 1886; in 1888 the Triangle Planing mill began operation, and in June 1892, the Baker City Iron Works was established. The first newspaper published in Baker County was the Bedrock Democrat, on May 11, 1870; soon followed by the Daily Sage Brush, the Reveille, and the Tribune.

The last decade of the century opened with the western boom hitting the little "Denver of Oregon," and real estate values sky rocketed. But the boom soon burst and values settled to their former firm level. Since the turn of the century the city has had steady growth, becoming the trade center of a vast agricultural and stock producing region and the mining metropolis of the State. Neighboring mines have produced more than $150,000,000 and Baker County still holds 75% of the mineral wealth of the State. A bullion department is maintained at the First National Bank.

The GOLD EXHIBIT (open 9-3 weekdays) in the First National Bank at 2001 Main St., contains gold in various forms: nuggets, dust, and ores. One nugget from the Susanville district weighs 86 ounces and is worth more than $3,000.

The BAKER MUNICIPAL NATATORIUM, (open 9-9 weekdays, adm. 25c), SE corner of Campbell and Grove Sts., was built at a cost of $200,000. Springs of considerable mineral content furnish water at 80 degrees, gushing 400 gallons a minute. The main plunge is

The Carnegie Library in Baker ([Oregon State Library osl12 (https://www.salemhistory.net/digital/collection/orarc/id/336/rec/8)](https://www.salemhistory.net/digital/collection/orarc/id/336/rec/8)).

equipped with shower, steam, needle and tub baths.

The CITY PARK, Grove St., between Madison and Campbell Sts., extending to Resort St. on both banks of the Powder River, has a playground for children, swings, seats, and a bandstand used for weekly concerts during the summer. In the park is a monument erected in 1906 to the pioneers of the provisional government. The monument was built with the contributions of 800 school children.

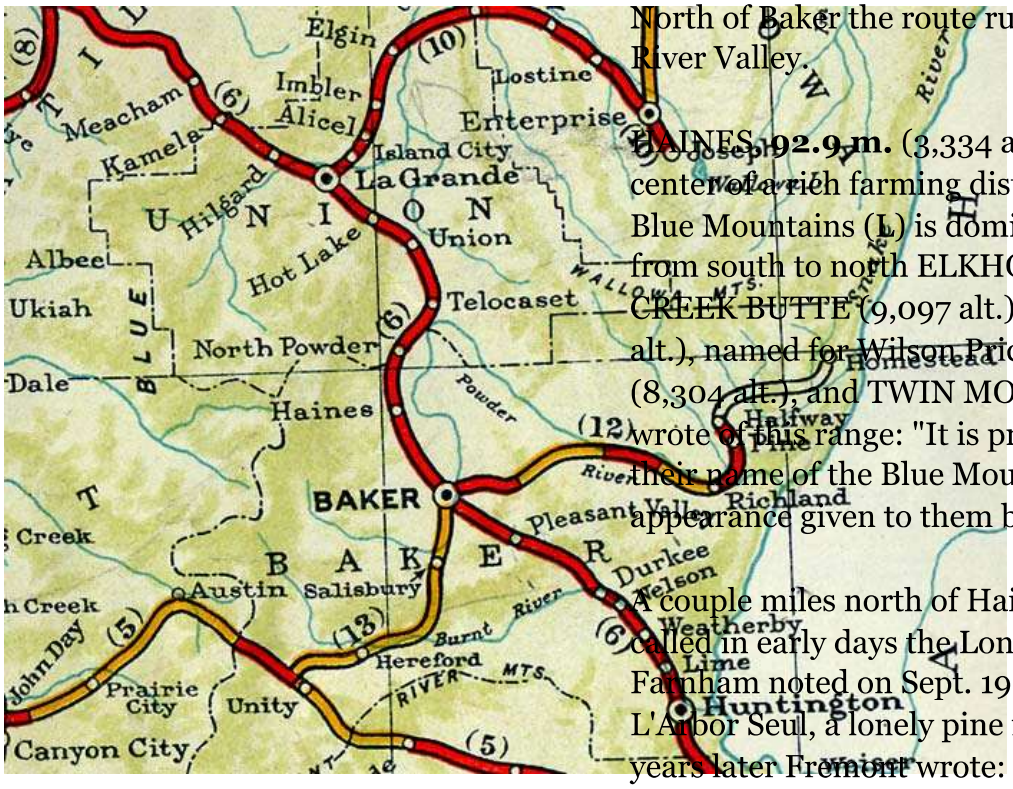
The CARNEGIE LIBRARY, (open 9-5 weekdays), SE corner of 2nd and Auburn Sts., of modified Classical Revival design, is constructed of local stone. On its shelves are 16,000 volumes, several thousand music scores, and a large collection of art prints, many in color.

The BAKER COUNTY COURTHOUSE (open 9-4 weekdays), 3rd and Court Sts., is a square, three story building of local stone, surmounted by a clock tower.

Baker is at the junctions with State 7 and State 86.

Next: **Baker to La Grande > (/archives/exhibits/oregon-journey/Pages/baker-lagrande.aspx)**

Baker to La Grande



Section map (**enlarge map (/archives/exhibits/oregon-journey/PublishingImages/baker-map.jpg)**).

North of Baker the route runs through the broad Powder River Valley.

HAINES, **92.9 m.** (3,334 alt., 431 pop.), is the trading center of a rich farming district. The Elkhorn Range of the Blue Mountains (L) is dominated by five conspicuous peaks; from south to north ELKHORN PEAK (8,922 alt), ROCK CREEK BUTTE (9,097 alt.), HUNT MOUNTAIN (8,232 alt.), named for Wilson Price Hunt; RED MOUNTAIN (8,304 alt.), and TWIN MOUNTAIN (8,920 alt.). Fremont wrote of this range: "It is probable that they have received their name of the Blue Mountains from the dark blue appearance given to them by the pines."

A couple miles north of Haines is the Ford of Powder River called in early days the Lone Tree Crossing. Thomas J. Farnham noted on Sept. 19, 1839: "Cooked dinner at L'Arbor Seul, a lonely pine in an extensive plain." Four years later Fremont wrote: "From the heights we looked in vain for a well known landmark on Powder River, which had been described to me by Mr. Payette as I'arbre seul (the lone tree); and, on arriving at the river, we found a fine tall pine stretched on the ground, which had been felled by some inconsiderate emigrant axe. It had been a beacon on the road for many years past." After the cutting of the tree the place became known as Lone Pine Stump.

Crossing the North Powder River, **101 m.**, US 30 passes a RODEO STADIUM (L) on the edge of NORTH POWDER, **101.3 m.** (3,256 alt., 553 pop.), founded in the 1970s by James DeMoss, father of the famous DeMoss family of singers. The city was named for a branch of the Powder River that enters the main stream at this point. The river was so named because of the powdery character of the volcanic soil along its banks.

Left from North Powder on a gravel road that winds along the North Powder River into the WHITMAN NATIONAL FOREST, **12 m.**, and ascends sharply toward the summit of the Blue Mountains.

At **18 m.** is a junction with a foot trail. L on this trial **1 m.** to VAN PATTEN LAKE, one of a closely grouped series of beautiful highland lakes in the heart of the mountainous region known as the ANTHONY LAKES RECREATIONAL AREA. These lakes, headwaters of three major streams the North

Fork of the John Day, the Grande Ronde, and the North Powder are stocked with rainbow and eastern brook trout.

On the gravel road is ANTHONY LAKE, **21 m.** (7,100 alt.), a vacation resort. (Forest camps, picnic grounds, commercial accommodations; boats and fishing tackle for hire). The resort is summer headquarters of the district forest ranger. Left from Anthony Lake **0.7 m.** to BLACK LAKE (good fishing); right **0.3 m.** to MUD LAKE (camp sites); and right **1.6 m.** to GRANDE RONDE LAKE (boats for hire; camp sites).

Radium Hot Springs near Baker (4839).

Chandler Hereford Ranch near Baker (4857).

Crossing a dividing ridge over which wagons of the pioneers struggled valiantly, the highway drops into the Grande Ronde Valley, called by the French Canadian trappers La Grande Vallee'. "About two in the afternoon," wrote Fremont, "we reached a high point of the dividing ridge, from which we obtained a good view of the Grand Rond a beautiful level basin, or mountain valley, covered with good grass on a rich soil, abundantly watered, and surrounded by high and well timbered mountains; and its name descriptive of its form the great circle. It is a place one of few we have seen in our journey so far where a farmer would delight to establish himself, if he were content to live in the seclusion it imposes."

Captain Bonneville, saw the valley in 1833 and reported: "Its sheltered situation, embosomed in mountains, renders it good pasturing ground in the winter time; when the elk come down to it in great numbers, driven out of the mountains by the snow. The Indians then resort to it to hunt. They likewise come to it in the summer to dig the camas root, of which it produces immense quantities. When the plant

is in blossom, the Whole valley is tinted by its blue flowers, and looks like the ocean when overcast by a cloud."

UNION, **116.8 m.** (2,717 alt., 1,107 pop.), once the seat of Union County, was settled in 1862 by loyal citizens who perpetuated the spirit of their patriotism in the name of the town. Conrad Miller, the first settler, selected land a mile west of the present town in 1860. Union is the center of a rich agricultural and stock producing area. Catherine Creek, a good fishing stream, runs through the town. The 620 acre EASTERN OREGON STATE EXPERIMENT STATION is at the west city limits; here experiments are made in the growing and improving of grains, grasses, and forage crops. Here also are a dairy unit, a poultry unit, a five acre orchard, and truck garden plots.

An irrigation ditch and field beneath the Elkhorn Mountains (**Image 4849, Historic Photograph Collection (https://www.salemhistory.net/digital/collection/orarc/id/1966/rec/1)**).

At HOT LAKE, **122.4 m.** (2,701 alt., 250 pop.), water gushing from springs has a temperature of 208 degrees, boiling point at this altitude. It is used for both medicinal and heating purposes in a large sanitorium. Irving says, in speaking of the eastbound Astorians under the command of Robert Stuart: "They passed close to . . . a great pool of water three hundred yards in circumference fed by a sulphur spring about ten feet in diameter boiling up in the corner. The vapor from this pool was extremely noisome, and tainted the air for a considerable distance. The place was frequented by elk, which were found in considerable numbers in the adjacent mountains, and their horns, shed in the springtime, were strewed in every direction about the pool."

LA GRANDE, **131.5 m.** (2,784, alt., 8,050 pop.).

Railroad Station: Jefferson Ave., between Depot and Chestnut Sts., for Union Pacific Railroad.

Bus Station: Terminal, Washington Ave. and 7th St., for Union Pacific Stages and Inland Transit Lines.

Taxis: Rates 25c in City.

Accommodation: Hotels and tourist camps.

Information Service: La Grande Commercial Club and Oregon State Motor Association, Chestnut St. and Adams Ave.

Radio Station: KLBM (1420 kc.).

Motion Picture Houses: Two.

Athletic Fields: La Grande High School (flood lighted), 4th St., between K and M Sts.

Snow removal showing snow geyser on Haines-Anthony road (g303).

Tennis: Municipal Courts, Walnut St. and Washington Ave.

Golf: La Grande Country Club, 9 holes, $1 weekdays; $1.50 Sun., **3 m.** NE. on State 82.

Swimming: Cone Pool (open air), **2 m.** W. on US 30; Crystal Pool, N. 2nd St. Shooting: La Grande Gun Club, **3 m.** E. on US 30.

Annual Events: Union County Pioneer Meeting, July; Grange Fair, September.

La Grande (2,784 alt., 8,050 pop.), seat of Union County, lies at the foot of the Blue Mountains near the western edge of the Grande Ronde Valley. Eastward rise the Wallowas, a low wall against the sky, serrated by bristling growths of fir and spruce. The town spreads out across a gently rising slope on the south bank of the Grande Ronde River, its wide streets pleasantly shaded by long rows of deciduous trees. Modern brick and concrete structures lend a metropolitan touch to the little city.

Ignoring the beauty and productivity of its level acres for a quarter of a century, settlers passed through the valley toward the Willamette. It was not until 1861 that a few settlers retraced their trail to stake the first claims in this region. They spent the winter about five miles north of the present city. In the

following spring Ben Brown moved with his family to the south bank of the Grande Ronde River and built a log house at the foot of the mountains beside the overland trail. He converted his house to a tavern around which arose a small settlement known variously as Brown Town and Brownsville. Upon the establishment of a post office in 1863, the name was changed to La Grande, in recognition of the beauty of the scenery.

The town was incorporated in 1864. The same year the legislature created Union County, designating La Grande as temporary county seat. The erection of a two story frame courthouse started a county seat fight that lasted 20 years. No vote was taken until 1874 when the town of Union won the contest. Then the citizens of Union descended on La Grande, forcibly appropriated the county records, and carted them home. Ten years later another vote reversed the first plebiscite and La Grande citizens invaded Union and took back the records.

The city was once the home of Blue Mountain University, a Methodist college that ceased to function in 1884. During the Indian uprising of 1878, the alarmed populace took refuge behind thick brick walls of the old university building. The Indians did not enter the valley, but fear did not fully abate until Gen. O.O. Howard routed the tribes, killed Buffalo Horn, and drove Egan, the Paiute chieftain, from the state.

The Oregon Railway and Navigation line came in 1884, following a tangent across the prairie from the gap at Orodell, two miles to the north, to Pyle Canyon. La Grande, finding itself a mile off the railway, created a "New Town" beside the tracks, though "Old Town," as it is still known locally, remains an integral part of the city. The coming of the railroad opened a wider market for the products of the region and the location of division shops in the city insured a large and permanent payroll. Thereafter the population steadily increased.

Here in her girlhood dwelt Ella Higginson (ca. 1860-), author of three books of poems, a novel, some volumes of short stories, and many songs. Here also lived Mrs. Higginson's sister, Carrie Blake Morgan, poet and magazine writer; Kay Cleaver Strahan, writer of mystery stories; Bert Huffman (1870), poet and author of Echoes from the Grande Ronde; and T. T. Geer (1851-1924), who during his long residence in the town and county, accumulated much of the material for his volume of reminiscences, Fifty Years in Oregon.

Industrial life of La Grande centers on the railroad shops

and two large sawmills. Creameries, cold storage and packing plants, and flouring mills provide additional employment. The principal products of the surrounding country are fruit, livestock, and lumber. La Grande is the chief shipping and distributing point for Union and Wallowa Counties and the starting point for hunting, fishing, and sight seeing trips into the Wallowa and Blue Mountains.

Anthony Lakes Ski Area (**Image 7361, Historic Photograph Collection (https://www.salemhistory.net/digital/collection/orarc/id/2152/rec/4)**).

The city adopted the commission manager form of government in 1913.

The FIRST UNION COUNTY COURTHOUSE (private), SE. corner of 1st St. and B Ave., was erected in 1864 on the site of the former Ben Brown log cabin tavern. During the first year the lower floor of the courthouse was used as a print shop by the Democratic Grande Ronde Sentinel and the Republican Blue Mountain Times, the city's first newspapers; county offices were on the second floor. Later the second story was utilized as a schoolroom and sawdust was spread on the floor so that the noise of the children's feet would not disturb the county officials below. After the removal of the county seat to Union in 1874, the building was used as a church, as a store, and since 1876 as a residence.

The OREGON TRAIL MONUMENT, on a hillside at the west end of B Ave., is a slab of stone three feet high and 15 inches square, with "The Old Oregon Trail, 1843-1853" inscribed on the face. Scars of the old trail still remain slanting across the rugged slope. From the site is a panoramic view of the Grande Ronde Valley with the city in the foreground surrounded by checkered fields, and in the distance, Mount Emily and Mount Fanny lifting their crests above the Wallowa and Blue Mountains.

Downtown La Grande (Oregon: End of the Trail, 1940).

The SITE OF BLUE MOUNTAIN UNIVERSITY, W. side of 4th St. between K and M Aves., is now the grounds of the La Grande high school and the Central grade school. In 1875 the University was organized under the auspices of the Columbia Conference of the Methodist Church. For a decade the college flourished, but in 1884 was discontinued when the conference was divided and the church endowment restricted. The property was leased for public school purposes and was purchased in 1889. The old La Grande high school, now the Central school, erected in 1899, was constructed partly of bricks from the old university hall, and the material from the old cornerstone was taken out and placed in the cornerstone of the new building.

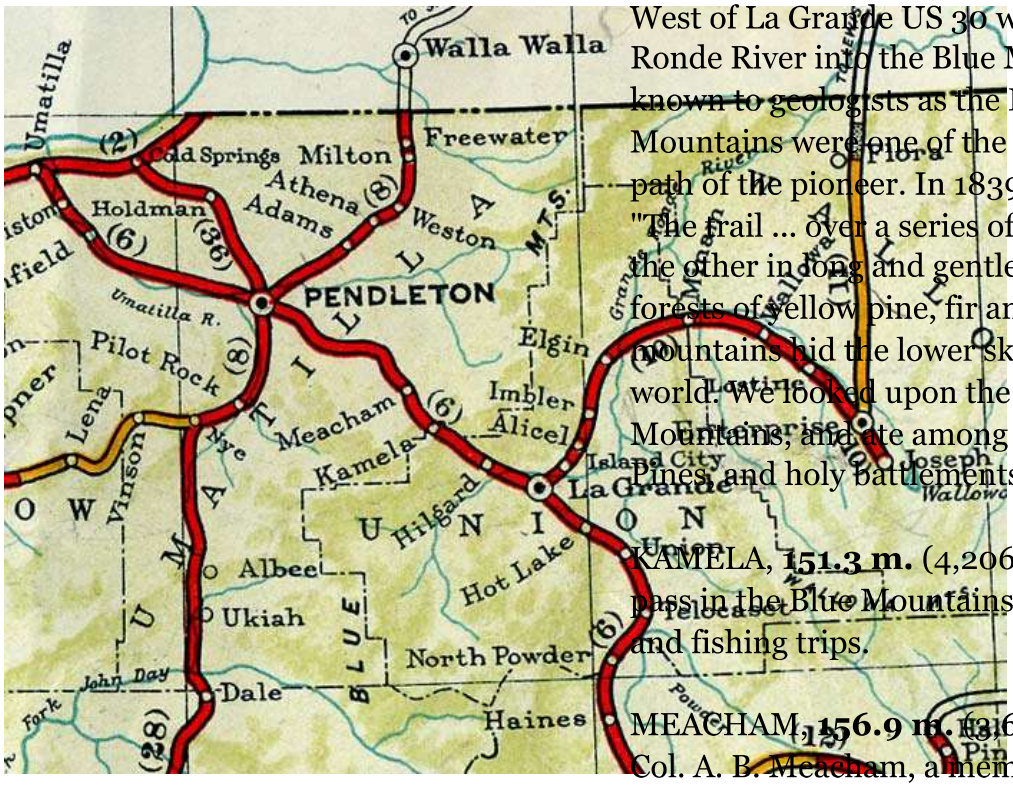
UNION COUNTY COURTHOUSE, L Ave. between 5th and 6th Sts., constructed in 1904, is a two story red brick building, surrounded by a landscaped park. Here are the court records since 1864, which have suffered little loss or damage, despite the two forcible removals.

EASTERN OREGON COLLEGE OF EDUCATION, S. of L Ave. between 8th St. and Hill Ave., has a 30 acre campus on an eminence overlooking the city. It was established in 1929 and is the only Oregon institution of higher learning east of the Cascade Mountains. The central, or administrative building, a concrete structure of Italian Renaissance design, erected in 1929, provides offices, classrooms, a library, and an auditorium seating 600. Leading up to the building, which is 42 feet above the street level, is a wide stairway of buff colored concrete with ornamental balustrades. The J. H. Ackerman Training School, of similar architecture to the administration building, a laboratory school, sponsored jointly by School District No. 1 of Union County and the State of Oregon, was erected with Public Works Administration funds. One of Oregon's three teachers' training institutions, it serves an average of 350 students.

La Grande is at a junction with State 82.

Next: **La Grande to Pendleton >** **(/archives/exhibits/oregon-journey/Pages/la-grande-pendleton.aspx)**

La Grande to Pendleton



Section map (**enlarge map (/archives/exhibits/oregon-journey/PublishingImages/lagrande-pendleton-map.jpg)**).

West of La Grande US 30 winds up the gorge of the Grande Ronde River into the Blue Mountains, Oregon's oldest land, known to geologists as the Island of Shoshone. The Blue Mountains were one of the most formidable barriers in the path of the pioneer. In 1839 Thomas Farnham wrote about "The trail ... over a series of mountains swelling one above the other in long and gentle ascents covered with noble forests of yellow pine, fir and hemlock." In the evening "the mountains hid the lower sky, and walled out the lower world. We looked upon the beautiful heights of the Blue Mountains, and ate among its spring blossoms, its singing Pines, and holy battlements."

KAMELA, **151.3 m.** (4,206 alt., 27 pop.), highest railroad pass in the Blue Mountains, is a starting point for camping and fishing trips.

MEACHAM, **156.9 m.** (3,681 alt., 70 pop.), was named for Col. A. B. Meacham, a member of the Modoc Peace Commission, who established the Blue Mountain Tavern at this point in 1863, just outside the borders of the Umatilla Indian Reservation. In the early 1800s the site of Meacham was platted and given the biblical appellation of Jerusalem with a plaza in the center known as Solomon Square. But the dreams of the new Jerusalem soon abated and the little mountain village reverted to the old name of Meacham.

EMIGRANT SPRINGS STATE PARK (facilities for picnicking), **160.2 m.**, is at a spring said to have been discovered in 1834 by Jason Lee. Right of the highway, opposite the entrance to the park, is a large stone marker, erected in honor of the members of the first wagon train over the trail. It was dedicated in 1923 by President Warren G. Harding.

The UMATILLA INDIAN RESERVATION, entered at **162.6 m.**, named for a tribe of Indians that inhabited the lands adjacent to the Umatilla River. It was established in 1855, and is now occupied by about 1,200 members of the Cayuse, Umatilla, and Walla Walla tribes, who engage in wheat growing and ranching. The reservation has no government school, but missions are maintained by the Roman Catholic and Presbyterian Churches.

The summit of EMIGRANT HILL, **167.8 m**., (3,800 alt.), discloses a panorama of the Columbia Basin wheatlands. Fields of waving grain alternate with summer fallow in a vast checker board of gold and gray, and the wild war cry of the painted savage is replaced by the hum of the combine harvester. On clear days Mount Hood and Mount Adams, more than 100 miles distant, can be seen against the western horizon.

The pool at Bingham Springs (3043).

MISSION, **181.2 m**., is headquarters for the Umatilla Indian Agency. At the STATE PHEASANT FARM, **181.9 m**., grouse, quail, pheasants, and other game birds are bred for release on the uplands of eastern Oregon.

Harvesting dried peas in the Grande Ronde Valley (3049).

At **185.7 m**. US 30 forms a junction with State 11, the Walla Walla Highway.

Right on State 11 through wheatfields that stretch in a broad panorama up the slopes of the Blue Mountains (R), crossing the UMATILLA (Ind., *water rippling over stones*) RIVER, to ADAMS, **12.5 m**. (1,520 alt, 3178 pop.), named for an early wheat rancher. A school, a church, grain elevators, and dwellings are all that remain of a once thriving settlement.

Right from Adams, on a gravel road **10 m.** to THORN HOLLOW (1,450 alt.), a small Indian settlement on the Umatilla Reservation. Left here to GIBBON, **16.1 m.** (1,751 alt.), also on the Reservation, which has a school for Indian and white children. At **23.3 m**., near the Umatilla River, is BINGHAM SPRINGS, a summer resort centering about the warm sulphur springs (hotel and cabin accommodations).

The old town of ATHENA, **17.7 m.** (1,713 alt., 504 pop.), on State 11 by Wild Horse Creek, was a stage station on the road from Walla Walla to Pendleton. It was long the scene of an annual camp meeting with horse racing as an added diversion. A cannery, absorbing the pea yields of former wheatlands, gives the town increasing economic importance.

Skiers in the Tollgate area (4041).

Before the Civil War WESTON, **21.3 m.** (1,686 alt., 384 pop.), did brick making and milling and was the first home of the Eastern Oregon Normal School. Until a fire destroyed all but two business houses in the 1880s. The old SALING HOUSE (private), on Main St., is a two story structure of locally made bricks and has a cupola used as a look out during Indian raids.

The town is the background for *Oregon Detour*, by Nard Jones, a popular novel.

Mt. Emily showing panorama of Grande Ronde Valley (3050).

The summit of WESTON HILL, **30.3 m.**, commands a splendid panoramic view of the Blue Mountains and the Walla Walla Valley. To the right, is the deep Storm Canyon of the South Fork of the Walla Walla River, with Table Mountain upthrust between it and the North Fork Canyon, on the left. In the foreground, is the deeply etched canyon of the Walla Walla River, with its sun lit orchard valley, bordered by golden terraces of wheat covered foothills.

MILTON, **31.4 m.** (1,010 alt., 1,576 pop.) is on the old stage

line between Wallula, Wash., and La Grande. The town was settled by a few families who prohibited the sale of alcoholic beverages. In the 1880s the opposition led by the miller, who owned water rights on a nearby stream, moved outside of Milton's corporate limits. Buyers of lots in the new town site received as a bonus free water privileges. Thus was established the town of FREEWATER **32.3 m.** (1,010 alt., 732 pop.), which sold its liquor at "Gallon Houses," because Federal permits allowed them to sell liquor only in gallon lots. The two towns, which now overlap, are usually referred to as Milton Freewater. They support a union high school, one of the best in the state.

Milton is the canning and shipping center for a large pea raising area, the altitude, from 1,000 to 3,500 feet, making several harvesting periods. Formerly wheat was the major crop, but from one third to one half of the land was idle under the summer fallow plan. Now, with the rotation of peas and wheat, all of the land is used. Early in the year farmers lease the land not planted with wheat to pea canneries for cultivation. A mechanical drill, powered by a tractor, does the seeding, and while the plants are growing they are sprayed with peeweevil poisons by a machine developed by the Agricultural Department of the Oregon State College. The crop is harvested by tractor drawn swathers that cut the vines close to the ground. An automatic loader lifts the vines and deposits them in dump trucks that carry them to huge stationary viners, where the peas are taken from the pods. They are placed in boxes, which are loaded into water cooled trucks and rushed to the canneries, whose season extends from mid June into August.

After the vines have been stripped, they are stacked and sold to farmers as feed for stock. In 1938 pea vine ensilage ranked second to alfalfa as roughage for cattle in this area, with an average yield of three and a half tons per acre. The vines are also dried and used as hay.

When harvesting comes to an end discs are attached to tractors and the remaining vegetation is turned into the ground. This increases the fertility of the soil and aids in the control of pea pests.

Horseback riding at Bingham Springs (3046).

At **36.7 m.** is a junction with a gravel road, L. here **12.5 m.** to an old HUDSON'S BAY FARM, on which one of the original buildings of the company's settlement still stands. Refugees from Waiilatpu, the Whitman Mission, were said to have been sheltered in this house in 1847.

At **36.7 m**. State 11 crosses the Washington Line and at 38.7 m. meets a county road leading northwestward down Walla Walla River valley.

Left on this road **5 m.** to the WHITMAN MONUMENT. The old Whitman Mission of Waiilatpu was on the right bank of the Walla Walla River near its confluence with Mill Creek. Near the mission site is a shaft of granite commemorating the Whitman tragedy of Nov. 29, 1847 when thirteen inmates of the mission were slain by Indians.

Moving sheep to lower pasture near Pilot Rock (**Image g304 Historic Photograph Collection (https://www.salemhistory.net/digital/collection/orarc/id/12/rec/3)**).

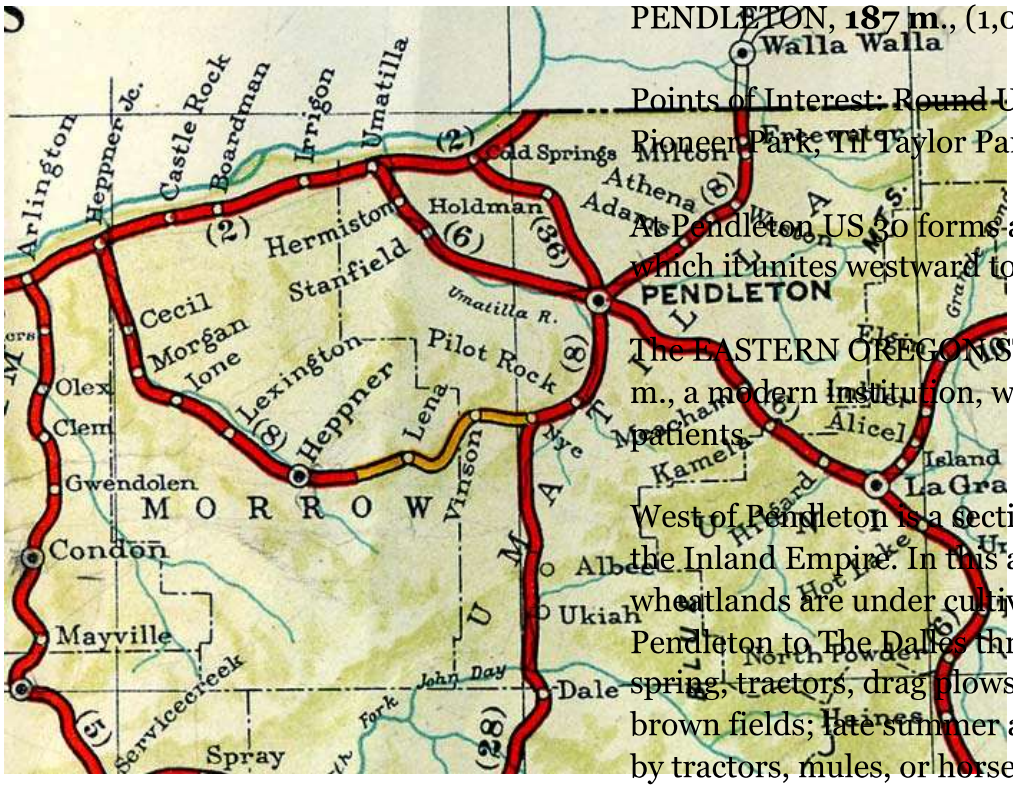
To the left of the grave is the site of the log house built in the fall of 1836 by Dr. Whitman and W. H. Gray, mission blacksmith. A short distance from this cabin stood the main building of the mission a T shaped structure. At the mouth of Mill Creek was the mission mill. All these buildings were destroyed at the time of the Indian uprising.

Dr. Marcus Whitman, a physician belonging to the Presbyterian church, established the mission in 1836, on the site selected the year before by the Reverend Samuel Parker, commissioned by the American Board of Foreign Missions.

Dr. Whitman was prominent in early Oregon history. In 1843 he induced migration into Oregon so as to force it into the hands of the United States. He turned his mission into a sort of relay station, catering to the needs of the emigrants and tending them in illness. The slaying of the mission inmates hastened Congress in declaring Oregon a Territory.

Next: **Pendleton to Umatilla > (/archives/exhibits/oregon-journey/Pages/pendleton-umatilla.aspx)**

Pendleton to Umatilla



Section map (**enlarge map (/archives/exhibits/oregon-journey/PublishingImages/pendleton-map.jpg)**).

PENDLETON, **187 m.**, (1,070 alt., 6,620 pop.).

Points of Interest: Round-Up Park, Pendleton Woolen Mills, Pioneer Park, Til Taylor Park, County Courthouse.

At Pendleton US 30 forms a junction with US 395, with which it unites westward to a junction at **188.2 m.**

The EASTERN OREGON STATE HOSPITAL, (L) at **188.5** m., a modern institution, with buildings adequate for 1,325 patients.

West of Pendleton is a section of the vast wheat region of the Inland Empire. In this area two million acres of wheatlands are under cultivation, and one might walk from Pendleton to The Dalles through growing grain. Early spring, tractors, drag plows, harrows, and drills cross rich brown fields; late summer and early fall, combines, drawn by tractors, mules, or horses, harvest the grain. Occasionally 32 horses are handled with one pair of reins as a combine travels around the golden foothills, cutting, threshing and sacking, exemplifying modern efficiency at its peak, in marked contrast with a scythe and cradle used by pioneers. These large scale operations directed by bronzed harvest crews, are as picturesque as the cattle drives of old. As in other semi arid portions of Oregon where wheat growing is a major industry, the practice of summer fallow is almost universal. Half the acreage is planted each year and the remaining fields are either allowed to lie idle until weeds are plowed under, or the acreage is plowed and harrowed at frequent intervals during summer to preserve moisture and to keep down weed growth. Tawny squares of ripened grain, alternating with dull blues, purples and blacks of the fallow fields, is the picture just before harvest.

At **188.6 m.** is a junction with a side road.

Left on this road, former route of US 30, to REITH, **2.7 m.** (979 alt., 44 pop.), Pendleton Railroad division point. At **8.3 m.** is HAPPY CANYON, an early-day settlement whose dance halls and gambling dens have been reproduced as a feature of the Pendleton Round-Up. ECHO, **23 m.** (636 alt., 311 pop.), is

a wool and wheat shipping point, near the site of old Fort Henrietta, an early day army post. At **24.4 m**. is the junction with US 30 near Stanfield.

At **189.2 m.** on US 30 is a junction with a gravel road.

Right here to the PENDLETON AIRPORT, **1.1 m.** (1,500 alt.), the first regular stop of the eastbound United Airline planes from Portland to Salt Lake, Chicago, and New York. A branch route to Spokane makes connections here.

At **194.5 m.** is the approximate point where the Oregon Trail left the general course of what is now US 30, and crossed high

A car travels down the highway from Pilot Rock to Pendleton (**Image g305 Historic Photograph Collection (https://www.salemhistory.net/digital/collection/orarc/id/13/rec/4)**).

Pendleton Roundup showing ride 'em cowboy (1320).

plains to Willow Creek, Alkali Flats, went down Rock Creek Canyon, and crossed the John Day River to The Dalles.

STANFIELD, **210 m.** (204 pop.), center of a great sheep raising country, was named for the Stanfield family, owners of a nearby ranch.

HERMISTON, **215.5 m.** (459 alt., 608 pop.), a tree shaded oasis, with irrigation canals running through its streets is in the Umatilla Irrigation Project. Artificial waterways reclaimed from the desert the surrounding fields that produce crops of grain, vegetables and fruit and that stand out in startling contrast to the sagebrush. The town is the home of the Eastern Oregon Turkey Association, which ships thousands of birds annually, and it is well known for its desert honey. It was named for the *Weir of Hermiston*, written by Robert Louis Stevenson.

Left from Hermiston on State 207 to BUTTER CREEK, **18.4 m.**, so named it is said, when volunteer soldiers during the Cayuse Indian War of 1848 appropriated some butter intended for the officers' mess. Another version of the story is that the soldiers on breaking camp left crocks of butter cooling in the stream. The creek courses through a broken country, hideout for a gang of cattle and horse thieves in the 1880s. They carried on their depredations until the stockmen organized vigilante committees. The first victim was hanged on a scaffold made of fence rails. To discourage cattle thieving, as well as prevent ownership confusion, raisers of stock filed with the county clerks small portions of leather on which were burned their identifying brands. Many of these leather brands are in the courthouses at Pendleton, Heppner, and Condon.

Sheep near Meacham (**Image 165 Historic Photograph Collection (https://www.salemhistory.net/digital/collection/orarc/id/1642/rec/2)**).

LEXINGTON, **38.1 m.** (1,418 alt., 180 pop.), is an important wheat shipping point, named for the Massachusetts town. It began as a "wide place in the road" in 1885 and became a competitor with Heppner for the county seat of Morrow County. The townsite is on the homestead of William Penland for whom Penland Buttes to the north were named. At Lexington State 207 unites with State 74 and turns L. to CLARK RANCH, **46 m.**, where are the remains of an ancient stone sepulcher, one of several in this region. Found nearby are pictographs and artifacts. Anthropologists have surmised that these graves contain remains of a Mayan people, antedating the American Indians, who left a trail from the Columbia River to Central America.

HEPPNER, **47.4 m.** (1,905 alt., 1,190 pop.), the seat and commercial center of Morrow County, is situated at the confluence of Hinton and Willow Creeks, on a level valley floor, sheltered between high dome like foothills. About 1858 cattlemen drove their herds into the region to forage. Finding an abundance of rye grass along the creek bottoms, they established cattle camps and from them grew the first settlements. Sheepmen followed, but their first experiments were unsuccessful and lent encouragement to the cattlemen's hope that the sheep business would fail. Today, however, sheep raising is a leading enterprise.

Heppner, the first permanent settlement in the region, was originally called Standsbury Flat, for George W. Standsbury, whose log cabin was for several years the only white man's dwelling within many miles. Heppner and Morrow established a store in 1872. When the need for a school was recognized in 1875, Henry Heppner, jumping on a cayuse, solicited the scattered settlers for funds. Later, at the suggestion of

A parade associated with the Pendleton Roundup (4321).

Standsbury, the town's name was changed. Heppner was completely razed by a flood, which swept down the Balm Fork into Willow Creek, following a cloudburst on Sunday afternoon, June 14, 1903. The wall of water, five feet high, drowned more than 200 persons, and damaged property to the amount of nearly 1,000,000.

Southwest of Heppner State 207 winds up SPRINGLE CANYON to SPRINGLE MILL SUMMIT, **51.9 m.**, from which are extended views of the Blue Mountains.

HARDMAN, **67.5 m.** (3,590 alt., 120 pop.), once a center of commercial activity, is a village in a round depression of wheatlands that gives the illusion of great isolation. In the days of stage coaches, there were two villages in this vicinity. Yellow Dog stood on the Adams ranch, about a mile west of the town of Rawdog. There was great rivalry between the two for the stage depot and the post office, and when Rawdog finally won by strength of numbers, it was known for some time as Dogtown. Later it was called DairyvilIe, but the name was finally changed to Hardman for Dan Hardman, who had homesteaded the site.

Hardman is one of the few towns in Oregon where the old fashioned handworked pumps and town pump are in use.

South of Hardman the country levels into a wide plateau before dipping sharply into the Rock Creek Canyon, which marks the end of the wheat growing region and the beginning of the cattle and sheep ranges.

At **79.4 m.** is a junction with a dirt road.

Left on this road **0.9 m.** to the HARRY FRENCH RANCH, where fire opals of excellent quality have been found. The opal geodes lie in outcroppings from the surface to two feet in depth. In 1880 there was an "opal rush" to the district.

A boundary of the UMATILLA NATIONAL FOREST is crossed at **83.1 m.**; the forest is noted for its magnificent stand of western yellow pine. Limited lumbering and the summer grazing of stock is permitted under Forest Service supervision.

At **89.3 m.** is a junction with the Tamarack Mountain road; R. on this rough road **10 m.** to TAMARACK MOUNTAIN, a splendid hunting ground where deer abound.

At FAIRVIEW FOREST CAMP, **91.5 m.**, named for the fine view of the Blue Mountains to the southeast, are the usual camping facilities. South of the camp the highway descends over a sharply winding road into the gorge of the John Day River, which cuts a great gash through the towering mountain ranges of eastern Oregon, to a junction with State 19, **100.3 m.**, at a point 3.1 miles east of SPRAY.

At **219 m.** on US 30 are the UMATILLA COUNTY STATE GAME REFUGE, which shelters wild birds, especially migratory geese and ducks, and a GOVERNMENT IRRIGATION DAM. Below the dam, the Umatilla River's bed shows a curious rock formation similar to that at Celilo Falls.

A grain elevator near Stanfield (2207).

At **221.7 m.** is a junction with US 730.

Junction with US 730 to Portland, **192.7 m.**

West of the junction with US 730, **0 m.**, US 30 is called the Upper Columbia River Highway. It follows the south side of the river's magnificent gorge most of the way across the state.

UMATILLA, **0.9 m.** (294 alt., 345 pop.), at the confluence of the Umatilla and Columbia Rivers, was founded in 1863 under the name of Umatilla Landing as a shipping point for the Powder River and Idaho mines during the rush to the gold fields. In June, 1863, its buildings numbered 53, thirteen of which had been erected in four days. The Oregonian for June 24, 1863, reported: "Very little regard is paid to the pretended title of the proprietor, Mr. Lurchin, as any one who wishes a lot just naturally jumps it." As a result the town boasted over 100 substantial buildings within six months after its founding. Twenty-five stores supplied the needs of citizens, packers, and stampeders, and two large hotels accommodated the

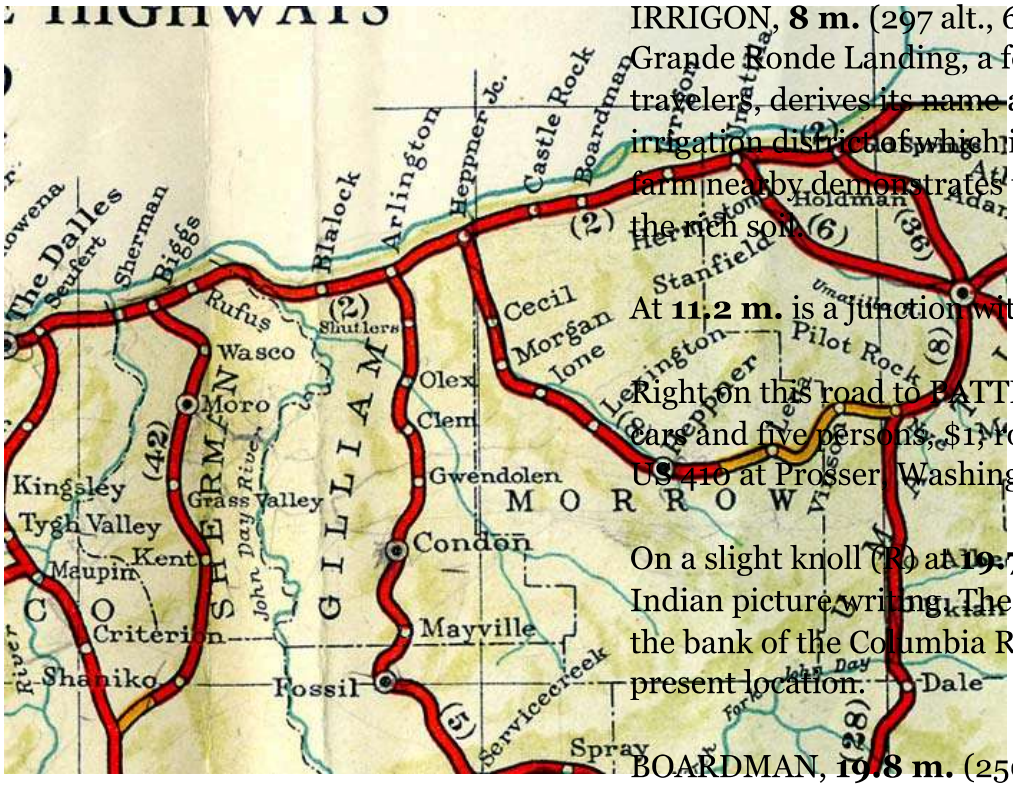
A wheat harvest near Holdman (3040).

traveling public. Wild eyed mule skinners and gents with gold in their pokes and a hankering for whiskey roared through the streets, and freight wagons, stage coaches, and pack trains clattered in from the dusty trails.

When Umatilla County was formed in 1862 Marshall Station, forty miles up the Umatilla River, was designated the county seat, but the seat was moved to Umatilla Landing in 1865, where it remained until 1868 when it was removed to Pendleton. In the years that followed Umatilla became the shipping point for large cargoes of grain from the eastern Oregon fields, but the Oregon Railway and Navigation line, constructed in the early eighties, diverted traffic and the town declined in importance as a port.

Next: **Umatilla to Biggs > (/archives/exhibits/oregon-journey/Pages/umatilla-biggs.aspx)**

Umatilla to Biggs



Section image (**enlarge map (/archives/exhibits/oregon-journey/PublishingImages/umatilla-map.jpg)**).

IRRIGON, **8 m.** (297 alt., 65 pop.), on the site of old Grande Ronde Landing, a former stopping place for travelers, derives its name and sustenance from the irrigation district of which it is the center. An experiment farm nearby demonstrates the agricultural possibilities of the rich soil.

At **11.2 m.** is a junction with a side road.

Right on this road to PATTERSON FERRY, **1 m.** (toll for cars and five persons, $1; round trip, $1.50) connecting with US 410 at Prosser, Washington.

On a slight knoll (R) at **19.7 m.** is a mounted specimen of Indian picture writing. The engraved boulder was found on the bank of the Columbia River a few miles east of its present location.

BOARDMAN, **19.8 m.** (250 alt., 100 pop.), lies in an area that holds the fossilized remains of prehistoric animals. Specimens include part of a mastodon tooth, bones of fishes, of the three toed horse, of the rhinoceros, and bits of turtle shell.

Left from Boardman on the Boardman Cut off across a barren stretch of sagebrush plains to an unimproved road at **15 m.**

Left 1 m. on the dirt road, dusty and deeply rutted as it was in the days of the wagon trains, to WELLS SPRINGS and the WELLS SPRINGS CEMETERY. The cemetery (L) is identified by its high, rabbit tight fence. Here were buried several pioneers, also Colonel Cornelius Gilliam who on March 24, 1849, was killed by the accidental discharge of his gun.

West of Boardman US 30 follows the river, a green band separating bleak and barren shores.

CASTLE ROCK, **25.6 m.** (241 alt., 10 pop.), once a busy community, now is a station on the railroad edging an empty plain. The magazine West Shore for October, 1883, records: "Castle Rock ... now contains an express office, post office, saloons, dwellings, schools, etc ... The growth of western towns is wonderful."

HEPPNER JUNCTION, **35.1 m.** (241 alt.), distinguished by an airplane beacon on the cliff (L), is the junction of the Union Pacific Railroad main line with its Heppner branch, as well as the junction of US 30 with State 74.

The highway near Boardman (2204).

Left from Heppner junction on State 74 through a narrow rimrock walled cleft up Willow Creek. Rust colored, basaltic cliffs are in vivid contrast with emerald green alfalfa fields, sub irrigated by gravity flow of water from Willow and its tributary creeks, and from underground springs. As the route continues into the gradually rising country, wheat fields roll away to the bench lands on either side of the highway.

During gold rush days, miners traveling from lower Columbia River points to the Idaho and John Day mining districts, passed through Willow Creek Valley, hastening south by way of Dixie Creek and the forks of the John Day River. Processions of Columbia River Indians followed this road, to hunt deer, pick berries, and camp in the Blue Mountains, returning down the creek for the salmon fishing at Celilo.

At **15.1 m.** is a junction with a gravel road; L here **0.5 m.** to CECIL (618 alt., 15 pop.), by the Oregon Trail crossing of Willow Creek. The settlement was an important stage station. The WELL, where travelers obtained drinking water for themselves and their teams, remains at the center of the village street.

On State 74 is MORGAN, **20.4 m.** (10 pop.), in early days called Saddle. The stage station of the name was situated, until 1888, on a side road about **2 m.** northwest of the present site. SADDLE BUTTE is right.

IONE, **29 m.** (1,090 alt., 283 pop.), is strategically situated near the mouth of Rhea Creek, and is also at the junction of the Boardman Cut off Highway (L). During the late 19th and early 20th centuries, lone was considered an ideal picnic site for conventions, celebrations and pioneer gatherings.

At **32.7 m.** is a gravel road; R. here **6 m.** to the OREGON CREAM-O-LINE RANCH, the only palomino horse ranch in the Pacific Northwest. Palominos are golden and cream, or ivory colored horses, a gentle and tractable product of fine breeding, that are used for show purposes and racing.

LEXINGTON, **37.7 m.** (1,418 alt., 180 pop.), a shipping center for wheat, is at a junction with State 207.

Old Oregon Trail marker on Arlington-Condon highway (**Image 1007 Historic Photograph Collection (https://www.salemhistory.net/digital/collection/orarc/id/1707/rec/5)**).

West of Heppner junction, US 30 crowds close upon the river, in places climbing along the basaltic cliffs, affording views of the gorge and the piling mountains to the north in Washington.

ARLINGTON, **46.5 m.** (224 alt., 601 pop), first known as Alkali, was given its present name by N. A. Cornish in commemoration of the home of Robert E. Lee. The first dwelling was erected on the site in 1880 by Elijah Rhea, and the town of Alkali was platted two years later by J. W. Smith. The town was incorporated in 1887. Ducks and geese are plentiful in the vicinity; the open season is from October 21 to November 19, inclusive. Hunting rights are often rented from the ranchers at $8 to $10 a day. The Arlington Ferry (cars, $1 ; round trip, $1.50) makes connections with Roosevelt, Wash. At Arlington is a junction with State 19.

Passing through BLALOCK, **55.4 m.** (216 alt., 16 pop.), US 30 threads the narrow gorge through which the Columbia has cut its channel. From SQUALLY HOOK at **70.1 m.**, Mount Hood is seen to the southwest, rising above the waters of the Columbia River.

The JOHN DAY RIVER, **70.5 m.**, called LePage's River by Lewis and Clark for a member of their party, honors a member of the Astorians. Washington Irving describes John Day as "a hunter from the backwoods of Virginia ... about forty years of age, six feet two inches high, straight as an Indian; with an elastic step as if he trod on springs, and a handsome, open, manly countenance. He was strong of hand, bold of heart, a prime woodsman, and an almost unerring shot." Day, with Crooks and several French Canadians, fell behind on the Snake River, while Hunt forged ahead with the main party in the winter of 1811-12. The following spring when, after many hardships, the two Americans reached the mouth of the John Day River "they met with some of the 'chivalry' of that noted pass, who received them in a friendly

way, and set food before them; but, while they were satisfying their hunger, perfidiously seized their rifles. They then stripped them naked and drove them off, refusing the entreaties of Mr. Crooks for a flint and steel of which they had robbed him; and threatening his life if he did not instantly depart." In this forlorn plight they were found months later by a search party and taken to Astoria. Day decided to return to the States with Robert Stuart's party, but before reaching the Willamette became violently insane and was sent back to Astoria where he died within the year.

Arlington (**Image 947 Historic Photograph Collection (https://www.salemhistory.net/digital/collection/orarc/id/1703/rec/11)**).

Lang Canyon looking east on Columbia River Highway (956).

In the striated gorges carved by the swift waters of the John Day River are written the successive chapters of Oregon's geological evolution.

Across the river from RUFUS, **75.5 m.** (180 alt., 70 pop.), stands the STONEHENGE MEMORIAL to the World War dead, a reproduction of the ruin in England. It was built by Samuel Hill.

At **78.1 m.** is a junction with US 97.

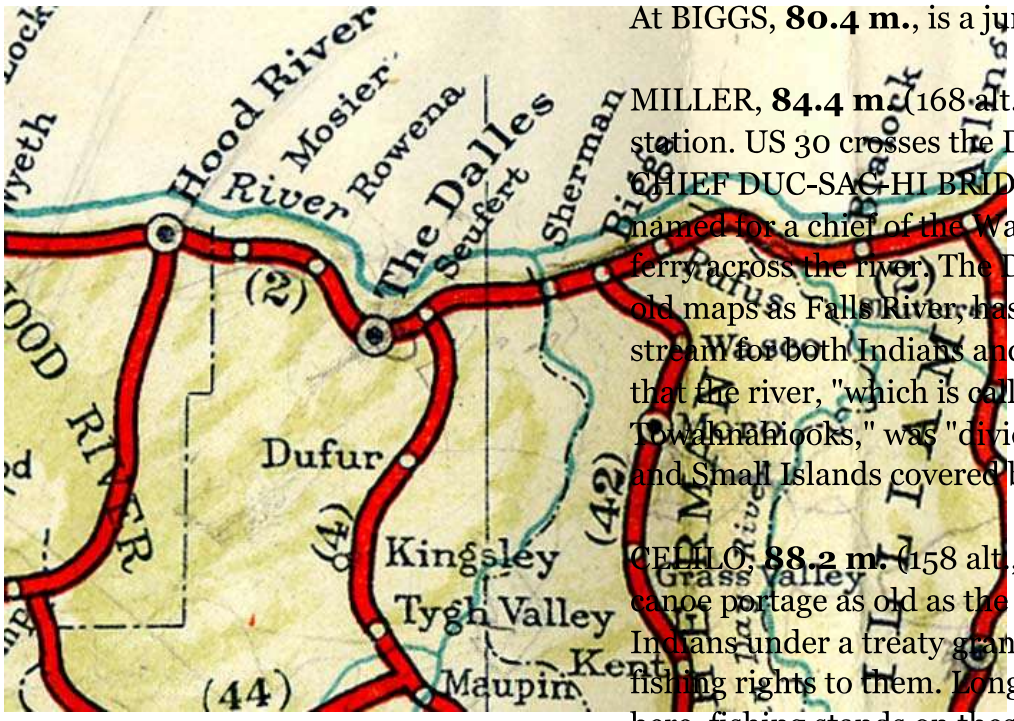
Right on US 97 to the Maryhill ferry, **0.4 m.** (fare $1; service as needed). From the north bank ferry landing in Washington, US 97 continues to the junction with US 830, **1.2 m.**; L. here **2.9 m.** on US 830 to MARYHILL CASTLE, also built by Samuel Hill. It is a three story rectangular structure of concrete, set on a bluff 800 feet above the river. Though the building was dedicated by Queen Marie of Romania in 1926, it was not opened to visitors until 1937. Queen Marie gave the museum a life size portrait of her daughter, a desk, chairs, and other pieces of furniture. Hill lavished a fortune on the estate but never made it his home. However, he left a bequest of $1,200,000 for completing and maintaining it

as a museum. In a crypt repose the owner's ashes, commemorated by a tablet bearing the inscription: "Samuel Hill amid Nature's unrest, he sought rest."

Next: **Biggs to The Dalles >** **(/archives/exhibits/oregon-journey/Pages/biggs-the-dalles.aspx)**

The Columbia River near mouth of John Day River (156).

Biggs to The Dalles



Section map (**enlarge map (/archives/exhibits/oregon-journey/PublishingImages/biggs-the-dalles-map.jpg)**).

At BIGGS, **80.4 m.**, is a junction (L) with US 97.

MILLER, **84.4 m.** (168 alt., 11 pop.), is a grain shipping station. US 30 crosses the Deschutes River, **85.3 m.**, on the CHIEF DUC-SAC-HI BRIDGE, an arched concrete structure named for a chief of the Wasco tribe, who operated the first ferry across the river. The Deschutes, often designated on old maps as Falls River, has been an important fishing stream for both Indians and whites. Lewis and Clark found that the river, "which is called by the Indians Towahnahiooks," was "divided by numbers of large rocks, and Small Islands covered by a low growth of timber."

CELILO, **88.2 m.** (158 alt., 47 pop.), at Celilo Falls, is a canoe portage as old as the fishing stations still held by the Indians under a treaty granting exclusive and perpetual fishing rights to them. Long before Lewis and Clark passed here, fishing stands on these rocks were handed down by the Indians from father to son. Robert Stuart of the Astorians writes in his journal: "Here is one of the first rate Salmon fisheries on the river ... the fish come this far by the middle of May, but the two following months are the prime of the season during this time the operator hardly ever dips his net without taking one and sometimes two Salmon, so that I call it speaking within bounds when I say that an experienced hand would by assuidity catch at least 500 daily--"

When Lewis and Clark visited the falls they found "...great numbers of Stacks of pounded Salmon neatly preserved in the following manner, i.e. after suffi(ci)ently Dried it is pounded between two Stones fine, and put into a speces of basket neatly made of grass and rushes better than two feet long and one foot Diameter, which basket is lined with the Skin of Salmon Stretched and dried for the purpose, in this it is pressed down as hard as possible, when full they Secure the open part with the fish Skins across which they fasten th(r)o the loops of the basket that part very securely, and then on a Dry Situation they Set those baskets ... thus preserved those fish may be kept Sound and sweet Several years." At Celilo the Indians still spear or net fish in the traditional manner, protected by treaty from infringement on their ancient rights. Near the north end of the falls is the old village of WISHRAM, described by Lewis and Clark in their Journals and by Washington Irving in Astoria. This village furnished many fine studies of Indian life to Edward Curates in preparing his North American Indians.

Lewis and Clark, finding seventeen Indian lodges along here, "landed and walked down accompanied by an old man to view the falls ... we arrived at 5 Large Lod(g)es of natives drying and preparing fish for market, they gave us Philburts, and berries to eate." A portage railroad, 14 miles long, was opened in 1863. The canals and locks here were constructed by the Federal Government in 1905 to accommodate wheat shipments. Below the falls the OREGON TRUNK RAILROAD BRIDGE spans the river, its piers resting on solid rock above the water.

A grain barge passes through Celilo Canal (**Image 5572 Historic Photograph Collection (https://www.salemhistory.net/digital/collection/orarc/id/1991/rec/2)**).

SEUFERT, **97.4 m.** (138 alt., 10 pop.), was named for the Seufert family, who established a large salmon and fruit packing plant at this point. Many Indian petroglyphs and pictographs are on the bluffs facing the Columbia; prehistoric as well as historic aborigines of the region came here to fish for salmon, and while some of the pictures of fishes, beavers, elks, water dogs, and men were doubtless made as primitive art expression, others were carved and painted to carry messages.

Indian dip netting salmon at Celilo Falls (**Image 189 Historic Photograph Collection**

At **97.8 m.** is a junction with State 23.

Left on State 23 along gorge-enclosed watercourses to the plateau ran the Barlow road, first road over the Cascades from The Dalles region to the Willamette Valley. The route

(https://www.salemhistory.net/digital/collection/orarc/id/1646/rec/20)). crosses Wasco County, once an empire in itself. With boundaries that reached from the Columbia River to the California Nevada Line, and from the Cascades to the Rockies, it was the parent of 17 Oregon counties, the greater part of Idaho, and portions of Wyoming and Montana. The name, meaning a cup, or small bowl of horn, was derived from a local Indian tribe, known for its art of carving small bowls from the horns of wild sheep.

In 1905 a large apple orchard was planted on the plateau but it is now an expanse of wheat fields with but an occasional scraggy apple tree. The promoters proposed to sell individual investors separate lots on the basis of perpetual care, the owners to reap continuous dividends after the mature trees began producing. The soil was ideal for grain, but the moisture, though sufficient to produce large crops of wheat by dry farming methods, was inadequate for fruit. After the owners lost the opportunity of making large profits, during the World War, when high wheat prices were enriching their neighbors, they belatedly grubbed up thousands of trees to return the land to grain.

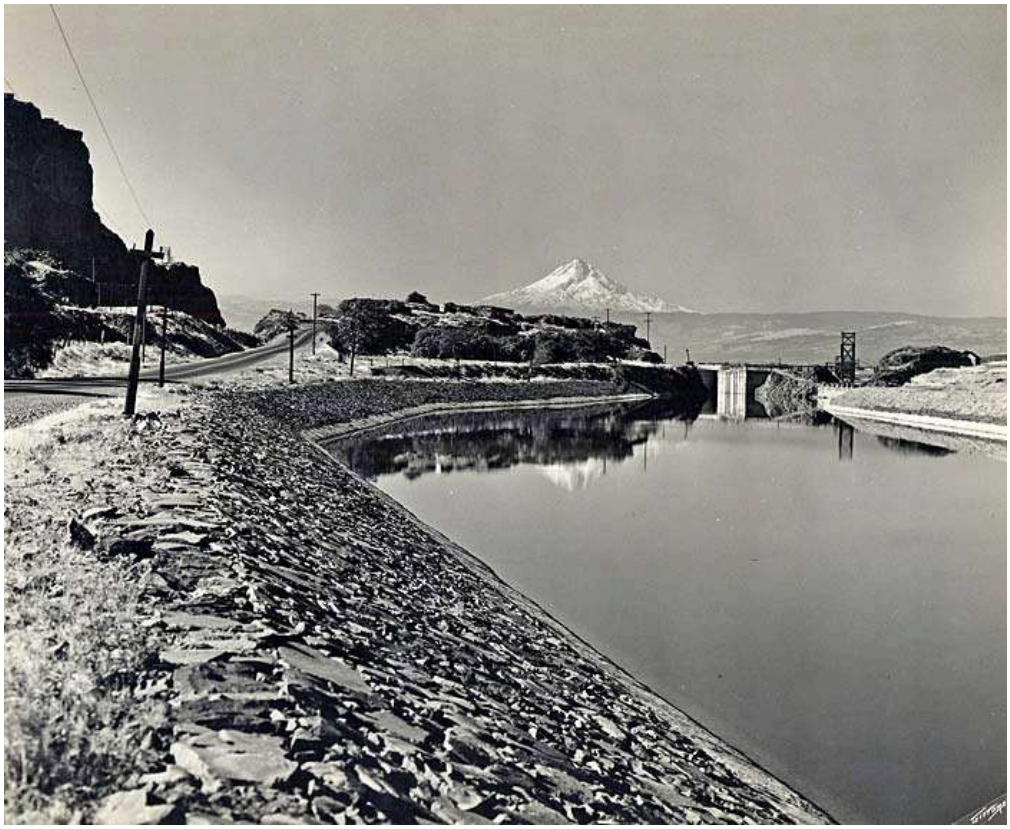
Indian women drying fish at Celilo Falls (**Image 1431 Historic Photograph Collection**
(https://www.salemhistory.net/digital/collection/orarc/id/1761/rec/9)).

On the edge of DUFUR **17 m.** (1,319 alt., 382 pop.), is the BARLOW DISTRICT RANGER STATION of the Mount Hood National Forest. (Camp fire permits for restricted areas and information.) One of the earliest settlements in this region, Dufur overlooks undulating wheat fields and diversified farmlands, with the rugged contours of Mount Hood on the western horizon (R).

Right from Dufur on a gravel road that runs southwest to meet various forest roads entering recreational areas in the eastern sections of MOUNT HOOD NATIONAL FOREST.

From TYGH RIDGE on State 23, **26.9 m.** (2,697 alt.), the former long Tygh grade, for many years notoriously steep and difficult, the highway skirts a canyon (L) hundreds of feet in depth. Paralleling the present highway, are three other gashes on the hillside, made by early road builders, the winding trail like thoroughfares of the Indians and emigrant wagon trains, the stage road, and a rutty passage for horse drawn vehicles and early Model T's that hazardously ventured into this part of Oregon 20 years ago.

At **34.3 m.** is a junction with State 216.



Celilo Canal and Mt. Hood. (2233).

Left on State 216, **7.9 m.** to SHERAR'S BRIDGE, at the falls of the Deschutes River. It was here, in 1826, that Peter Skene Ogden, chief fur trader for the Hudson's Bay Company, found a camp of 20 native families. An Indian trail, later used by the fur traders, crossed the river at this point by a slender wooden bridge. During the salmon runs, descendants of these early tribesmen, who held fishing privileges under a Federal treaty, still gather annually to spear salmon or catch them with dipnets below the falls.

Joseph Sherar collected exorbitant tolls from travelers and stockmen for use of his bridge, near which he established a stage station and pretentious inn. Stephen Meek's exhausted wagon train of 1845 camped at this place, and the old ruts made by the 200 wagons are still visible on the ranch of E. L. Webb north of the bridge.

TYGH VALLEY, **34.7 in.** (1,111 alt., 60 pop.), is in the valley of Tygh Creek, which took its name from the Tygh Indian tribe. Fremont called the place Taih Prairie. North of the town are the race track and the exhibit buildings of the Wasco County Fair Association, which holds its annual fairs in early September.

Right from Tygh Valley, **6 m.** on a dirt road to WAMIC (1,664 alt., 106 pop.), in a stock raising country. The road is along the route of the old Barlow rail that led westward parallel to White River and crossed the Cascade divide at Barlow Pass. Above Smock Prairie, southwest of Wamic, the ruts of ox drawn wagons remain on the hillsides.

WHITE RIVER, **35.8 m.**, a tributary of the Deschutes, is noted for excellent fishing.

At **39.3 m.** is a junction with a county road; (L) here **2 m.** to the OAK SPRINGS STATE TROUT HATCHERY, in the Deschutes River Canyon. Millions of rainbow trout are propagated annually for restocking the Deschutes and other popular fishing streams. The young fish, held in feeding pools until almost a legal size, are distributed in tank trucks, equipped with compressor machines to keep the water aerated. Former methods of distribution, when no provision was made for supplying oxygen, resulted in considerable loss of fingerlings. A chemical quality of the Oak Springs water keeps young trout from fungus growths that destroy the fish in many hatcheries.

State 23 joins State 50 at **42.3 m.**

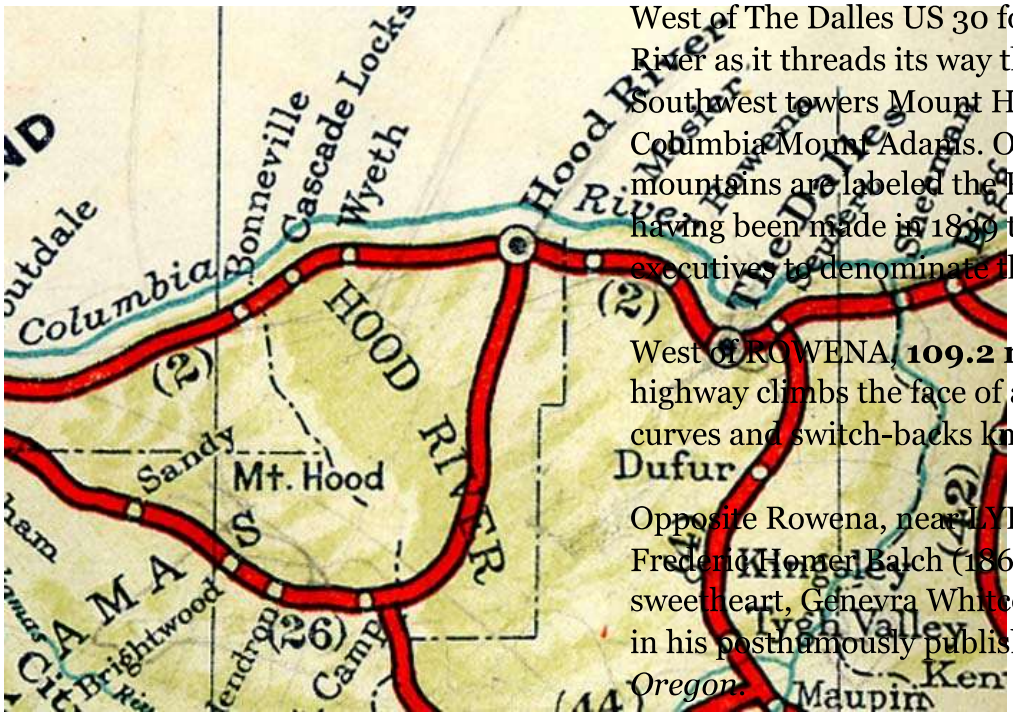
THE DALLES, (fr. flagstones) **100.8 m.** (95 alt., 5,885 pop.).

Points of Interest: Federal Building, City Hall, Wasco County Court House, The Horn, Fort Rock, St. Mary's Academy.

Next: **The Dalles to Eagle Creek >** **(/archives/exhibits/oregon-journey/Pages/the-dalles-eagle-creek.aspx)**

Indians fish at Celilo Falls (**Image g211 Historic Photograph Collection (https://www.salemhistory.net/digital/collection/orarc/id/2215/rec/27)**).

The Dalles to Eagle Creek



Section map (**enlarge map (/archives/exhibits/oregon-journey/PublishingImages/thedalles-map.jpg)**).

West of The Dalles US 30 follows the gorge of the Columbia River as it threads its way through the Cascade Range. Southwest towers Mount Hood, and northward across the Columbia Mount Adams. On some early maps these mountains are labeled the Presidents' Range, an attempt having been made in 1889 to use the names of chief executives to denominate the most prominent peaks.

West of ROWENA, **109.2 m.** (148 alt., 60 pop.), the highway climbs the face of a steep cliff by a series of sharp curves and switch-backs known as the Rowena Loops.

Opposite Rowena, near LYLE, Wash., is the grave of Frederic Homer Balch (1861-1891), near that of his sweetheart, Genevra Whitcomb, whom he commemorated in his posthumously published novel, *Genevieve: A Tale of Oregon*.

ROWENA CREST, **111.8 m.** (706 alt.), is in MAYER STATE PARK; parking place. From the crest is a panoramic view of cliff and winding river.

ROWENA DELL, **112.6 m.,** a sheer walled canyon (R) was infested by rattlesnakes until pioneers fenced the lower end and turned in a drove of hogs. Then for a time the dell was called Hog Canyon.

Memaloose View Point, **115.5 m.**, overlooks MEMALOOSE ISLAND, the "Island of the Dead," for hundreds of years an Indian burial place. Many of the bleached bones of generations of Indians have now been moved to other cemeteries along the Columbia, taken away from burial houses where they had been placed. A white marble shaft marks the grave of Victor Trevitt, an Oregon settler who asked that he be buried among his friends, the Indians.

MOSIER, **118.1 m.** (95 alt., 192 pop.), at the confluence of Mosier Creek and the Columbia River, is in a small fruit growing section well known for its apple cider. The MOSIER TUNNELS, **119.5 m**., one 261 feet and the other 60 feet long, often referred to as the Twin Tunnels, penetrate a promontory more than 250 feet above the river. West of this point the contrast between the barren, semi desert contours of eastern Oregon and the lushness of the Pacific Slope becomes apparent.

At **124.6 m.** is a junction with State 35.

US 30 crosses HOOD RIVER, **124.8 m.**, a glacier fed stream known in pioneer days as Dog River, a name said to have resulted from the adventure of an exploring party in early days who were compelled to eat dog meat to avert starvation. Lewis and Clark named the stream Labiche River for one of their followers.

Mt. Hood from Parkdale (2982).

HOOD RIVER, **125.6 m.**(154 alt., 2,757 pop.).

Points of Interest: Historic Flag, Old Adams House, Apple growers' Association Warehouse, Apple growers' Association Cannery, Hood River Distilleries, Observation Promontory, Eliot Park.

Old Fort Dalles in The Dalles (3459).

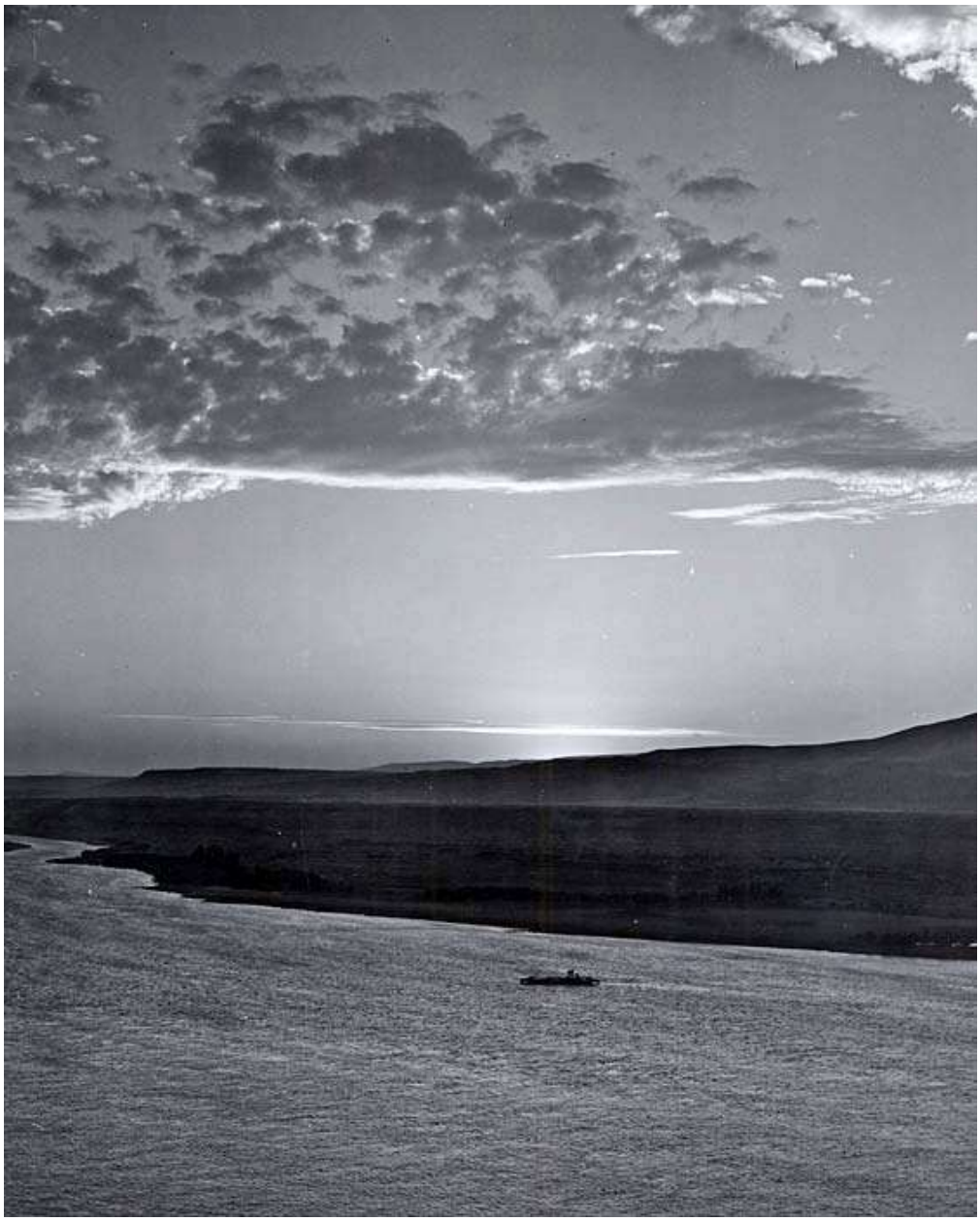
The COLUMBIA GORGE HOTEL (R), **127.2 m.**, a large structure of striking lines, was built in 1921-22 by Simon Benson, pioneer lumberman. Just behind the hotel the picturesque WAW GUINGUIN FALLS drop over a sheer cliff to the river below. Nearby is the Crag Rats Clubhouse, owned by a mountain climbing organization having a membership limited to those who have climbed at least three major snow peaks; members must climb at least one major snow peak annually to remain in good standing.

MITCHELL POINT TUNNEL (watch for traffic signals) **130.3 m.**, was bored through a cliff overhanging the river. In its 385-foot length are hewn five large arched windows overlooking the Columbia. The great projecting rock through

which the bore was made was known among the Indians as Little Storm King, while the sky sweeping mountain above was called the Great Storm King.

The village of VIENTO (Sp., *wind*), **133.3 m.** (103 alt., 14 pop.), is fittingly named, for the wind blows constantly and often violently through the gorge.

VIENTO STATE PARK (R), **133.4 m.**, is a wooded area that is popular as a picnic ground; through it runs scenic Viento Creek.



Twilight on the Columbia River (5841).

Starvation Creek empties into the Columbia at **134.5 m.** Here is STARVATION CREEK STATE PARK, so named because at this point in 1884 an Oregon Washington Railroad & Navigation train was marooned for two weeks in thirty foot snowdrifts, and food was with difficulty carried to the starving passengers. Newspapers of the day gave columns of space to this story, telling how car seats were burned in addition to all coal in the locomotive tender, that passengers might be kept from freezing.

Near LINDSAY CREEK, **135.7 m.,** is a bronze plaque commemorating the commencement in 1912 the building of the first section of the Columbia River Highway. SHELL ROCK MOUNTAIN, **136.9 m.** (2,068 alt.), is opposite WIND MOUNTAIN in Washington. The Indians believed the Great Spirit set the whirlwinds blowing in constant fury about Wind Mountain as a punishment to those who, breaking the taboo, taught white men to snare salmon.

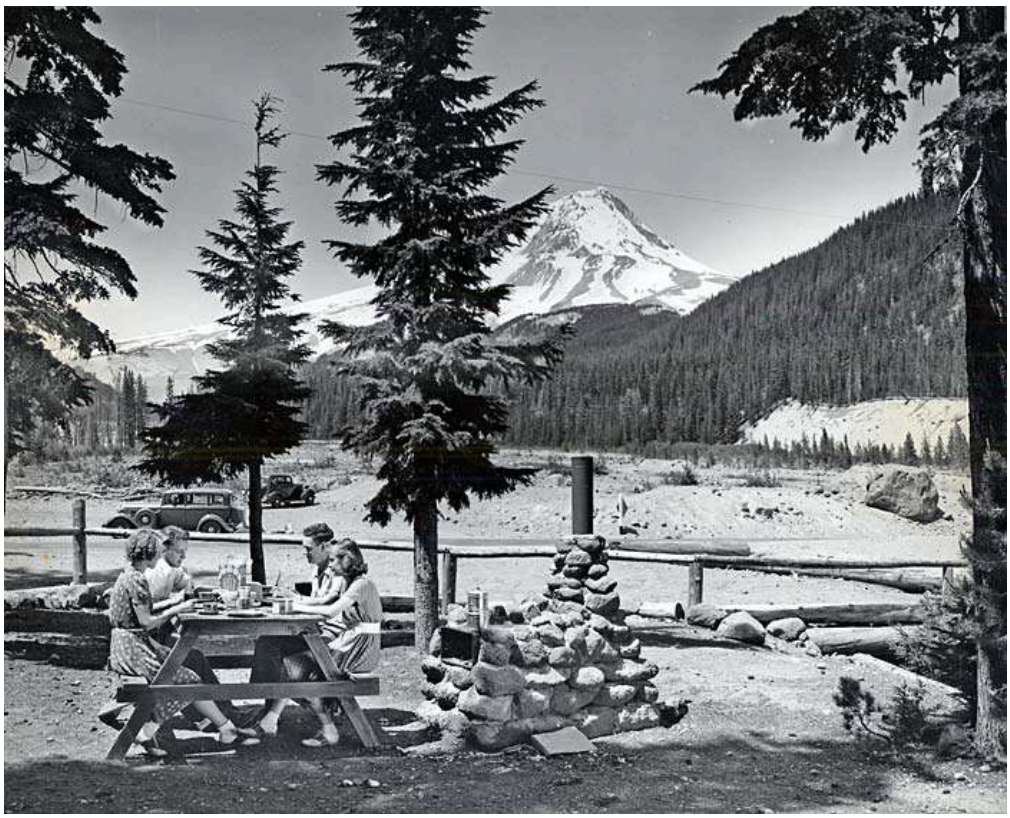
The Dalles and Sandy Wagon Road was authorized by the Oregon Legislature in 1867 and appropriation made for its construction. The road was built to a point 15 miles west of Hood River. Portions of the old dry masonry retaining wall may still be seen a hundred feet or so above the Columbia Highway, especially at Shell Rock Mountain.

The Columbia River Gorge from the Columbia Gorge Hotel. (2491).

COLUMBIA GORGE RANGER STATION, **142.8 m.**, is the headquarters of the MOUNT HOOD NATIONAL FOREST.

Left from the Columbia Gorge Ranger Station along the east fork of Herman Creek on Pacific Crest Trail through the heavy underbrush and pine growth of the Mount Hood National Forest. The trail mounts along the stream that pours its gleaming water in continuous cataracts, to CASEY CREEK (improved camp), **4 m.** South of this point the route climbs the swelling base of MOUNT HOOD to GREEN POINT MOUNTAIN (improved campsites), **7 m.** WAHTUM LAKE (improved camp), **12.5 m.** (3,700 alt.), reflects the jagged crest line of dense pine forests.

Continuing south the trail winds around the sharply rising shoulder of BUCK PEAK (4,768 alt.), to jewel like LOST LAKE, **22.5 m.** (3,140 alt.). Mount Hood's white slopes seemingly lift from the yellow sands of the lake shore and the calm waters reflect the image. Although Lost Lake was viewed by the Indians with superstitious dread, its shores have long been a popular recreational area for white men. (Forest Guard Station; resort; bathing; boating; trout fishing.)



A group picnics at White River with Mt. Hood in the background (1187).

CASCADE LOCKS, **145.8 m.** (120 alt., 1,000 pop.). Here in 1896 the Federal Government built a series of locks around

the treacherous Cascades rapids. It is said by geologists that these rapids were caused by avalanches that slipped from the heights of Table Mountain impeding the free flow of the river.

Skiing on Mt. Hood (g278).

Skilled Indian paddlers or French Canadian boatmen were sometimes able to shoot the Cascade rapids successfully, particularly during spring freshets, but customarily even the most daring disembarked and portaged their cargoes. Prior to the building of the Barlow road in 1846 travelers seeking passage to the lower Columbia or Willamette Valleys halted at The Dalles, dismembered their wagons, loaded them on rafts, and steering the rude barges down the Columbia to the Cascades, docked at the Cascades and portaged wagons and goods around the dangerous white water. Ropes, used as shore lines, guided rafts to safety.

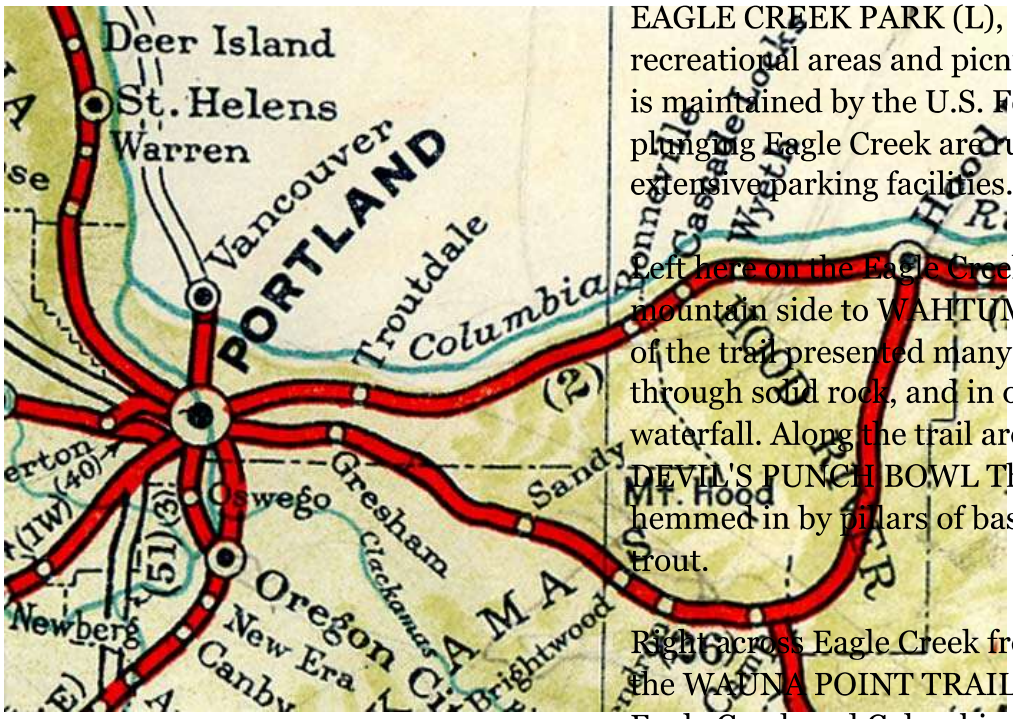
The Columbia River water route was popular both for passengers and freight, and a portage road was constructed in 1856 to accommodate traffic. Rather than following the water level, later used by the railroad portage, the original wagon road around the Cascades, climbed 425 feet, a steep ascent for the plodding oxen used to draw cumbersome wagons. Toll roads later permitted the passage of cattle and pack trains, but not until 1872 did the Oregon legislature make an appropriation to construct a road through the gorge. The present highway was developed from the narrow, crooked road built with that appropriation. A serious barrier to quantity freight transportation during the era when mining booms in Idaho and eastern Oregon made steamboat transportation on the Columbia a huge business, the Cascades were again mastered. This time at water level, by a wooden railed portage tramway over which mule drawn cars, laden with merchandise, rattled from one waiting steamer to another. This proved so profitable a venture that steel rails replaced the wooden ones, and the Oregon Pony, first steel locomotive to operate in Oregon and now on exhibition at the Union Station grounds in Portland, was imported to draw the cars. The importance of the Columbia River as a traffic artery being established, the locks were later built by the Federal Government. Nard Jones' novel, *Swift Flows the River*, is based on the steamboat era of the Columbia centering about the Cascades.

The entrance (R) to the BRIDGE OF THE GODS is at **146 m.,** this is a cantilever toll bridge (cars, 50c; good for return within three hours) spanning the river just west of Cascade Locks, and occupies a place where, according to Indian legend, a natural bridge at one time arched the river. This bridge, they say, was cast into the river when Tyhee Sahale, the Supreme Being, became angry with his two sons, who

quarreled over the beautiful Loo wit, guardian of a sacred flame on the bridge. The two sons and the girl, crushed in the destruction of the bridge, whose debris created the Cascades, were resurrected as Mount Hood, Mount Adams, and Mount St. Helens. This legend is used by Frederic Homer Balch in his romance, *The Bridge of the Gods*.

Next: **Eagle Creek to Portland > (/archives/exhibits/oregon-journey/Pages/eagle-creek-portland.aspx)**

Eagle Creek to Portland



Section map (**enlarge map (/archives/exhibits/oregon-journey/PublishingImages/portland-1940-map.jpg)**)

EAGLE CREEK PARK (L), **148.7 m.**, one of Oregon's finest recreational areas and picnic grounds, was constructed and is maintained by the U.S. Forest Service. On the banks of plunging Eagle Creek are rustic kitchens, tables and extensive parking facilities.

Left here on the Eagle Creek Trail, that winds up the mountain side to WAHTUM LAKE, **13.5 m.** Construction of the trail presented many difficulties; parts of it are cut through solid rock, and in one place it passes behind a waterfall. Along the trail are GHOST FALLS and the DEVIL'S PUNCH BOWL The latter, a fresh water cauldron hemmed in by pillars of basalt, abounds with steelhead trout.

Right across Eagle Creek from Eagle Creek Campground on the WAUNA POINT TRAIL, which leads **5.5 m.** through Eagle Creek and Columbia Gorge canyons to WAUNA POINT (2,500 alt.).

BONNEVILLE, **150 m.** (50 alt., 800 pop.), is at Bonneville Dam, begun by the Federal Government in 1933 and finished in 1938. The dam, designed by U.S. Army engineers, raised the level of water to a point four miles above The Dalles. Many of the river's beauty spots and historic sites were submerged by this impounding of water. The Cascades and much of the shore line disappeared beneath the rising waters of the great reservoir.

The dam spans the Columbia River from Oregon to Washington, a distance of 1,100 feet. Bradford Island, an old Indian burial ground separating the river's two channels, is at the center of the mammoth barrier. There is a single lift lock, 75 feet wide and 500 feet long, near the Oregon shore; a power plant with two completed units, each of 43,000 kilowatts capacity, and with foundation for four additional units; a gate control spillway dam creating a head of 67 feet at low water; and fishways designed to permit salmon to ascend the Columbia to their spawning grounds on its upper tributaries. The slack water lake formed above the dam creates a 30-foot channel between Bonneville and The Dalles, a distance of 44 miles. With the deepening of the Columbia between Vancouver, Washington and the dam, to a depth of 27 feet, the river will be navigable to sea going craft for 176 miles inland. The final cost of the project, including ten hydroelectric units with a capacity of more than a half million horsepower, will be more than $70,000,000.

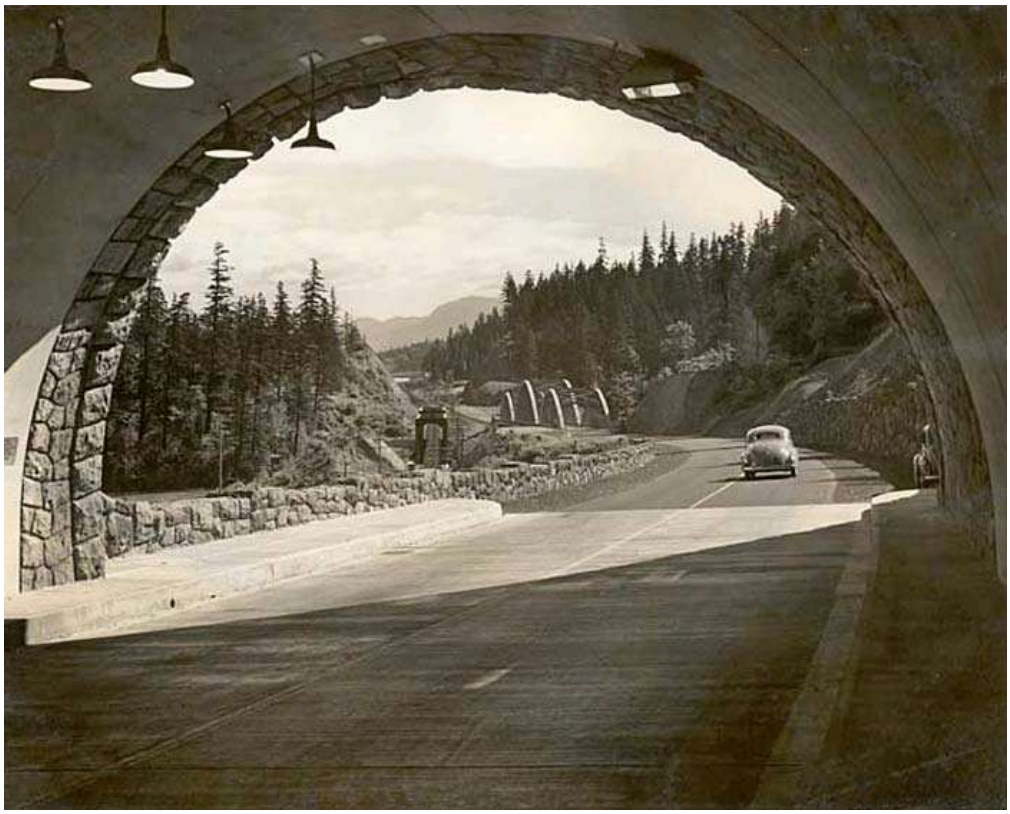
Bonneville was named for Captain Benjamin de Bonneville, whose exploits were set forth in *The Adventures of Captain Bonneville* by Washington Irving.

At MOFFET CREEK, **151.4 m.**, the highway crosses a large flat-arch cement bridge. The span, 170 feet long, is 70 feet above the stream.

The JOHN B. YEON STATE PARK, **152 m.**, was named in honor of an early highway builder.

At the eastern end of the McCord Creek Bridge, **152.6 m.**, is a petrified stump believed to have matured long before the Cascade Range was thrust up.

Left from the eastern end of the bridge on a trail along the creek to ELOWAH FALLS.



Tooth Rock Tunnel and Eagle Creek Bridge on Highway 30 (**Image 827 Historic Photograph Collection (https://www.salemhistory.net/digital/collection/orarc/id/1689/rec/1)**).

Bonneville Dam (696).

At **153.2 m.** BEACON ROCK, across the Columbia (R), is seen. Alexander Ross, the fur trader, called it Inshoach Castle. A landmark for river voyagers for more than a hundred years, it is now surmounted by a beacon to guide airplanes. A stirring chapter of *Genevieve: A Tale of Oregon* relates dramatic events that took place on its summit. A foot trail has been carved in its side from base to crest.

HORSETAIL FALLS, **156.6 m.**, forming the design that gives it name, shoot downward across the face of the sheer rock wall into an excellent fishing pool. Spray from the pool continually drifts across the highway. East of the falls towers ST. PETERS DOME, a 2,000-foot basalt pinnacle.

ONEONTA GORGE, **156.9 m.**, is a deep, narrow cleft in the basalt bluff through which flows a foaming creek. Fossilized trees caught by a lava flow, are entombed in its perpendicular walls.

Left from the highway on a trail to ONEONTA FALLS, 800 ft., hidden in the depths of the gorge. The water, falling into the narrow ravine, stirs the air into strong currents giving it a delightful coolness even when temperatures are high.

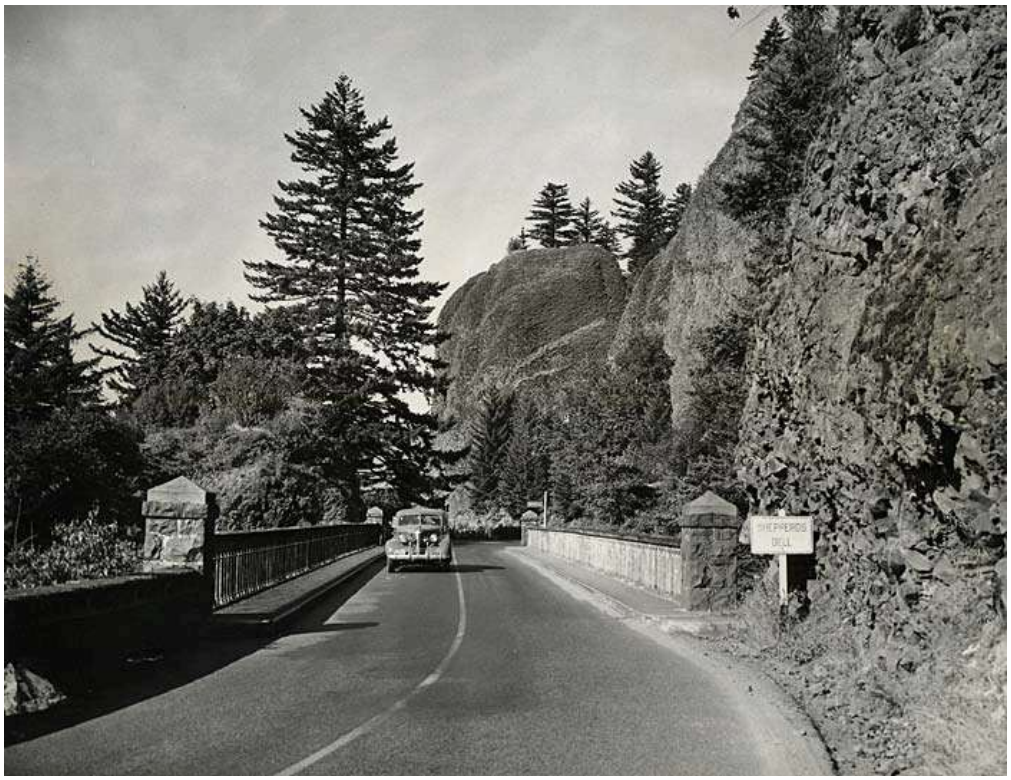
MULTNOMAH FALLS, **159 m.,** inspired Samuel Lancaster, builder of the Columbia River Highway, to write: "There are higher waterfalls and falls of greater volume, but there are none more beautiful than Multnomah," a sentiment approved by many observers. The source is near the summit of Larch Mountain 4,000 feet above the highway. After a series of cascades the waters drop 680 feet into a tree fringed basin.

Oneonta Falls (597).

Left from Multnomah Falls on a foot trail, across a bridge above the short stretch of creek between the upper and lower falls, to LARCH MOUNTAIN, **6.5 m.**, (4,095 alt.).

WAHKEENA (Ind. most beautiful) FALLS, **159.6 m.**, named for the daughter of a Yakima Indian chief, are considered by some the most beautiful of the many falls in the gorge. There is no sheer drop, but the waters hurl themselves in a series of fantastic cascades down the steep declivity. Wahkeena Creek has its source in Wahkeena Springs only a mile and a half above the cliff over which waters plunge.

MIST FALLS, **159.8 m.,** where the water drops from a 1,200 foot escarpment were mentioned by Lewis and Clark: "Down from these heights frequently descend the most beautiful cascades, one of which [now Multnomah Falls] throws itself over a perpendicular rock ... while other smaller streams precipitate themselves from a still greater elevation, and evaporating in mist, again collect and form a second cascade before they reach the bottom of the rocks."



Shepperds Dell on the Columbia River Highway (1889).

COOPEY FALLS, **161.9 m.**, according to Indian legend is at the site of a battle of giants.

BRIDAL VEIL, **162.7 m.** (40 alt., 204 pop.), is a lumber mill town in a small valley below the highway. Formerly Bridal Veil Falls was noted for its beauty but the waters now are confined in a lumber-flume.

Two sharp rocks between which pass the tracks of the Union Pacific and known as the PILLARS OF HERCULES or SPEELYEI'S CHILDREN, the latter name commemorating the feats of the Indian coyote god, rise (R) beyond FOREST HILL.

In the shadowy grotto of SHEPPERD'S DELL, **163.7 m.,** a sparkling waterfall leaps from a cliff. A white concrete arch bridges a chasm 150 feet wide and 140 feet deep. Near the bridge the highway curves around a domed rock known as BISHOP'S CAP or MUSHROOM ROCK.

LATOURELLE FALLS, **164.9 m.,** take a sheer drop of 224 feet into a pool at the base of an overhanging cliff. LATOURELLE BRIDGE was so placed as to give the best view of the falling waters.

The GUY W. TALBOT PARK, **165.1 m.**, is a 125 acre wooded tract overlooking the Columbia.

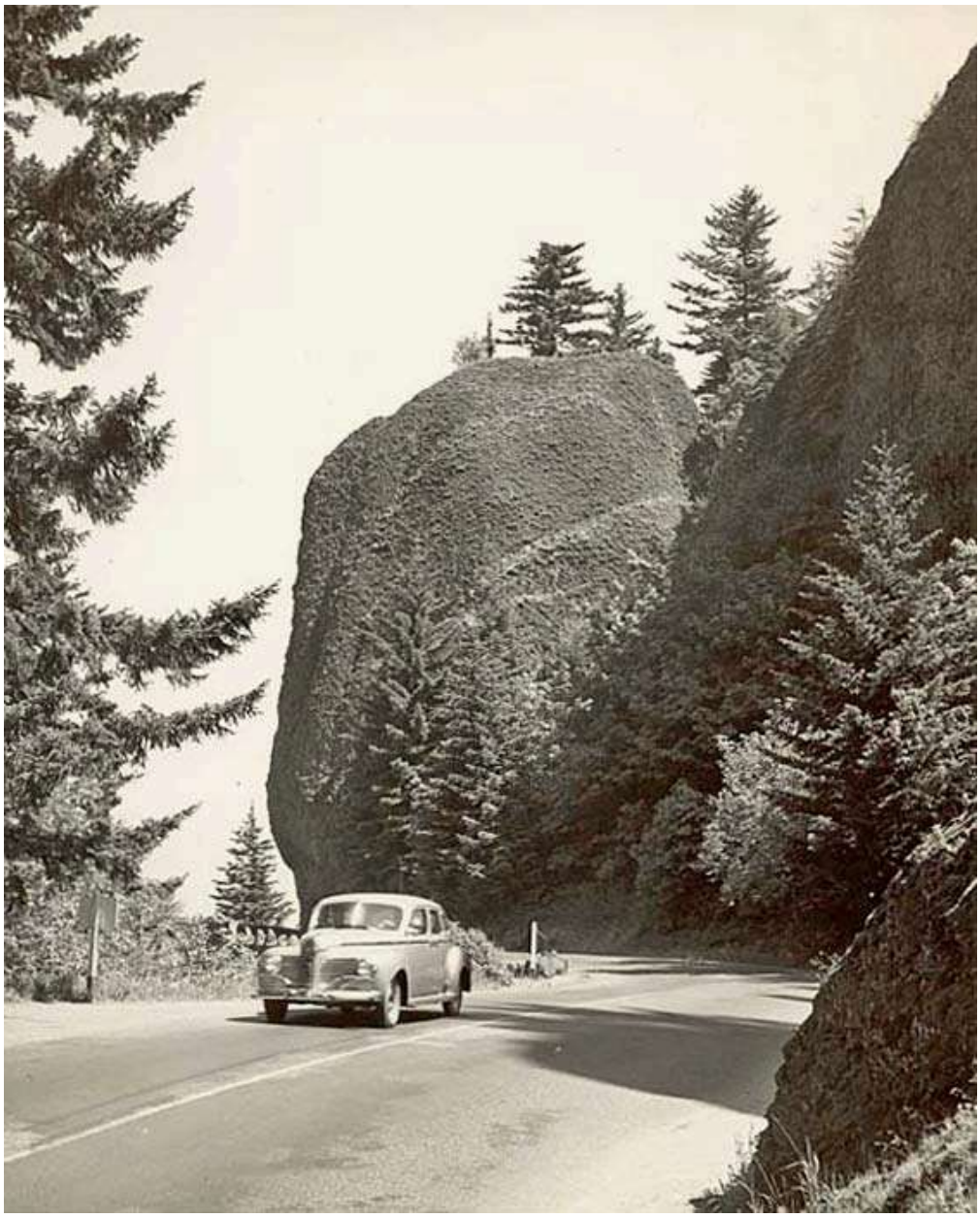
Winding along the forested mountainside the highway reaches CROWN POINT, **167.3 m.,** 725 feet above the river on an overhanging rocky promontory. The highway makes a wide curve, in the center of which is the VISTA HOUSE. This impressive stone structure, a modern adaptation of the English Tudor style of architecture, modified to conform to the character and topography of the landscape, was built at a cost of $100,000. The foundation of Vista House is laid in Italian style dry masonry, no mortar having been used. Men were imported from Italy to work here and elsewhere along the highway. The windswept height, once known as THOR'S CROWN, commands a view of the river east and west for many miles.

Inside the Vista House is a bronze tablet recording the explorations of Lieut. William Broughton of Vancouver's expedition, who came up the Columbia River in 1792.

The SAMUEL HILL MONUMENT, **168.5 m.,** is a 50 ton granite boulder dedicated to the man who was chiefly responsible for building the Columbia River Highway.

CORBETT, **169.9 m.** (665 alt., 90 pop.), set in rolling hills, is at the eastern end of a cultivated area. The road cuts between the cliffs and the waters at the SANDY RIVER, **174.5 m.** This stream, flowing from

the glaciers on the south slope of Mt. Hood, was discovered by Lieut. William Broughton on Oct. 30, 1792, and named Barings River for an English family. The bluffs near the river mouth now bear the name of the discoverer. Lewis and Clark passed this point on Nov. 3, 1805, and in their Journals record the immense quantities of sand thrown out. They wrote: "We reached the mouth of a river on the left, which seemed to lose its waters in a sandbar opposite, the stream itself being only a few inches in depth. But on attempting to wade across we discovered that the bed was a very bad quicksand, too deep to be passed on foot ... Its character resembles very much that of the river Platte. It drives its quicksand over the low grounds with great impetuosity and ... has formed a large sandbar or island, three miles long and a mile and a half wide, which divides the waters of the Quicksand river into two channels."



Columbia River Highway at Bishops Cap (**Image 2490 Historic Photograph Collection (https://www.salemhistory.net/digital/collection/orarc/id/1858/rec/1)**).

The river is noted locally for its annual run of smelt (eulachan), which ascend in millions each spring to spawn. When they appear word goes out that "the smelt are running Sandy." Cars soon crowd highways, while hundreds of people snare the fish with sieves, nets, buckets, sacks or birdcages. (Special license required, 5c)

TROUTDALE, **177.7 m.** (50 alt., 227 pop.), is a trade center for a fruit and vegetable producing area specializing in celery. Between truck gardens and dairy farms, US 30 crosses the bottom lands of the widening Columbia Valley to FAIRVIEW, **180.3 m.** (114 alt., 266 pop.), and past orchards, bulb farms, and suburban homes to PARKROSE **185.2 m.**

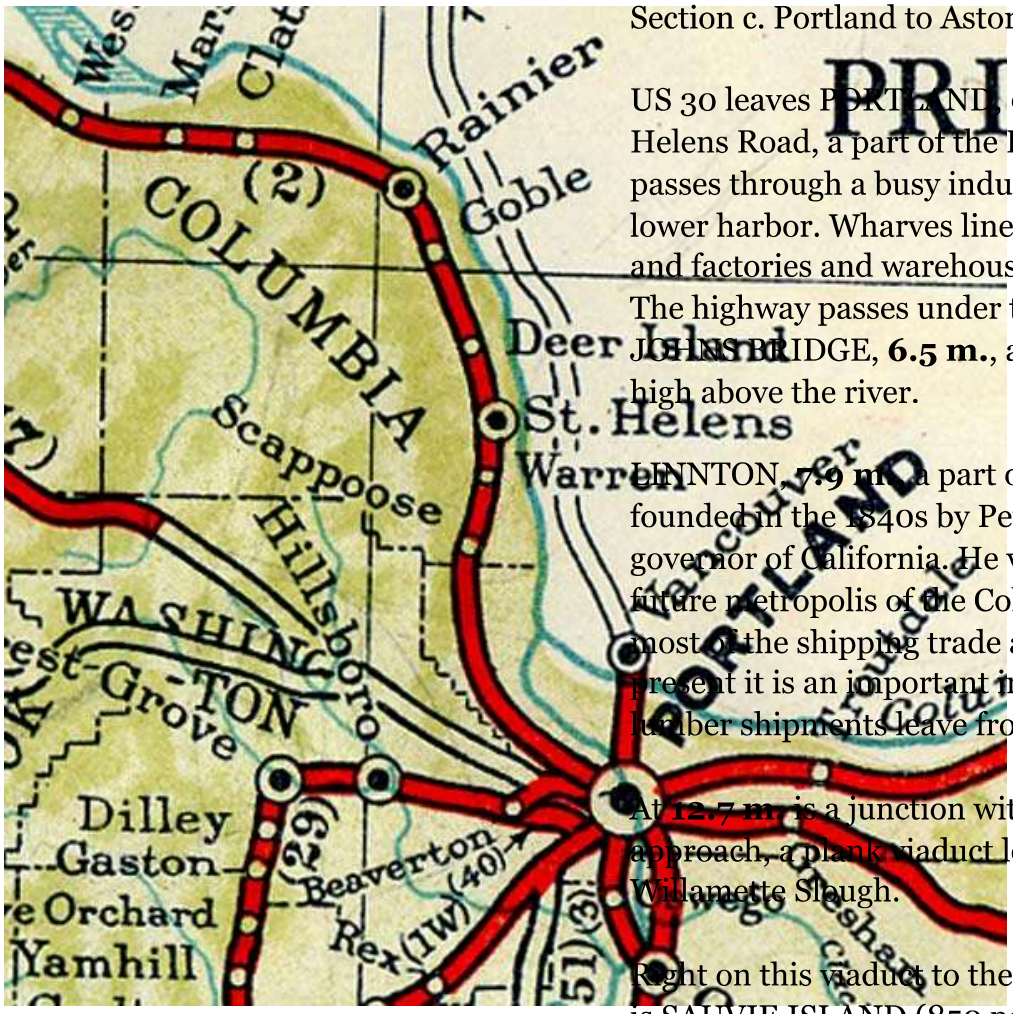
PORTLAND, **192.7 m.** (32 alt., 301,815 pop.).

Vista House overlooking the Columbia Gorge (**Image 692 Historic Photograph Collection (https://www.salemhistory.net/digital/collection/orarc/id/1683/rec/6)**).

Points of interest: Skidmore Fountain, Oregon Historical Society Museum, Art Museum, Portland Public Market, Sanctuary of our Sorrowful Mother.
Portland is at junction with US 99, State 8, State 50, US 99W.

Next: **Portland to Rainier > (/archives/exhibits/oregon-journey/Pages/portland-rainier.aspx)**

Portland to Rainier



Section map (**enlarge map (/archives/exhibits/oregon-journey/PublishingImages/rainier-portland-map.jpg)**).

Section c. Portland to Astoria, **104.5 m.**

US 30 leaves PORTLAND, **0 m.**, on NW. Vaughn St. and St. Helens Road, a part of the Lower Columbia Highway, and passes through a busy industrial district along Portland's lower harbor. Wharves line the Willamette River bank (R) and factories and warehouses occupy the river flats.
The highway passes under the west approach to the ST. JOHNS BRIDGE, **6.5 m.**, an attractive suspension bridge high above the river.

LINNTON, **7.9 m.**, a part of Portland since 1915, was founded in the 1840s by Peter H. Burnett, later, first governor of California. He visioned the tiny town as the future metropolis of the Columbia Valley but Portland drew most of the shipping trade and Linnton languished. At present it is an important industrial district of the city; large lumber shipments leave from its wharves.

At **12.7 m.** is a junction with the Burlington Ferry approach, a plank viaduct leading to a ferry (free) crossing Willamette Slough.

Right on this viaduct to the ferry landing, **0.5 m.**, off which is SAUVIE ISLAND (850 pop.), which retains much of its pastoral charm. Numerous fishermen and duck hunters frequent the lakes and swales of this popular recreational area. Land of island is quite fertile; bulb culture and truck gardening have become increasingly important in recent years.

Frederic Homer Balch wrote in his Indian romance, *The Bridge of the Gods*: "The chief of the Willamettes gathered on Wappatto Island, from time immemorial the council ground of the tribes. The white man has changed its name to 'Sauvie' island; but its wonderful beauty is unchangeable. Lying at the mouth of the Willamette River and extending many miles down the Columbia, rich in wide meadows and crystal lakes, its interior dotted with majestic oaks and its shores fringed with cottonwoods, around it the blue and sweeping rivers, the wooded hills, and the far white snow peaks, it is the most picturesque spot in Oregon."

Even though the island has a comparatively small population with neither stores nor shops and but one small sawmill to represent the industrial interests, it is by no means isolated. Many people go there, so many that the small ferry is crowded to capacity. Because of its numerous lakes, ponds and bayous, the island is a popular haunt for duck hunters, and many club houses dot its length. Fishermen seek the shores of the Gilbert River for the crappies, catfish, black and yellow bass, sunfish and perch, that lurk in these sluggish waters. Men grown weary of the turbulence of mountain streams and the elusive antics of the fighting trout, find peace and relaxation in the lazy swirl of the waters and the bobbing of the cork float when a channel cat or crappie takes the bait.

A float from The Dalles participates in the Rose Festival Parade (681).


A view of Portland from Monte Vista Terrace (3943).

The first white men to visit the island as far as known were the Lewis and Clark expedition Nov. 4, 1805. "We landed on the left bank of the river, at a village of twenty five houses; all of these were thatched with straw and built of bark, except one which was about fifty feet long, built of boards ... this village contains about two hundred men of the Skilloot nation, who seemed well provided with canoes, of which there were at least fifty two, and some of them very large, drawn up in front of the village ..." The exploring party stopped a short distance below the village for dinner. "Soon after," Clark recorded, "Several canoes of Indians from the village above came down, dressed for the purpose as I supposed of Paying us a

friendly visit, they had scarlet & blue blankets Salor Jackets, overalls, Shirts and hats independent of their usual dress; the most of them had either Muskets or pistols and tin flasks to hold their powder, Those fellows we found assuming and disagreeable, however we Smoked with them and treated them with every attention & friendship."

"... dureing the time we were at dinner those fellows Stold my pipe Tomahawk which they were Smoking with, I immediately serched every man and the canoes, but could find nothing of my Tomahawk, while Serching for the Tomahawk one of those Scoundals Stole a cappoe (coat) of one of our interperters, which was found Stuffed under the root of a tree, near the place they Sat, we became much displeased with those fellows, which they discovered and moved off on their return home to their village."

In 1832 an epidemic decimated the native population, and Dr. McLoughlin removed the survivors to the mainland and burned many of the straw and board huts of the settlements.

The Portland water front looking north from the Market Building (1447).

In 1834 Captain Nathanial J. Wyeth built a trading post on the island and named it Fort William. "This Wappato island which I have selected for our establishment," he wrote, "consists of woodland and prairie and on it there is considerable deer and those who could spare time to hunt might live well but mortality has carried off to a man its inhabitants and there is nothing to attest that they ever existed except their decaying houses, their graves and their unburied bones of which there are heaps." Wyeth set his coopers to making barrels to carry salted salmon to Boston. However, his trading activities met with such persistent opposition from the Hudson's Bay Company that in 1836 he was forced to abandon the enterprise.

The hills (L) recede and the highway enters the Scappoose Plains, a fertile district devoted to potato culture, truck gardening, and dairy.

SCAPPOOSE (Ind. gravelly plain), **20.9 m.** (56 alt., 248 pop.), is on the site of an old trading post and farm of the Hudson's Bay Company, under the charge of Thomas McKay. Chief Kazeno, mentioned in the annals of the Astorians and other later writers, had his village close by. It was here the great Indian highway, later the Hudson's Bay trail between the Columbia River and upper Willamette Valley, had its beginning. When Lieut. W. R. Broughton of the Royal Navy, visited the Columbia River in H. M. S. Chatham of Captain Vancouver's squadron in 1792, he found at Warrior Rock, on Wappato (Sauvie) Island opposite Scappoose, Indians with copper swords and iron battle axes. The Indians said they

The Congregational Church on the South Park Blocks in downtown Portland (3213).

obtained the axes from the other Indians many moons to the eastward. Scappoose appears to have been a great trading center for Indians on the lower Columbia. The virulent disease which almost wiped out the Indians of the Sauvie Island region began among the Indians at Scappoose Bay and was attributed to "bad medicine" administered by Captain Dominis of the brig Owyhee, which had been trading in the river.

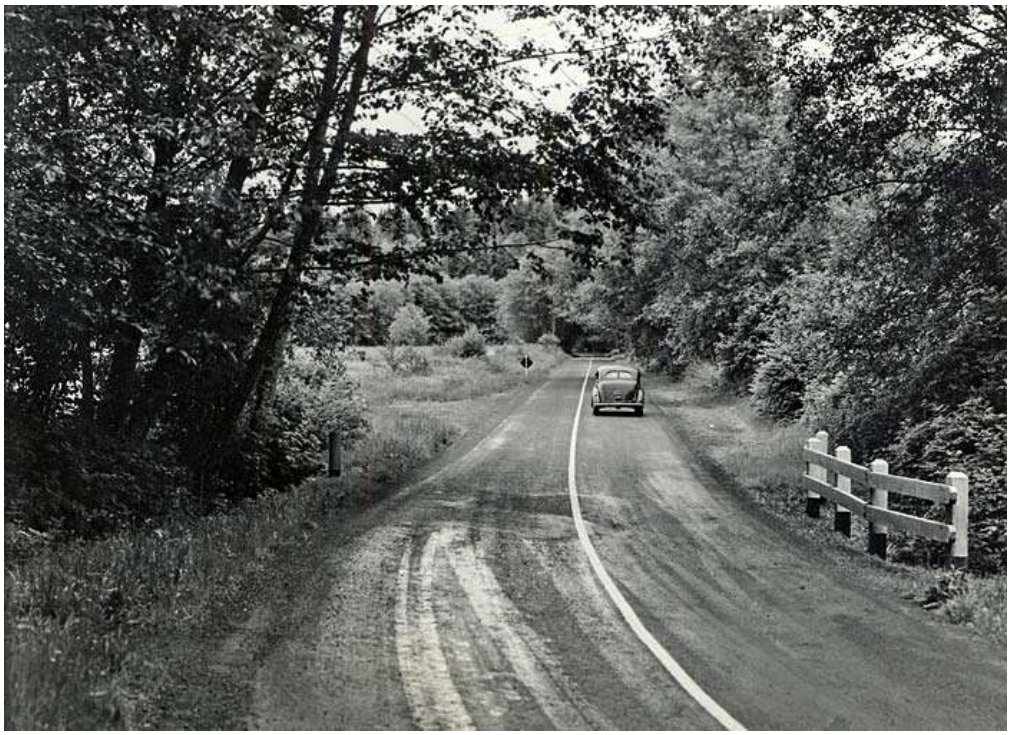
The first white man to settle on Scappoose Plain was James Bates, an American sailor, who probably deserted from the Owyhee in 1829. The town of Scappoose had slow growth and was not incorporated until July 13, 1921. In 1934 fire destroyed several buildings. Today it's a trading center for a prosperous farming community with large potato warehouses and a pickle factory.

MILTON CREEK, **28.5 m.**, was named for the old town of Milton founded in the late forties at its confluence with Willamette Slough. The Oregon Spectator, in its issue of May 16, 1850, carried the following advertisement: "TOWN OF MILTON is situated on the lower branch of the Willamette River, just above its junction with the Columbia. The advantages of its location speak for themselves. All we ask is for our friends to call and see the place. For particulars apply to Crosby & Smith, Portland and Milton." A few months later the editor of the Spectator wrote: "The town of Milton one mile and a half above St. Helen's is fast improving and may look forward to its future importance ... We are told that the flats or bottom lands which occasionally overflow, are of great extent and produce abundant grass for the grazing of immense flocks and herds, besides offering the opportunity to cut large quantities of hay." A few years later, waters flooded the town and its business was gradually absorbed by nearby St. Helens.

ST. HELENS, **28.6 m.** (98 alt., 3,944 pop.), a river port, is also a market and court town. Its manufacturing plants produce insulating board, pulp and paper, lumber, and dairy products.

The site of St. Helens was first known as Wyeth's Rock for the early trader, Nathaniel Wyeth, who built a temporary post here in 1834. Captain H. M. Knighton took up the site as a donation land claim and in 1847 laid out the town as a competitor of the newly established Portland, which he contemptuously referred to as "Little Stump Town." Knighton named the town both to honor his native city of St. Helens, England, and for the beautiful mountain that rises a few miles to the northeast. According to early records the vicinity was also referred to as Plymouth Rock or Plymouth and the earliest election district established here was named the Plymouth precinct. The earliest school was established in 1853 by the Reverend Thomas Condon, a noted scientist, who later became professor of geology at the University of Oregon. He added to his small salary as pastor of the St. Helens Congregational church by his teaching. The KNIGHTON HOUSE, 155 S. 4th St., was built in 1847 with lumber shipped around Cape Horn from Bath, Maine. Many of the town's buildings, including the COLUMBIA COUNTY COURT HOUSE, at First St. on the river bank, are built of stone from local quarries.

Terminal No. 1 on Portland water front (3330).



DEER ISLAND, **34.2 m.** (48 alt., 75 pop.), is a small community opposite the island of the same name visited in 1805 and again in 1806 by Lewis and Clark. The naming of Deer Island is accounted for in the report of Lewis and Clark: "We left camp at an early hour, and by nine o'clock reached an old Indian village.... Here we found a party of our men whom we had sent on yesterday to hunt, and who now returned after killing seven deer in the course of the morning out of upwards of a hundred which they had seen."

A road along the lower Columbia River (855).

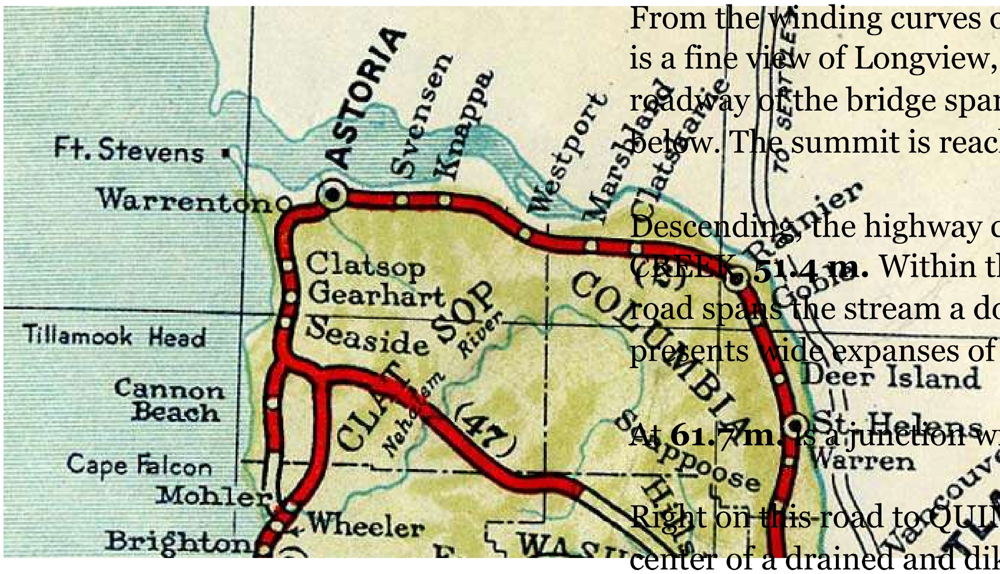
GOBLE, **40.6 m.** (25 alt., 91 pop.), is at the former landing of the Northern Pacific Railway Ferry at Kalama, Washington, before the building of the railroad bridge between Vancouver and Portland.

LITTLE JACK FALLS, **43.9 m**. (125 alt.), tumbles over a precipice beside the highway.

RAINIER, **47.5 m.** (23 alt., 1,353 pop.), named for Mount Rainier, which is often visible to the northeast, was an important stop in the days of river commerce. The town was founded by Charles E. Fox in 1851. First called Eminence, its name was changed to Fox's Landing and finally to Rainier. In 1854 F. M. Warren erected a large steam sawmill and began producing lumber for homes and other buildings of the settlers. Rainier was incorporated in 1885. At Rainier is a toll bridge connecting with Longview, Washington (car and driver, 80c; maximum, $1).

Next: **Rainier to Astoria** > **(/archives/exhibits/oregon-journey/Pages/rainier-astoria.aspx)**

Rainier to Astoria



Section map (**enlarge map (/archives/exhibits/oregon-journey/PublishingImages/rainier-astoria-map.jpg)**).

From the winding curves of RAINIER HILL (671 alt.) there is a fine view of Longview, Washington, and the narrow roadway of the bridge spanning the river, hundreds of feet below. The summit is reached at **50.6 m**.

Descending, the highway crosses ubiquitous BEAVER CREEK, **51.4 m.** Within the next 15 miles westward the road spans the stream a dozen times. The country now presents wide expanses of logged off land.

At **61.7m.** is a junction with a gravel road.

Right on this road to QUINCY, **1 m.** (18 alt., 503 pop.), center of a drained and diked area of the Columbia River lowlands; L. here **3 m.** on a dirt road to OAK POINT. The Winship brothers of Boston attempted to establish a trading post and settlement here known as Fanny's Bottom. On May 26, 1810, while Astor was still maturing his plans for the Pacific Fur Company, Captain Nathan Winship arrived in the Columbia River with the ship Albatross. He began construction of a two story log fort and planted a garden. However, the attempt was abortive. Robert Stuart, of the Astorians, wrote in his diary, July 1, 1812:

"About 2 hours before sunset we reached the establishment made by Captain Winship of Boston in the spring of 1810 It is situated on a beautiful high bank on the South side & enchantingly diversified with white oaks, Ash and Cottonwood and Alder but of

rather a diminutive size here he intended leaving a Mr.

Fishing boats take part in the Astoria Salmon Derby (933).

Washington with a party of men, but whether with the view of making a permanent settlement or merely for trading with the Indians until his return from the coast, the natives were unable to tell, the water however rose so high as to inundate a house he had already constructed, when a dispute arose between him and the Hellwits, by his putting several of them in Irons on the supposition that they were of the Chee-hee lash nation, who had some time previous cut off a Schooner belonging to the Russian establishment at New Archangel, by the Governor of which place he was employed to secure any of the Banditti who perpetrated this horrid act The Hellwits made formidable preparations by engaging auxiliaries &c. for the release of their relations by force, which coming to the Captain's knowledge, as well as the error he had committed, the Captives were released, every person embarked, and left the Columbia without loss of time "

Horse seine fishing on the Columbia River (1297).

CLATSKANIE (cor. Ind., Tlatskanie), **64.8 m.** (16 alt., 739 pop.), bears the name of a tribe of Indians that formerly inhabited the region. The town is on the Clatskanie River near its confluence with the Columbia and is surrounded by rich bottom lands devoted to dairy and raising vegetables for canning. In 1852 E. G. Bryant took up the land on which a settlement grew, named Bryantsville. In 1870 the name of the town was changed to Clatskanie and it was incorporated as a city in 1891. State Fisheries Station No. 5, for restocking the river with fingerling salmon, is at this point.

At **65.2 m**. is the junction with State 47.

Left on State 47 over a mountainous grade into the Nehalem Valley and across a second ridge into the Tualatin Valley to FOREST GROVE and a junction with State 8 at **56.1 m.**

WESTPORT, **74.5 m.** (32 alt., 450 pop.), is one of many lumber and fishing towns scattered along the Columbia.

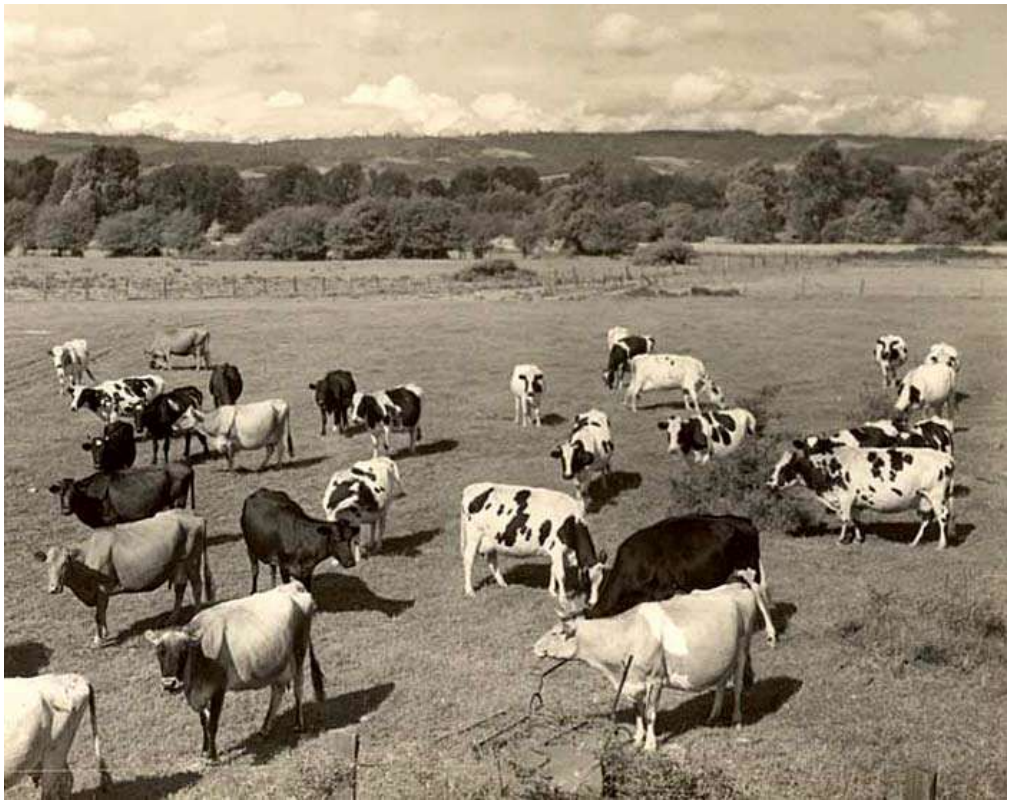
The highway ascends the Coast Range in a series of hairpin turns to CLATSOP CREST, **79.7 m.**, overlooking the Columbia River and the country beyond. In the immediate foreground is long, flat PUGET ISLAND, where grain fields and fallow lands weave patterns of green and gray, and sluggish streams form silvery canals. Although the island is close to the Oregon shore, it lies within the State of

Washington. It was discovered in 1792 by Lieut. Broughton of the British Navy, who named it for Lieut. Peter Puget.

US 30 twists down to HUNT CREEK, **80.7 m.**, then climbs a spur from which a desolate waste of logged over land extends in all directions. A high, sharply etched mountain (L), with sides bare of vegetation, shows the results of unrestricted timber cutting.

At **92.5 m.** is a junction with an improved road.

Right here to SVENSON, **0.7 m.** (10 alt., 100 pop.), less a town than a series of fishing wharves, extending into the Columbia River, which broadens to a width of five miles. Tied up at the docks are many fishing crafts. These small boats, their engines hooded for protection from spray and weather, ride restlessly in the tide's movement. Net drying racks stretch at length over the salt soaked planking, where fishermen mend linen nets between catches.



Dairy cattle along the lower Columbia River Highway (896).

It is from these docks, and the many that closely line the river's south shore from this point to Astoria, a distance of eight miles, that a large portion of the salmon fishing fleet puts out.

The principal method of taking fish in the Columbia is by gill netting. The gill netter works with a power boat and a net from 1,200 to 1,500 feet long. On one edge of the net are floats to hold it up and on the other edge weights to hold it down and vertical in the water. Fish swarming upstream strike the net and become entangled in the meshes, held by their gills. The gill net fishermen usually operate at night; at such times the river presents a fascinating spectacle, dotted with lights as the boats drift with the current.

Seining operations are employed on sand shoals, some of them far out in the wide Columbia estuary. One end of the seine is held on shore while the other end is taken out into the river by a power boat, swung around on a circular course and brought back to shore. As the loaded net comes in, teams of horses haul it into the shallows, where the catch is gaffed into boats. Seining crews and horses live in houses and barns on the seining grounds. Fishing crews often work in water to their shoulders.

Trolling boats are larger than gill netters and cross the Columbia bar to ply the ocean waters in search for schools of salmon, and for sturgeon, which are taken by hook and line. They carry ice to preserve their

cargo, as they are sometimes out for several days.

The Astoria Salmon Derby weigh station (3864).

Mysterious are the life and habits of the salmon which provide the lower Columbia with its main industry. Spawned in the upper reaches of the river and its tributaries, the young fish go to sea and disappear, returning four years later to reproduce and die where they were spawned. Each May large runs of salmon come to the river and fight their way against the current; each autumn the young horde descends. Full grown King Chinook salmon weigh as much as 75 pounds each.

Until 1866, salmon were sold fresh or pickled whole in barrels for shipping. In that year the tin container came into use. By 1874, the packing industry had become an extensive commercial enterprise. Artificial propagation, to prevent fishing out of the stream, began in 1887. Today, about 3,500 fishermen are engaged in various methods of taking fish in the Columbia River district, and about 1,800 boats of various sizes and types are used. It has been estimated as many as 20,000 persons depend upon the industry for a living. The value of the annual production, most of which is canned at the processing plants at Astoria and elsewhere on either side of the river, is estimated at ten million dollars.

US 30 crosses the little JOHN DAY RIVER, **97.9 m.**, another stream named for the unfortunate Astorian of whom Robert Stuart says as he camped a few miles up the Columbia: "evident symptoms of mental derangement made their appearance in John Day one of my Hunters who for a day or two previous seemed as if restless and unwell but now uttered the most incoherent absurd and unconnected sentences ... it was the opinion of all the Gentlemen that it would be highly imprudent to suffer him to proceed any farther for in a moment when not sufficiently watched he might embroil us with the natives, who on all occasions he reviled by the appellations Rascal, Robber &c &c &c "

Nearing the western sea they had been sent to find, Lewis and Clark recorded enthusiastically, on Nov. 7, 1805, "Ocian in view. O the joy." On the following day he wrote: "Some rain all day at intervals, we are all wet and disagreeable, as we have been for several days past, and our present Situation a very disagreeable one in as much, as we have not leavel land Sufficient for an encampment and for our baggage to lie cleare of the tide, the High hills jutting in so close and steep that we cannot retreat back, and the water too salt to be used, added to this the waves are increasing to Such a hight that we cannot move from this place, in this Situation we are compelled to form our camp between the Hits of the Ebb and flood tides, and rase our baggage on logs."

On the 9th he wrote: "our camp entirely under water dureing the hight of the tide, every man as wet as water could make them all the last night and to day all day as the rain continued all the day, at 4 oClock PM the wind shifted about to the S.W. and blew with great violence immediately from the Ocean for about two hours, notwithstanding the disagreeable Situation of our party all wet and cold (and one which they have experienced for Several days past) they are chearfull and anxious to See further into the Ocian. The water of the river being too Salt to use we are obliged to make use of rain water. Some of the party not accustomed to Salt water has made too free use of it on them it acts as a pergitive. At this dismal point we must Spend another night as the wind & waves are too high to preceed."

Sailboat races near Astoria (1580).

At **100.7 m.** is TONGUE POINT STATE PARK; here is a junction with a gravel road.

Right on this road to TONGUE POINT LIGHTHOUSE SERVICE BASE, **0.7 m.** Built on a projection extending into the wide mouth of the Columbia River, this base is the repair depot for buoys that guide navigators along the watercourses of the two states. Tongue Point was so named by Broughton in 1792. A proposal to establish a naval air base at this point, agitated for many years, was approved by Congress (1939) and funds appropriated for beginning construction.

On November 10 the Lewis and Clark party, unable to go far because of wind, camped on the northern shore nearly opposite this point. The camp was made on drift logs that floated at high tide. "nothing to eate but Pounded fish," Clark noted. "that night it Rained verry hard ... and continues this morning, the wind has luled and the waves are not high." The party moved on, but after ten miles the wind rose and they had to camp again on drift logs. Neighboring Indians appeared with fish. The camp was moved on the 12th to a slightly less dangerous place and Clark attempted to explore the nearby land on the 13th: "rained all day moderately. I am wet &C.&C." On the 14th: "The rain &c. which has continued without a longer intermition than 2 hours at a time for ten days past has destroy'd the robes and rotted nearly one half the fiew clothes the party has particularly the leather clothes." Clark was losing his patience by the 15th; even the pounded fish brought from the falls was becoming moldy. This was the eleventh day of rain and "the most disagreeable time I have experenced confined on the tempiest coast wet, where I can neither git out to hunt, return to a better situation, or proceed on." But they managed to move to a somewhat better camp that day and the men, salvaging boards from a deserted Indian camp, made rude shelters. The Indians began to give them too much attention, however, "I told those people ... that if any

one of their nation stole any thing that the Senten'l whome they Saw near our baggage with his gun would most certainly Shute them, they all promised not to tuch a thing, and if any of their womin or bad boys took any thing to return it imediately and chastise them for it. I treated those people with great distance."

Horse seine fishing on the Columbia River (**Image 1296 Historic Photograph Collection (https://www.salemhistory.net/digital/collection/orarc/id/1742/rec/9)**).

The party moved on to the northern shore of Baker Bay, where they remained for about ten days. From this point Clark went overland to explore, inviting those who wanted to see more of the "Ocian" to accompany him. Nine men, including York, the negro, still had enough energy to go.
On the 21st: "An old woman & Wife to a Cheif of the Chunnooks came and made a Camp near ours. She brought with her 6 young Squars (her daughters & nieces) I believe for the purpose of Gratifying the passions of the men of our party and receiving for those indulgience Such Small (presents) as She (the old woman) though proper to accept of."

"These people appear to View Sensuality as a Necessary evel, and do not appear to abhor it as a Crime in the unmarried State. The young females are fond of the attention of our men and appear to meet the sincere approbation of their friends and connections, for thus obtaining their favours."

Here the explorers had further evidence that English and American sailors had previously visited the Columbia. The tattooed name, "J. B. Bowman," was seen on the arm of a Chinook squaw. "Their legs are also picked with defferent figures," wrote Clark. "all those are considered by the natives of this quarter as handsom deckerations, and a woman without those deckorations is Considered as among the lower Class."

Three days later Lewis and Clark held a meeting to decide whether the party should go back to the falls, remain on the north shore or cross to the south side of the river for the winter. The members with one exception voted to move to the south shore, where they set up a temporary camp on Tongue Point. From this place they hunted a suitable site for the permanent camp.

ASTORIA, **104.5 m.** (12 alt., 10,349 pop.).

Points of Interest: Fort Astoria, City Hall, Grave of D. McTavish, Flavel Mansion, Union Fishermen's Cooperative Packing Plant, Port of Astoria Terminal.

In Astoria US 30 meets US 101.

Next: **Learn More > (/archives/exhibits/oregon-journey/Pages/learn-more.aspx)**

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About the Text

Oregon State Board of Control. *Oregon: End of the Trail.* Portland, Oregon: Binfords & Mort, 1940.

The 1940 tour is one of many tours described in Part III of Oregon, End of the Trail entitled "All Over Oregon." A total of 10 tours crisscross the backroads of Oregon weaving a tapestry of history, geography, culture, economy and legend.

These tours are enhanced by a reading of Part I entitled "Past and Present." 1940 vintage descriptions of the natural settings, history, agriculture, commerce, architecture, tall tales and legends, and literature of Oregon highlight the offerings of Part I.

Indians dip netting salmon at Celilo Falls (**Image 1326 Historic Photograph Collection (https://www.salemhistory.net/digital/collection/orarc/id/1751/rec/24)**).

Part II, "Cities and Towns," brings further depth to the tours. This includes city maps, points of interest, and facts about life in the towns and cities circa 1940. For example, it would cost you 25¢ to golf 9 holes in Eugene and it would cost 7¢ to get to the golf course on a city bus.

About the Images

The original Highway Department photograph identification numbers are in parentheses () after each image description. These are some of the thousands of tourism photographs and negatives dating from the mid-1930s to about 1980 in the Oregon State Archives holdings. Additional images are from sources such as the holdings from the Oregon Department of Agriculture and the Oregon State Library. Copies of original photographs or negatives are available. **Contact us for more information (mailto:reference.archives@sos.oregon.gov)**.

See the following pages for photographs of areas shown in this tour:

Malheur County (/archives/records/county/Pages/scenic-images-new.aspx?county=malheur)

Baker County (/archives/records/county/Pages/scenic-images-new.aspx?county=baker)

Union County (/archives/records/county/Pages/scenic-images-new.aspx?county=union)

Umatilla County (/archives/records/county/Pages/scenic-images-new.aspx?county=umatilla)

Morrow County (/archives/records/county/Pages/scenic-images-new.aspx?county=morrow)

Gilliam County (/archives/records/county/Pages/scenic-images-new.aspx?county=gilliam)

Sherman County (/archives/records/county/Pages/scenic-images-new.aspx?county=sherman)

Wasco County (/archives/records/county/Pages/scenic-images-new.aspx?county=wasco)

Hood River County (/archives/records/county/Pages/scenic-images-new.aspx?county=hood-river)

Multnomah County (/archives/records/county/Pages/scenic-images-new.aspx?county=multnomah)

Columbia County (/archives/records/county/Pages/scenic-images-new.aspx?county=columbia)

Clatsop County (/archives/records/county/Pages/scenic-images-new.aspx?county=clatsop)

More Resources

These websites may be useful in exploring the route covered in this exhibit. They are listed in general tour route order.

Four Rivers Cultural Center (https://4rcc.com/)
Visit Baker County (https://www.visitbaker.com/)
Oregon Trail Interpretive Center (https://www.blm.gov/learn/interpretive-centers/national-historic-oregon-trail-interpretive-center)

Pendleton Round-Up **(https://www.pendletonroundup.com/default.aspx)**

Columbia River Gorge National Scenic Area **(https://www.fs.usda.gov/main/crgnsa/home)**
Historic Columbia River Highway **(https://www.oregon.gov/odot/regions/pages/historic-columbia-river-highway.aspx)**
Portland Oregon Visitors Association **(https://www.travelportland.com/)**
Columbia River Maritime Museum **(https://www.crmm.org/)**
Historical Travel Photographs from the Department of Transportation **(/archives/records/agency/Pages/transportation.aspx)** (Oregon State Archives)
Travel Oregon: Regions **(https://traveloregon.com/places-to-go/)**

The companion tour: **A 1940 Oregon Coast Tour** **(/archives/exhibits/coast-tour/Pages/default.aspx)** uses the same sources for text and images, but follows a path down the Oregon Coast from Astoria to the California border.