

# Oregon Historic Trails Advisory Council

## 2005 Annual Report



**On the Lewis and Clark Trail  
At Ecola State Park in the Hiker's Camp**

**OHTAC**  
**2005 Annual Report**  
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# Oregon

Theodore R. Kulongoski, Governor

**Parks and Recreation Department**  
Oregon Historic Trails Advisory Council  
725 Summer St. NE, Suite C  
Salem, OR 97301-1271  
(503) 986-0681  
FAX (503) 986-0793  
[www.hcd.state.or.us](http://www.hcd.state.or.us)

## **Oregon Historic Trails Advisory Council**

### **2005 Annual Report**

#### Introduction

In 1998 the Governor established the Oregon Historic Trails Advisory Council to oversee and provide advice on sixteen designated historic trails in Oregon. We are nine volunteer citizens, working together to advise the Governor and locate, preserve and encourage the use of these historic trails by Oregonians and visitors alike. Ex-officio members from a variety of state, federal, and related organizations provide the Council advice and technical information.

We met three times as a group in 2005. Our annual business meeting was held at the Architectural Heritage Center in Portland on February 24, 2005. The other two meetings were trips to explore two historic trails, each of which was followed by an open public meeting to discuss the trail we just visited and any other pending business regarding any of the sixteen trails. This year we chose to visit the Applegate Trail/branch of the California National Historic Trail (this was planned for spring of 2004 but had been canceled at that time and rescheduled for spring of 2005), and the other trip was to Astoria for the Lewis and Clark National Historic Trail. We evaluated and recorded trail conditions and discussed opportunities for marking and interpretation of the trails. See our field trip reports for details.

This report covers the activities of the Council through the 2005 calendar year. It is organized as an executive summary with pertinent documents attached for documentation and details. The main points of action are summarized in the Summary of Actions and Recommendations.

This annual report is prepared and submitted to the Oregon Parks and Recreation Commission as an objective of the Procedural Rules adopted by the Council when it was formed.



## **OHTAC Summary of Action in 2005**

1. **SHPO** personnel had **lost the electronic version of the 2002-2003 Annual Report**, but hard copies were located and SHPO offered to retype and print the report and send it out asap.
2. James Hamrick made an official request to change the rules governing the council and was told "no". He offered other solutions to the problem and he is to contact the OPRD director. Sharon Brown offered OHTAC another \$5000 from NTS. **Motion passed: OHTAC requests \$5000 from NTS to reimburse Council expenses (travel and other) to take care of Council responsibilities.** These monies will be made available to SHPO to be spent on van rental for field trips and meeting and room costs when OHTAC is meeting on any of the four national historic trails. The state attorney general has been asked for an opinion on this matter.
3. **Motion Passed: Ms. Morse and Mr. Harrison will officially represent OHTAC at ODOT meeting on February 25 and request that the 30 foot corridor around the Santiam Wagon Road be established by February 28, 2005 at 7am, before any more work continues. If this is not done then ODOT will issue a "stop work" order. Additionally OHTAC requests that a representative from the City of Lebanon meet with the OHTAC Executive Committee and SHPO no later that April 25 to present a management/monitoring plan.**
4. Ms. Morse represented OHTAC during 3-9-05 meeting at a hydro facility on Santiam Wagon Road to review the landscaping plan.
5. Dropped OHTAC from Partnership for the National Trails System.
6. **OHTAC sent a letter to Mary Allison of McKenzie Ranger District outlining how the Forest Service has not protected the Santiam Wagon Road and knowingly and continuously allowed people to violate and cause degradation of the property.** (see letter dated May 27, 2005)
7. June Spence – appointee to the council – had never attended any meetings – resigned.
8. Suggested that the OHTAC brochure and our annual report be placed on the OPRD website, thus saving printing costs and providing wider distribution. Also, suggested that the OCF historic trails grant program could be linked from this website.
9. Voted to support the installation of new National Park interpretive signs to be placed at Rock Fort asap. (The Dalles)

## **OHTAC**

### **Field Trip Recommendations in 2005**

1. **Applegate Trail:** The auto tour route would benefit if ODOT would install California National Historic Trails signs at the intersection of Malone Road with OR Hwy 39 to guide travelers to the site of the Natural Bridge on Lost River. The sign assembly could consist of the California NHT sign No. 01601 with a Trail Site rider No. 017-3 and directional arrow No. 017-5
2. Visitors and researchers interested in Klamath/Tule Wildlife Refuge may also be interested in nearby historic trail routes. Web site reciprocal links between organizations promoting the refuge and historic trails are encouraged.
3. Hugo Neighborhood Association and historical Society are to be commended in their efforts to research and document Applegate trail segments located at Sexton Mountain Pass.
4. Lewis And Clark National Trail Hwy 30: Signs at Prescott Beach, Twilight Eagle Sanctuary need better maintenance and cleaning.
5. OHTAC acknowledges and commends the public and private partners who worked to make the improvements at Ecola State Park, at Sunset Beach, and on the hiking trail between Clatsop Plains and Ft. Clatsop a reality. These updated and new sites and how to reach them should be included on the Park Bureau website and/or a printed brochure by the Visitors Bureau or Chamber of Commerce in Clatsop and Columbia counties.

Oregon Historic Trails Advisory Council  
Business Meeting  
Architectural Heritage Center  
Portland, OR  
February 24, 2005

**DRAFT MINUTES**

**Members Present:** Ann Rogers, Chair; John Chess, Eileen Fitzsimons, Keith May, Marcia Morse, Jim Renner, Fred Warner, Carolyn Wood  
**Absent:** June Spence

**Ex-Officios Present:** Sharon Brown, NPS National Trails System, Ft Vancouver Nat'l Historic Site, James Hamrick, SHPO, Glenn Harrison, OCTA, Brenda Lincoln, USDI BLM

**Guests Present:** Dave Ellis, OR Heritage Commission, Laura Cooley, ODOT

**Staff:** Virginia Durost

The meeting was called to order at 12:10 pm.

I. Welcome & Introduction:

A copy of the agenda was distributed. Chairman Rogers asked that everyone introduce himself or herself.

SHPO Update- James Hamrick: Two issues; personnel situation and NTS money.

The personnel situation in Mr. Hamrick's office that had previously been discussed with the OHTAC Executive committee is not yet fully resolved. David Bogen (SHPO) is interested in the work of the Council and may be able to work with the Council in a professional capacity. Mr. Hamrick has been unable to locate an electronic copy of the OHTAC 2002-2003 Annual report. He has located the minutes and has notes of the corrections that need to be made to the report. He may be able to have it retyped. He will have a temporary worker organize the OHTAC information in his office.

As the council knows, reimbursements for Council expenses have been problematic. Mr. Hamrick sent a note to the Governors office requesting a change in the rules governing the Council that would allow members to be reimbursed for their Council related expenses. (The executive order creating the Council states, "no council member can be paid or reimbursed".) He was at first told no. He was then contacted by Mike Carrier who stated that he had "an idea" of what could be done to remedy the situation and that he would get back to Mr. Hamrick. Previously, SHPO would carry the expenses of the Council and then request reimbursement through the NTS grant money. Ms. Brown noted that she had called the Salt Lake City office and spoken with Jere Krakow and Teresa Bichard. The original grant agreement ran from 2002-2007 and \$4000 was originally placed in the account. This money has now, essentially, all been spent. For the

current fiscal year (2005) the Council can request more money and it is up to the Council to decide what this money will be requested for. Mr. Krakow told Ms. Brown that \$5000 would be an approvable amount. The request just needs to be submitted to Salt Lake City in writing. Mr. Hamrick asked if it were possible to have that money disbursed in full to Ms. Brown at the Fort Vancouver office who would then disperse it from there to cover Council expenses. Ms. Brown did not think she had the authority to do this processing. She will ask Mr. Krakow about this when she sees him next week. Mr. Hamrick will wait to hear back from Mr. Carrier. **Ms. Wood requested a motion that \$5000 be requested from NTS to reimburse Council expenses (travel and other) to take care of Council responsibilities. Mr. Renner seconded. Motion passed.**

II. Approval of minutes from October 17, 2004 meeting: Mr. Renner moved for acceptance of minutes as sent. Ms. Wood seconded. Motion passed. Ms. Durost will re-email the corrected copy of the field trip report from October and final approval of this will be held until the next Council meeting.

### III. Old Business

- A. **Old Chief Joseph Cemetery-Update**: Mr. Hamrick reported that there were two "sites" related to this area. Site A and site B. To his understanding, the owner of the property was going to undertake archaeological exploration on site B and had agreed to completely avoid Site A (the one closest to the cemetery.) He stated that the original plot was 170 home sites. One concept that he has heard at this point is an eight-acre buffer around the cemetery, 5 acre sites on Site A and more densely developed Site B. Mr. Chess reported that the owner has filed a Measure 37 claim having owned the land prior to land use laws being in effect. This filing is believed to be for 70 houses or compensation. He will forward any further information he gets.
- B. **Irrigon Sewage Treatment and interpretation**: The agreement between City of Irrigon and BLM is for interpretive signs to be installed at the remnant of Oregon Trail ruts after the plant is constructed. BLM did site research and the city can seek sign funding from the Oregon Historic Trails Fund at Oregon community Foundation. Ann will follow up on this. Eileen will provide a copy of the OHTAC/BLM agreement to Brenda Lincoln who will discuss the signs with the BLM staff in the Irrigon region.
- C. **Santiam Wagon Road**:
1. **Wal-Mart development**: ODOT has an agreement with the City of Lebanon. Mr. Harrison reported that as of his last visit to the site, the road was orange fenced at a distance of 15 feet rather than the 30 feet as was specified in the agreement. Trees had also been removed and others were endangered due to the way the ground has been dug up around them. Ms. Fitzsimons had requested changes to the landscape plan and Wal-Mart had agreed to that. According to Mr. Harrison the management plan had been left to the city of Lebanon and at this point it had not been done. Per Ms. Cooley, the agreement stipulated that ODOT could take the land back from the city if the plans were not followed. Mr. Harrison and Ms. Morse

are attending an on-site meeting with an ODOT representative (Roz Keeney) and a City of Lebanon engineer on February 25, 2005 to go over the issues of the trees and the 30' buffer. **Ms. Fitzsimons requested a motion that Ms. Morse and Mr. Harrison should officially represent the Council at this meeting and request that the 30 foot corridor around the Santiam Wagon Road be established by February 28, 2005 at 7am, before any more work continues. They should also state that if this is not done then ODOT would be contacted to issue a stop work order. Additionally, the Council requests that a representative from the City of Lebanon attend a meeting with the OHTAC Executive Committee and SHPO no later than April 25, 2005 to present a management/monitoring plan. Mr. Renner seconded the motion and it passed unanimously.**

2. **Landscaping around hydro-operation:** Mr. Ellis stated that the hydro-operation uses the road. Their special permit is up and they are reapplying for a new permit. There are two issues. The first is related to the roadbed conditions. This has mostly been resolved at this time. The second issue is in regard to the landscaping around the facility. The intent is to make the building more visually appropriate. There is a field trip planned on March 9, 2005 to take a look at the property. Someone from the Forest Service (?) and the operator will be there. Ms. Morse will try to attend this meeting. Ms. Rogers will supply a copy of the (unsigned) management plan. **Ms. Wood requested a motion to have Ms. Morse be OHTAC's official representative to visit the hydro facility on 3-9-05 and also on other Forest Service/Santiam Wagon Rd issues. Ms. Fitzsimons seconded the motion and it passed unanimously.**
  3. **Re-enactment of Historic Auto Race:** Mr. Harrison stated that the 100<sup>th</sup> anniversary of the first transcontinental auto race in America will be celebrated in July. The race went over the Santiam Wagon Rd because the pass was likely to be snow free.
- D. Columbia Gorge vineyard development:** The area is zoned agricultural. Mr. May presented documentation of the Oregon Trail route through the area. There is not much to be done at this time. The area will be planted. As the vineyard is in the Gorge scenic area the Gorge Commission will need to deal with it. Mr. May has not heard back from Marge Dryden. SHPO will need to concur with Ms. Dryden's evaluation of the route. There are several conflicting rut routes through the property. The Council will save further discussion for the next meeting.
- E. Boardman Ruts:** There is to be signage on the ruts that are on the property that the Nature Conservancy now controls. Ms. Wood will call the Nature Conservancy and see if they are ready to develop the interpretive sign with rules for admission to the property that said they would be doing.
- F. Recreational Trail Plan:** Ms. Rogers announced that the plan has been finalized and should be available online on the OPRD site. The plan identifies what is



needed for recreational trails and it recognizes that importance of historic trails in recreational planning. Mr. Hamrick noted that he has talked to Sean Loughran about coming back to represent Recreational Trails with OHTAC.

#### IV. NEW BUSINESS

- A. Continued association with Long Distance Trails:** The Partnership for the National Trails System is composed of national historic and national scenic trails groups. Early on, Mr. Renner advocated for OHTAC to join the PNTS. He asked for an affiliate membership and got it. The PNTS has now become the national trails advocacy group. Mr. Renner attended the strategic planning conference last fall and based on what he has learned he no longer feels OHTAC is a perfect fit for the PNTS anymore. The membership dues were due in January. The PNTS mission and OHTAC's mission only overlap on four historic trails. Mr. Hamrick noted that at present, SHPO can renew an existing membership but not authorize new ones. **Ms. Fitzsimons requested a motion to drop the membership. Ms. Morse seconded the motion and it passed unanimously.**
- B. ODOT Long Term Strategy Meeting (I-84):** Ms. Fitzsimons and Mr. Harrison attended. This was a meeting about "Big Plan" things. Ms. Fitzsimons and Mr. Harrison attended in regard to signage and sign maintenance. As an aside Mr. Harrison noted that National Trails legislation has been introduced by Orrin Hatch who is currently looking for a House sponsor for it.
- C. Signage conditions – updates:** Ms. Rogers has been documenting signage conditions. Conditions are really variable (weathering, vandalism.) She has noted Oregon Trail interpretive signs between Sherman and Umatilla counties. Ms. Brown brought up the "Wayside cleaning backpack" she has put together. She will bring it along on trail visits.
- D. Upcoming meetings - Applegate Trail and Astoria base for Lewis & Clark:**
- Applegate Trail: May 13<sup>th</sup> – 15<sup>th</sup>. The 13<sup>th</sup> will be a travel day. The plan is to leave around noon from Salem. The meeting will be Sunday morning. Mr. Hamrick will set up a state van for transport and will check if Mr. Renner is eligible to drive it or if someone else needs to be found. He can also have someone set up accommodations with enough lead-time.
- Astoria: September 23<sup>rd</sup>-25<sup>th</sup>. Ms. Spence was unable to attend today's meeting but is still very interested in the Council and looking forward to the Astoria trip. She has spoken with Chip Jenkins and is looking in to lodgings and a possible shuttle. Mr. Hamrick will call a contact at the Eliot Hotel about a possible government rate. The meeting will be at Ft. Clatsop. Ms. Spence was very interested in having the group go to the Washington side of the historic resource.

**E. Future meetings 2006:**

Cutoff to the Barlow Road: Spring

Jedediah Smith: Summer - Possibility of meeting at the Umpqua Discovery Center in Reedsport. There may be some sort of event at the center that could tie in with the OHTAC meeting.

**F. Other new business:**

Per Ms. Wood, The Columbia Gorge Discovery Center in The Dalles got three 10k grants to do archaeological research at Rock Fort site.

Ms. Brown noted that April 10-12 is the Oregon Governor's Conference on Tourism is taking place in Pendleton. A session titled "Increasing traffic to Cultural Attractions" will be offered on April 12<sup>th</sup>.

The meeting was ended at 3:30 pm.

Respectfully submitted,  
Virginia Durost

**Draft Minutes**  
**Oregon Historic Trails Advisory Council**  
**Sunday, May 15, 2005**  
**Comfort Inn Suites**  
**1539 Mulholland, Roseburg**

*Sharon  
Fitzsimmons*

**Members**

**Present:** Ann Rogers, Chair, Jim Renner, Marcia Morse, Keith May and Carolyn Wood. **Excused:** Fred Warner and John Chess. **Ex-officio Members:** Sharon Brown, National Park Service. **Guests:** Leta and Joe Niederheiser, Grants Pass.

Ann Rogers, Chair called the meeting to order at 8:03 a.m.

Jim Renner made a motion that the minutes of the Feb. 24, 2005 meeting be approved as presented and reviewed by OHTAC members. The motion was seconded by Carolyn Wood and approved unanimously.

Several items for discussion were added to the agenda; Oregon Trail signs near Irrigon, landscaping around a hydroelectric plant on the Santiam Wagon Road, Rock Fort in The Dalles and a potential website addition.

**Old Business:**

Santiam Wagon Road, Wal-Mart store, Lebanon:

Marcia Morse: Reported continuing efforts to finalize the design of the interpretive kiosk and interpretive panels. Earlier in the winter it appeared that the construction company was not observing the 30' -protective buffer around the trail. Marcia Morse and Glenn Harrison met on site with City of Lebanon officials and a representative from Wal-Mart. It was discovered that the barrier had been shifted temporarily while curbing was being poured, but was being replaced. Marcia Morse had sent copies of the gazebo preferred by Wal-Mart to OHTAC members and asked for feedback, since she and Glenn Harrison had been designated by OHTAC to follow up on this matter. Questions were raised about how interpretive panels would be placed in an open structure, but the Wal-Mart Representative was firm that the gazebo was their preference. They asked Morse and Harrison for the name of a firm to fabricate the interpretive panels. Sea Reach was suggested but due to a backlog of work, they were unable to work on the panels as quickly as desired by Wal-Mart. Renner suggested another firm in Silverton. Interpretive Exhibits, Inc., which had made signs for the Travel Information Council. Wal-Mart has contacted them to produce the panels; Marcia Morse, Glenn Harrison and Pat Dunn, historian from Lebanon provided detailed historical information on the SWR to the firm and will review the text prior to production. There will be six panels, each approximately 34" x 54." Lebanon will police the site and maintain the gazebo and Wal-Mart has provided funding for construction and the panels. They will also do routine cleaning, remove trash; maintain the native plant materials that will be planted along the trail corridor. The new store is to open in early June, the gazebo later, when the interpretive panels are ready.

Santiam Wagon Road, Willamette National Forest:

- Glenn Harrison: Reported that he had heard that the McKenzie Ranger District, US Forest Service was considering writing a management plan for "Dispersed Motorized Recreation" (D.M.R.) on the Santiam Wagon Road in their district. Eileen Fitzsimons followed up with calls to the USFS employee in charge, Stacey Smith. Ms. Smith stated she had sent an announcement to SHPO but was unaware of OHTAC and their responsibilities.
- Eileen Fitzsimons: Had sent several OHTAC brochures and requested copies of any proposed activities. She also explained to Ms. Smith that OHTAC would discuss the matter at the May 15 meeting. She distributed USFS maps, an outline of the plan and notice of two public hearings, which were to collect ideas from the public about the proposal. Council members reviewed and discussed the Forest Service proposed action. The SWR passes through three ranger districts and two National Forests but there is no coordination regarding the road between these offices. The SWR is considered eligible for the National Register of Historic Places and a management plan for this historic resource was drafted, to federal standards, ten years ago but never implemented. Glenn Harrison recently traveled the SWR in the McKenzie Ranger district and provided photos of damage and degradation of the road by ORV users. The USFS, claiming lack of funds, has not fenced, signed or patrolled the SWR to protect it. OHTAC members expressed concern that apparently the Forest Service is considering channeling the ORVs onto the SWR.
- Carolyn Wood: Made a motion that: **Marcia Morse and Ann Rogers, Chair will draft a letter to the Forest Service, based on OHTAC's 2001 field trip over the Santiam Wagon Road, in response to the D.M.R. area proposed by the McKenzie Ranger District.** The motion was seconded by Jim Renner and approved unanimously. The second public hearing was to be in Sisters on May 21 but it was uncertain if any OHTAC member would be able to attend.

Santiam Wagon Road, Fall Creek:

- Marcia Morse: Reported that a small hydroelectric plant is located on Fall Creek in the Sweet Home Ranger District, adjacent to the SWR. She, archaeologist Dave Ellis and a botanist/recreational specialist went to the site and visited with the manager. The plant is privately owned, operates only six months of the year and is allowed under a special use permit from the USFS. The permit had expired and in order to renew it the manager will have to alter some of the existing landscaping to more native materials. He has agreed to do this.

Possible Oregon Trails ruts, west of the Deschutes River crossing:

OHTAC Member  
Keith May and  
Ex-officio

- Glenn Harrison: They had followed up on this with Marge Dryden, Columbia Gorge forest archaeologist. Ms. Dryden had asked OHTAC's opinion on possible ruts on the hillside through privately owned grazing land. SHPO was also contacted. OHTAC concluded that so much activity has occurred in the area and that there were probably

several routes up the hillside that no single route could be said to be the main route. Therefore the proposed vineyard (an agricultural use) may be allowed.

#### I-84 Corridor planning:

This is a planning process for the I-84 corridor in the Columbia River Gorge, being undertaken by ODOT, Eileen Fitzsimons and Glenn Harrison attended a "stakeholders" session in the winter; Carolyn Wood attended a meeting the previous week. She suggested that "cultural" resources be replaced by "historical" resources and that the Oregon Trail and Lewis & Clark Trail, as National Historic Trails be recognized in any planning documents.

#### Oregon Trail ruts on Boardman bombing range segment:

The Nature Conservancy has finally developed a sign for those who wish to hike on this 5-mile segment of the Oregon Trail, behind the power plant and Tillamook dairy farms. It is enamel on metal, 38x32 and will be set next to the fence on two posts.

The National Historic Trail logo will be added to the sign. It should be installed this summer and the Nature Conservancy will send OHTAC a photo. The Conservancy has two extra signs in case this one is damaged; in addition to the Oregon Trail it has been a popular hunting area.

#### Rock Fort, The Dalles:

Carolyn Wood provided an update on the site, which is being surveyed with ground-penetrating radar, to try to determine the exact site Lewis & Clark's campsite. Archaeologist Ken Karzmsinski, from the Discovery Center, is supervising the work with assistance from University of Colorado students.

#### Oregon Trail ruts, Irrigon sewage treatment plant site:

##### Ex-officio BLM

##### Representative

Brenda Lincoln:

Followed up on this after the February meeting. Eileen Fitzsimons provided an update and copies of the two interpretive panels being proposed at the site. As part of an agreement and land swap between the City and BLM the treatment plant was expanded without harming the trail ruts. The two entities agreed to develop some signs to be placed at the point where the ruts pass through the treatment plant fence, disappear under the highway and emerge on the other side. OHTAC stopped at the site during their trip to Hermiston in October 2004. Discussion took place about the signs; one about the Oregon Trail and one on the Lewis & Clark trail. Ann Rogers, Chair asked that Keith May and John Chess, Pendleton, work with the BLM staff person to refine the text on the signs.

#### **New Business:**

##### OHTAC Member

Jim Renner:

Reported that OHTAC appointee June Spence, Astoria, had resigned.

Leta Niederheiser stated she would be interested in serving and Jim Renner said he would send her an application. As five council members will be completing their second, four-year terms in approximately 18 months, it was agreed that each member would try to recruit at least one replacement nominee for their positions.

Jim Renner volunteered to lead the fall, 2006 field trip/meeting focusing on the Jedediah Smith trail in the vicinity of Reedsport. Eileen Fitzsimons will work on the arrangements for the fall, 2005 trip to Astoria.

HB3013, which would renew the Oregon Trail license plate has not been assigned to a committee and consequently will probably die.

BLM Draft National Scenic & Historic Trails Strategy & Work Plan:

This was available on-line. Comments due by July 1. Jim Renner summarized this as a ten-year update of BLM's historic trails management program. Their goals are worthwhile, but broadly described and no funding has been identified.

OCTA trail markers, Sisely Creek, Baker County:

A 1993 OCTA trail marker at this site has disappeared. Keith May will follow up to try to determine what happened to it.

OHTAC website:

As OHTAC traveled over the Applegate Trail route on Saturday, it was noted that several sites had never received any interpretive signs. It occurred to Jim Renner that instead of attempting to find the funds for another printed brochure that perhaps the route could be displayed electronically. In this way it could be updated and browsers could view the sites or print a driving tour map. As Jim Renner will be working with the Oregon Community Foundation and State Parks web master, he volunteered to follow-up on this possibility. It was also mentioned that the link to OHTAC on the ~~OSF~~ website has vanished. Jim Renner will inquire.

CRB

It was also suggested that the site could be used to display our annual reports, thus saving printing costs and providing wider distribution; trail routes, the OHTAC brochure, and links to relevant federal sites could be added; information about the OCF historic trails grant program could be put on, too.

Funds for OHTAC activities:

The executive order that established OHTAC stated that members could not be reimbursed for costs. However, the NPS has made a modest amount of money available to SHPO, which may be spent for van rental for field trips and meetings and room costs when OHTAC is meeting on any of the four national historic trails. In order for these funds to be used by SHPO an adjustment might have to be made to the executive order. The state attorney general has been asked for an opinion on this matter. In the meantime, Ann Rogers, Chair and Sharon Brown will work to try to assure new funds are placed in the account for the next federal fiscal year.

OHTAC members reviewed the field trip on the previous day:

Especially the visit with Hugo neighborhood members and potential Applegate Trail ruts above I-5 near Mt. Sexton. Carolyn Wood made a motion: **that the Oregon Historic Trails Advisory Council wishes to acknowledge their field trip visit to the possible historic trail ruts near Mt. Sexton, on Saturday, May 15, 2005. In addition, OHTAC wishes to commend and encourage members of the Hugo Neighborhood Association in their efforts to document these ruts as a possible segment of the Applegate Trail.**

Motion was seconded by Marcia Morse and approved unanimously. Ann Rogers, Chair will write a thank-you note to the Hugo group for their invitation and exceptional hospitality.

Hermiston Field Trip notes:

Eileen Fitzsimons stated that she had no final edition of these notes. She gave a copy to Keith May, with some corrections and omissions and he agreed to review them so they will be ready for the annual report.

Leta Niederheiser: Mentioned that a program on the Applegate Trail has been produced and will be shown on Oregon Public Broadcasting in the near future.

The meeting was adjourned at 9:58 am.  
Respectfully submitted,  
Eileen G. Fitzsimons, Acting Secretary

# OREGON HISTORIC TRAILS ADVISORY COUNCIL

## FIELD TRIP REPORT

Trail: Applegate Branch of California National Historic Trail

Date: May 14-15, 2005

Segment: California border at Malin, Oregon to Yoncalla, Oregon

Counties: Klamath, Jackson, Josephine, and Douglas

Traveled By: Sharon Brown (NPS), Eileen Fitzsimons, Glenn Harrison, Keith May, Marcia Morse, Joe & Leta Neiderheiser (Grants Pass), Jim Renner, Ann Rogers, and Carolyn Wood.

Guided By: Jim Renner, Joe & Leta Neiderheiser

Route Taken: On May 14, 2005, the Council traveled southeast from Klamath Falls on OR 39 to Malin, then back west to Malone Road and south to the irrigation dam on Lost River. The Council then took State Line Road west to US 97 and north on US 97 to the Worden Road cutoff to Keno. At Keno, the Council went west on OR 66 to I-5 at Ashland, and north on I-5 to Roseburg. On May 15, the Council traveled north on I-5 to OR 99 and north to Yoncalla.

### SITES VISITED:

- Malin City Park: On the north side of the loop drive through the park is a wayside with several historical markers dedicated to the Applegate Trail, which passed through this area. All of the markers are in good condition.
- \*Natural Bridge on Lost River: This historical site consisted of two parallel sandstone formations that lay just under the surface of the river that provided the only fords for wagon passage through the lakes area. An irrigation-diversion dam is built on top of the natural bridge today. The site has a 1996 Applegate Trail Sesquicentennial interpretive sign telling about the natural bridge; its condition is good. Also on site is a stone monument with plaque titled "The Stone Bridge" placed by the DAR in 1927, and a T marker referencing the winter camp of Captain Jack and opening battle of the Modoc War in November 1872.
- Francis S. Landrum Historic Wayside: Located on the west side of US 97 on the Oregon side of the California border, this is a historical rest area wayside dedicated to local historian Landrum. When the Council visited, a locked gate closed the road entry. However, we were able to walk around the south side of the property and entered through a gap between two fences. The site has two 1996 Applegate Trail Sesquicentennial interpretive panels in good condition, a very large routed wood historical marker, and a series of flagpoles with plaques to describe the when different nations laid claim to this region. On the east side of the highway is an OCTA trail marker that indicates the route of the trail and remnant trail ruts.
- Tub Springs State Wayside: This is an Oregon State Park wayside with two 1996 interpretive signs titled "Crossing the Siskiyou" and "A Welcome Water Source"; both are in good condition. A paved path leads to a nearby segment of the Cascade Wagon Road.



- Valley of the Rogue State Park: An Applegate Trail interpretive kiosk was developed here for the 1996 Applegate Trail Sesquicentennial. The front of the building had minor spray paint vandalism, but the exhibits inside were in excellent condition. Minor cob webbing was cleaned during our visit.
- Sexton Mountain Pass: The Council met on site with the Hugo Neighborhood Association and Historical Society to inspect a segment of trail that they believe may be a portion of the 1846 Applegate Trail that evolved in the 1853 Military Road.
- Grave Creek: On the south end of the covered bridge here is a 1996 interpretive sign titled "No Time to Mourn" that is still in good condition, and an older wooden historical sign placed by Josephine County. North of the bridge on the east side of the road is the marked gravesite of Martha Leland Crowley.
- Wolf Creek Inn: This historic stage stop is a National Register site owned by Oregon state Parks. In front of the inn is an interpretive park featuring a path that winds past several exhibits installed in 1996. The panels are in excellent condition, but needed cleaning, which was accomplished by the Council.
- Canyonville Pioneer Park: An Applegate Trail interpretive kiosk was built here in 1996. The kiosk and its exhibits are in excellent condition.
- Jesse Applegate Pioneer Historical Cemetery: North of Yoncalla on the property west of the Jesse Applegate historical marker is the site of the Jesse Applegate family cemetery on the hillside above the old Applegate homestead. In this cemetery are the unusual head-to-head gravesites of Jesse and Cynthia Applegate. Applegate descendent Leta Neiderheiser granted access to this private property.

#### **OBSERVATIONS AND CONSIDERATIONS:**

- The auto tour route would benefit if ODOT would install California National Historic Trail signs at the intersection of Malone Road with OR Hwy 39 to guide travelers to the site of the Natural Bridge on Lost River. Malone Road is located approximately one mile west of the interchange of OR 39 with the Klamath Falls – Malin Hwy. The sign assembly could consist of the California NHT sign No. 016-1 with a Trail Site rider No. 017-3 and directional arrow No. 017-5.
- Visitors and researchers interested in the Klamath/Tule Wildlife Refuge may also be interested in learning about the historic trail routes nearby. This could be an opportunity to make reciprocal web site links between organizations promoting the refuge and historic trails.
- The Hugo Neighborhood Association and Historical Society are to be commended for their research and documentation of the trail segment located in Sexton Mountain Pass. The Council encourages them to continue their efforts.

**Oregon Historic Trails Advisory Council**  
**Minutes**  
**September 25, 2005**  
**Astoria, Oregon**

**Present:** Eileen Fitzsimons, Keith May, Jim Renner, Ann Rogers, Fred Warner, Carolyn Wood, Sharon Brown and Glenn Harrison, Connie Colton, Leta Neiderheiser and Kim Garner

Ann Rogers, Chair called the meeting to order at 8:05 a.m.

There needs to be a change in the last minutes, 2<sup>nd</sup> page, last page OSP needs to be changed to OPRD. After the revision is made to the minutes. On a motion by Keith May, seconded by Carolyn Wood, the minutes were approved as corrected. Thank you Eileen for taking the previous minutes.

**NPS Agreement on funding:**

James Hamrick is to contact the OPRD director.

**Old Business:**

- Santiam Wagon Road-Wal-Mart, Lebanon/ Santiam Wagon Road- McKenzie Ranger District

Marcia has sent a letter to ODOT discussing the wagon road and protecting sites on public lands. There was an article in the newspaper discussing the grand opening of the Kiosk located by Wal-Mart.

- Nez Perce Trail-Wallowa Lake

Eileen has contacted the Wallowa County Commission. Currently the situation is being reviewed. The tribes are actively involved (see attached fax from John Chess).

- Irrigon Sewer Treatment Signs

Keith has talked to Keith White; the parking lot site has been graveled, sidewalk in, handi-capped parking, drip irrigation system, all the landscaping is in and they are just waiting for the signs. Ann stated that there are big boulders around the parking lot so you are unable to leave the parking lot. Keith had talked to Ted Davis of BLM last spring with concerns about the text on the signs. Jerry Brazil is now working on the project and is waiting to hear from Ted. Keith will be sending Jerry a copy of suggested text, that we will go through and eliminate what is not necessary and condense the signs appropriately. The signs are in the basement ready for printing as soon as the text is decided on. The signs will be where the road towards the cemetery and on the backside is a big parking lot and the signs will go there. Keith offered to put Carsonite OCTA markers on the property by the students of Irrigon and the City Manager was very pleased with the idea. Keith will try and do this next spring.

- Boardman Trail/Nature Conservancy

Eileen will draft a letter to Leslie Nelson and e-mail it to Kim for James to sign. This is for the Boardman Long Distant Segment of the Oregon National Historic Trail. Thank you Jim Renner for discovering the change of ownership. This is the area located to the west of the bombing range and behind the power plant. If you go up the freeway this is south of the power plant and dairy farm.

Fred is against this to start with. There was an agreement made with them that they were going to leave it like it was, when they bought that piece of land. They are now in charge of it.

Eileen would rather work with the Nature Conservancy on this, than the R. D. Offutt (Three Mile Canyon Farms) Company, which they bought from the Veterans Administration. Eileen would like to work with Leslie to see if we can have hikers in this area. Leslie has been very active in this project, working with the parent company and amending the contract. There is a local person that you can contact to get permission to hike in this area. The only time that you really cannot go on the property is when the ground squirrels are nesting and that is a short period of time. When Carolyn talked to her last spring, she said that on the piece east of that – to hike the Boardman Bombing Range Oregon Trail Segment, contact has to be made with Whidby Island Navel Station. It is now considered a secured site and hike has to be scheduled when site is not being used for training. They are now using dummy bombs for practice flights. The western piece is not a part of the bombing range.

#### **New Business:**

- Oregon Trail- windmill development

Glenn Harrison presented a proposal for a whole series of windmills up in the gorge, near Wasco. It will be in the view shed of the Oregon Trail. Keith wanted to know if it is in addition to the current windmills. Glenn stated that there are 2 companies that have windmills there now. This is in the area near emigrant Springs in Wasco County. The plan is to put 150 windmills, 3years in a row. Carolyn stated that there has been a massive number that has already been added. Glenn stated that one company did 20 and have expanded to 50 and theirs is going to be 450 over 3 years. They have identified the Oregon Trail that they are going to try to avoid. Ann stated this is the most productive use of that land, because it is not wheat. There is one near Condon that does have an interpretive center and we could ask for windmill interpretation. Jim wanted to know if any of them are located on the route of the national historic trail, any in the view of the trail and on the route of the cut off to the road? Glenn hopes to hear from them and will probably be within the third phrase. Ann stated that there would be an environmental assessment done. Glenn will have a final copy of the map by the end of September. Ann stated that part of the EA there would be a cultural resources report that will go through the SHPO office. That will require concurrence from the Oregon State Historic Preservation Office. If there is any adverse effect that will continue onto the Advisory Council. Keith stated that it has already affected the ones that are currently in sight. McDonald Road where the cut off comes in. Could only look at the giant windmills by Webfoot. Jim wanted to know if this was going to be an issue for us or not. Ann, we need to gather more information at this point. Jim feels that we may need to look at what has happened in other areas. Glenn will contact the Department of Energy for their approval and will see if signage can be included.

The steel windmills are 150 feet high and 280 feet high to the tip of the blade so are visible for long distance. Jim has mixed feeling about this because the windmills will produce energy and the wheat farmers are able to use their properties and finally makes some money. Glenn had hoped that it would be workable for the group and the companies to work together on the placement of the windmills. However, they have already signed agreements with all of the farmers and ranchers along the way. Glenn will make sure to get on the mailing address to receive necessary correspondence. Eileen would like to invite someone from the company to join one of our field trips. This will give that person a first hand look at what the committee does. Hopefully will make them sensitive to the placement of the windmills. Ann cannot be involved in this project because she currently does work in this area, out in the field. We should check to see if the department is willing to put in signage and maintenance of the signage.

- Future field trip meetings

March 1, 2006 = The Dallas, 10- 5 pm, business meeting at the Discovery Center

June 16, 2006 = Jedediah/Smith Trail

September 22, 2006 = Reedsport

- Rock Fort

Carolyn reported that the Discovery Center had a ground penetrating radar survey conducted at Fort Rock and they are going to get a permit to dig at 6 sites and they have put in white markers. The issue is that National Parks Service sent 6 signs to be put up on that site because of the National Lewis & Clark celebration and nothing has every been done. Part of the problem has been ownership of the land. Went to the City Manager and informed him that the signs had not been put up. Ken has an extra sign, which he can replace with one of the other signs that is in bad shape. Ken needs to put a draft together where we will put the signs and then we will send it to SHPO. He is working with SHPO, whoever is working on this site. If the request has been put into SHPO and they haven't heard from them, then the company can do it. Jim had a concern about the signs being maintained and the angle of the signs. Glen felt if the signs were more than 32-degree angle that would help with the maintenance of the signs. The old signs face south and the new signs will be facing east. Putting plexi-glass on the signs makes it worst for maintenance. The County Parks installed the signs. The signs were part of the Lewis and Clark coalition project. Ann feels that we endorse this proposal for installation of the national park signs at Rock Fort. Eileen makes a motion that we support the quick installation of the proposed signs. Jim seconds the motion. All in favor of the motion, any opposed? Per Ann motion goes ahead.

- Upcoming vacancies

Individuals need to contact Kim Garner for packets for potential new members.

- Review the last field trip report

On a motion by Eileen seconded by Carolyn, the last field trip report was approved. Per Ann motion goes ahead.

- Web site development

Jim sent out a link and how many of you have looked at the web site. Oregon Community Foundation there was money appropriated to develop a web site for the Oregon Historic Trails Site. Jim volunteered to lead the project and I have contacted Chris Havel, who is a web site developer and works for State Parks. The web site is just about ready to go. Included is a map that shows the 16 historic trails, plus all of the text from the 1998 Historic Trails Report. There is an excellent background of all of the sites. The nature of the site is aimed at helping people understand that they can apply for grants through the Historic Trails Fund. It also has information about the trails themselves. It does have hot links to other web sites and will have links to interpretive centers. Go to the Oregon Parks and Recreation Department and see if we have some things upgraded on our single web page. That is under State Park's web site. There is a page and it is very sparse. David Bogan is currently working on the web site for OHTAC and contacted Ann for information. David and Chris work close together and either one would be good to contact. The OHTAC brochure used to be on the web site as a PDF file. The content of the brochure should be; who is the council, what do we do and what our responsibilities are and we need to change the Website throughout the year. There should be a link that goes to our next scheduled meeting. Most important is to get our future meetings posted, brochure and field trip reports. It is also important to have who the

Representatives are, Council/Ex-Officio members are. For safety and security purpose no address or e-mail addresses will be included in the web site. Ann asked the group if we motion that Jim be our representative to work on the web site. Ann asked the group for a motion. The motions made by Carolyn and seconded by Fred pass as Ann had suggested it.

Sharon wanted everyone to know that the web site "Park Net", the look and experience is going to be changed. It is going to a new system. Link is; [www.nps.gov/oreg](http://www.nps.gov/oreg) and this will not change.

- SAFETEA-LU – "High Priority Projects"

Sharon informed the group of the variety of transportation projects that were funded. One portion was called the "High Priority Project", funding over 5,000 project, estimated over 6 billion. One of those projects involves The Dallas Oregon and Lewis and Clark River Front Access. This will affects the Oregon Trail, National Historic Trail and Lewis and Clark National Historic Trail. The program cost is over 1 million. The project is to plan, design, and construct river front access in The Dallas. It is a walking path under Washington Street and another part is an actual dock. Carolyn will inquire to see what their expectations are.

Meeting adjourned at 10:45 a.m.

## OREGON HISTORIC TRAILS ADVISORY COUNCIL

### FIELD TRIP REPORT

**TRAIL:** Lewis and Clark National Historic Trail

**DATES:** September 23-24, 2005

**SEGMENT:** From Prescott Beach to Astoria (9/23); from Astoria to Ecola and Ft. Clatsop (9/24).

**COUNTIES:** Columbia, Clatsop.

**TRAVELED BY:**

Eileen Fitzsimons, Keith May, Jim Renner, Ann Rogers, Fred Warner, Carolyn Wood (OHTAC). Connie and Gordon Colton (Baker City). Leta and Joe Neiderheiser (Grants Pass). Sharon Brown (NPS). Kim Garner (OPRD).

**GUIDED BY:** Eileen Fitzsimons

**ROUTE TAKEN:**

On the afternoon of September 23, Council members left Portland, going west on Hwy.30, making three stops before arriving in Astoria. The highway parallels the Lewis & Clark water route down the Columbia River.

On the morning of September 24, members left Astoria on Hwy. 30, going south onto Hwy. 101 to Ecola State Park; returning north on Hwy. 101 to Sunset Beach parking lot; then north on Hwy. 101 to Clatsop Plains Church; then hiking under Hwy. 101 to Ft. Clatsop, returning on Hwy. 101 to Astoria.

**SITES VISITED:**

\* Prescott Beach. This is a Columbia County park on the edge of the Columbia River. There are two National Park Service Lewis & Clark interpretive signs on poles near the public restrooms. One is the "generic" sign, showing the entire route of Lewis & Clark, the other is specific to Prescott Beach. Both are embedded fiberglass signs, and although in need of cleaning were otherwise in good condition.

Bradley State Wayside. This is an Oregon State Park, and although not a Lewis & Clark site, it is high on the bluff above the Columbia River. It provides an excellent view of the Lewis & Clark water route around Puget Island.

\*Twilight Eagle Sanctuary. This is located on Burnside Road, just north of Svensen. A wooden viewing platform (with wheelchair ramp) with three signs is situated next to the road. From the platform visitors look north over Svensen Island and a marshy area toward the Columbia River. One sign is the generic NPS Lewis & Clark route sign; the other two describe the various waterfowl that pass through and live in the area. The embedded fiberglass signs were in good condition, although could use some cleaning.

\*Ecola State Park, Indian Beach. OPRD recently used Recreational Trails grant money to make major improvements at this heavily-used state park. At Indian Beach there is a new covered kiosk which describes the Clatsop Loop trail between the beach and Tillamook Head. In 1806 Lewis & Clark hiked from the salt making cairn (now in Seaside), south to Ecola to view Indians cutting up a whale. Council members drove up the gravel service road to a new "Hiker's Camp" interpretive site. It has a new public restroom, campfire circle and three small "bunkhouses" for overnight hikers. There is a new interpretive sign at the site describing Capt. Clark's impressions of their visit to the area.. Members then hiked down a short dirt trail to the Tillamook Rock Lighthouse overlook, returned to hiker's camp and walked down the steep, 2.5 mile trail along the edge of the bluff, returning to Indian Beach. Along the route are numbered markers which correspond to numbered information in the hiking trail brochure that provides information about native plants, the whale incident, habitats, etc.

\*Sunset Beach: Council members drove to the new parking lot/restrooms and ate lunch. They then hiked the new ADA trail from the parking lot to the viewing platform overlooking the Pacific Ocean. As the trail had not yet been officially opened, no interpretive signs were in place, either in the parking area or at the overlook. The trail is less than a mile long, round-trip and passes through several ecosystems. It was an easy and enjoyable walk. The beach is where Lewis & Clark finally walked along the shore of the Pacific Ocean.

\*Les Shirley Park, Cannon Beach. Two Lewis & Clark NHT interpretive signs are in this small city park just below the road to Ecola State Park. The signs are the "generic" route sign and one discussing the whale. Both are in excellent condition.

\*Clatsop Plains to Ft. Clatsop: Some Council members were dropped near the Clatsop Plains church. They then walked through the new underpass under Hwy. 101, and hiked the 4 mile length of the partially-completed trail (heavy equipment operators were working on its completion). They passed across open, sandy and brushy dunes, then up a series of steep, wooded hillsides and across streams, eventually reaching Ft. Clatsop where they rejoined the rest of the party. As the segment was approximately two months short of its official opening, no interpretive signs or directional markers were in place.

**OBSERVATIONS AND CONSIDERATIONS:**

\* A great deal of progress has been made to construct, mark and interpret the route of Lewis & Clark, since OHTAC last visited Clatsop County in 2000. In particular, the Council was very pleased to see the improvements made at Ecola State Park, at Sunset Beach, and on the hiking trail between Clatsop Plains and Ft. Clatsop. The Council acknowledges and commends the public and private partners who worked to make the trail a reality.

\* The Council presumes that both interpretive and route markers are now in place at the Sunset Beach overlook, as well as on the Clatsop Plains-Ft. Clatsop hiking trail.

\* Information about these Lewis & Clark interpretive sites and how to reach them could be included on the Park Bureau website or a printed brochure produced by the Visitors Bureaus or Chambers of Commerce in Clatsop and Columbia counties.

\* Existing interpretive signs at Prescott Beach and the Eagle Sanctuary were in good condition but could use more regular cleaning.



# DESCHUTES RIVER CROSSING

A search of records and writings concerning traffic in the area of the Crossing of The Deschutes River at the juncture with the Columbia River.

Entries from: Oregon Geographic Names 6<sup>th</sup> ED LL McArthur  
Oregon Historical Society Press

## DESCHUTES RIVER

Lewis and Clark discovered the Deschutes River on Tuesday, Oct. 22, 1805 and referred to it by an Indian name *Towornehiooks*...However on their return journey the explorers called the stream *Clarks River*, presumably for William Clark. ...in the fur trading period the stream was known as *Riviere des Chutes* or *Riviere aux Chutes*, meaning the River of the Falls. As a result of the modern tendency to simplify geographic names, the expression is now universally written Deschutes.

## DESCHUTES

...A post office named Deschutes Bridge was in operation from Mar. 3, 1860, to Dec. 6, 1860, with John Moran postmaster. It was on the Wasco County list, but Fred W. Wilson of The Dalles informed the writer that the office was doubtless at the east end of the old toll bridge over Deschutes River, near the mouth, and therefore in what is now Sherman County.

...an office called Deschutes was established Feb 20, 1888, with Rosa Burrell postmaster. This office operated until Oct. 14, 1893, and according to Judge Wilson was probably at the east end of the bridge at the mouth of the river, in the same location as the Deschutes Bridge office first mentioned above

In later years a railroad station named Deschutes was established at the mouth of the Deschutes River and when the railroad was built up the Deschutes Canyon a station called Deschutes Junction was established about a mile and a half east of Deschutes. ...later when Deschutes became a station between Redmond and Bend ...Deschutes was renamed Miller and Deschutes Junction was named Sherman, which was changed to Ainsworth in Oct. 1930.

## GRANT

Grant was a station on the railroad in the north part of Sherman County. The place came into being when the railroad was built in the early 1880's and it was known at that time as Villard in honor of Henry Villard, the great railroad man. The name was later changed to Grant for William Grant of The Dalles. In 1883 the community was burned. The town site was platted in Nov. 1883 by William Murray and W. Lair Hill. The Columbia River flood of 1894 practically wiped out the town and citizens were forced to seek hillsides for safety.

## MILLER

Miller is the railroad station and community on the south bank of the Columbia River just east of Deschutes River. It is named for C.S. Miller, an early settler who built

and operated Miller Bridge across the Deschutes River. There is a Miller Island in the Columbia River but it is in Klickitat County, Washington. **The early emigrants forded Deschutes River near its mouth where it was shallow but as traffic increased other facilities were needed.** Nathan Olney started the first ferry in 1852. In 1854, he sold the ferry to William Nix who built the first bridge in 1858 or 1859. This bridge was washed out in the big flood of 1861 and the following year Nix relocated upstream 2 miles where he again operated a ferry. Stephen Coffin also had a ferry site further upstream and Nix then built a second bridge near this location. In 1864, James Fulton and others built a bridge at the mouth of the river near Nix's original site but this lasted only two years. Miller built his bridge in 1867 and it carried traffic until 1920 when the highway bridge on the new US-30 was opened. Prior to 1920, tolls were charged at all these crossings. This fact was the impetus for construction in 1880 of the "Free Bridge" some eight or ten miles upstream on the Deschutes River. The locality of Miller has had several names at various times. It was once called Deschutesville and later Fultonville in compliment to Col. James Fulton of Sherman County. For a time the railroad station now known as Miller was called Deschutes.

### Diary Quotes

> Journal of Medorem Crawford 1842 Ye Galleon Press

24<sup>th</sup> September, 1842

*Started verry late, tremendous west wind & sand drifting like snow in our faces, passed over some large drifts. Came to a tremendous rapid Creek (Deschutes River), obliged to take all our effects over in a canoe which was dangerous. Passed tremendous rocky falls in the River. Large Indian town, (Celilo village) traviled 6 m.*

John C. Fremont...Quote from Historic Sites Along the Oregon Trail by Aubrey L. Haines

November 3, 1843

*...and in about four miles reached the ford of the Fall River (Riviere aux Shutes), a considerable tributary...the river was high, divided into several arms, with a Rocky island at its outlet into the Columbia....the ford was very difficult at this time...during the crossing the howitzer was occasionally several feet under water.*

>The Oregon Trail Diary of Rev. Edward Evans Parrish in 1844 Webb Research Group

Thursday Nov. 14, 1844

*Rained in the forenoon; clear afternoon. Came to the Chute (Deschutes) River, crossed and camped on the hill near the mountains.*

>Autobiography and Reminiscences by Sarah J. Cummins Ye Galleon Press

September 1845

*We passed over the present site of the city of Pendleton and soon after leaving the mouth of McKay Creek we took a direct course to the Columbia River which we reached some time the next night. From there we crossed over sand dunes and over the banks of inflowing streams until we came to the Deschutes River. This stream was difficult to cross and rafts were constructed although a ford was finally discovered.*

Joel Palmer: Journal of Travels on the Oregon Trail in 1845 OTCC (Introduction by Jim Renner)

September 28, 1845

*This day we traveled about twelve miles. Two miles brought us to the crossing of Deschutes or Falls River; a stream having its source in a marshy plain bordering on the Great Basin, and receives numerous tributaries heading in the Cascade mountains, the eastern base of which it follows and pours its waters into the Columbia. The mouth of Deschutes river is near fifteen miles east of the Dalles or eastern base of these mountains; the river is about one hundred yards wide, and the current very rapid; the stream enclosed by lofty cliffs of basaltic rock. Four hundred yards from the Columbia is a rapid or cascade. Within the distance of thirty yards its descent is from fifteen to twenty feet. The current of this stream was so rapid and violent, and withal of such depth, as to require us to ferry it. Some of the companies behind us, however, drove over at its mouth by crossing on a bar. Preparatory to ferrying, we unload our wagons, and taking them apart, put them aboard some Indian canoes, which were in waiting, and crossed in safety; after putting our wagons in order of travel, and preparing to start, we discovered ourselves minus a quantity of powder and shot, two shirts and two pairs of pantaloons, which the Indians had appropriated to their own use, doubtless to pay the trouble of ferriage.*

*...We ascended the bluff and traveled along the brink for several miles, then crossed over the ridge to a small creek; after crossing it, we took up a dry run for one or two miles, thence over a ridge to a running branch, and there encamped. The country through which we traveled this day was extremely rough; all prairie, and covered with grass, but very dry.*

Elizabeth Dixon Smith – Quoted in Women’s Voices of the Oregon Trail by Susan Buttrille

1847

*...crossed falls or Shutes river it was high rapid and dangerous the water came clear to the top of the wagon beds me and my children with as many more women and children as could stow them selves in to a canoe was take over by two Indians which cost a good many shirts...*

>The Oregon Trail Diary of James Akin, Jr. in 1852 Webb Research Group

Saturday, October 2, 1852

*Start at Midnight, travel 12 miles by sunrise. Get breakfast and travel 5 miles further to Columbia River. Camp on the Deschutes River.*

Sunday, October 3

*Cross Deschutes River before breakfast. Start at noon travel 6 miles. Camp on a creek. Not much wood. Plenty of grass and water.*

>The Oregon Trail Diary of Twin Sisters, Cecelia Adams and Parthenia Blank in 1852  
Webb Research Group

Friday, October 22, 1852

*Arose early and drove down to the great Columbia River for wood and water for breakfast. Had a very long but not very steep hill to descend. At the foot we found a trading station. Sell flour, pork, sugar and tobacco at 40 cents per pound. Stopped and got our breakfast. No wood but very poor willows and some greasewood. Drove on to Deschutes River, 3 miles. No grass in the bottoms, all eaten off. The Columbia here is very rapid and shallow, stream apparently about the size of Rock River, Illinois, flowing over a rocky bottom, with frequent falls and not navigable for sap troughs or canoes.*

*Banks were very high, steep and rocky and bottom very narrow, and in some places sandy. Deschutes River, is, to appearances, nearly as large as The Columbia, but it must be much smaller, and comes dashing down over the rocks, as rapid as water can come on a plane inclined 1 foot in 20. Here is a ferry at \$2 for those who have money, and a ford for those who have not. The latter is the most numerous class. After crossing this river we climbed a very steep and long hill, but good road, and passed on about a mile on the level and camped for the night. Here is a good spring on the hill. Found rather poor grass, but thought beat to stop for fear we could not climb the other hill. Made 7 miles.*

Saturday, October 23

*...Here is a house and a white man living with a squaw. There are also 2 houses at Deschutes River, and some tents belonging to the Walla Walla Indians, who do some ferrying and act as guides to those who ford. Pretty shrewd fellows for money, but very civil.*

> Powell History – James Madison Powell, M.D. 1922 Quotes from letters collected from ancestors who traveled the Oregon Trail in 1851

From S. Hamilton - a party in the Powell Train

*The next incident of interest occurred at the Deschutes River. We had to ferry our wagons one at a time owing to the smallness of the boat, and the rapids in the stream. Steuben Powell and myself were helping the ferrymen. When about the middle of the river, which was about five hundred feet across, the cable broke at the west bank and we started down the stream at a two-forty gait. However, we caught the guy-ropes, and*

*pulled the main line in, but had nothing to make it fast to. To the side of us some men in a boat, included tow Indians, seized the cable and gradually checked the boat, swinging it slowly to the east bank. The excitement was allayed, which I think was greater on the bank than on the boat. We had to wait for the rope to be stretched across the river again, which was done with much difficulty.*

*A man came up on horseback...he undertook to ford the river at the head of an island a little below the ferry. All hands were watching almost breathlessly with hope and fear. He crossed the first branch all right and appeared to us to be almost across the second when his horse struck swimming water. The current was strong and, of course, the horse was carried down. The rider became excited and tried to turn the horse upstream with the bridle, which resulted in pulling the horse over onto his side. Then a general scuffle began. I saw the horse turn over three times carrying the man with him each time. I saw them both go down, but we were on the opposite side of the river. Meanwhile the ferryman had called some Indians who came running to the scene, throwing their clothes as they ran. They saw the man rise and sink the third time. They dove for him and brought him out, rolled him across a rock and brought him to. The horse was drowned but the Siwashes pulled him ashore and saved the man's rig for him. The pony was fat and the Indians had a feast.*

From L. Jane Powell - a party in the Powell Train

*August 21<sup>st</sup> we ferried Falls River (Deschutes) and paid \$5.00 a wagon. The rope broke and it took till night for all to get over. Then we had to remain there till morning without wood or grass.*

>With Man and Beast on the Oregon Trail – the Original 1853 Diary of John Fothergill  
Wagon Train Emigrant

Sept 7 1853

*Decamped at ¼ to 7. A fine morning and traveled 6 miles. 4 to the Columbia River. 2 down its banks. Road pretty good, grass plentiful, a little fuel. Scenery very fine, the noble stream surrounded by high mountains and splendid rocks (salmon by the dozens). 3 graves, 4 dead cattle.*

Sept 8

*Decamped at ¼ to 7 and traveled under a boiling sun 7 miles. 1 mile to the Deschutes River, 5 miles to the "10 mile Creek". 1 to a spring. From the river is a steep hill to ascend but a good road and another hill steeper but shorter at the end of 3 miles and a long hill to descend. All good road and the creek is a very nice stream, grass very plentiful but no fuel at this spring. Scenery enchanting, rocks, blue waters, deep ravines, high waterfalls, lovely peaks, enlivened by hordes of Indians and horses encamped on the river banks vending salmon of immense size from 26 cts to a dollar each. Demand ruling the price. Saw 7 dead cattle, 1 grave.*

Other diaries/journals that note the crossing (but not available to me):

James Nesmith, 1843

John Minto, 1844. Describes the crossing and an attempted robbery there.

Osborne Cross, 1849

Maria Belshaw, 1853. Noted a ferry in operation there.

### **Oregon State Park**

A sign on the east bank of the Deschutes states:

“Historic Oregon Trail  
Deschutes River Crossing  
The Oregon Trail Crossed  
The hazardous Deschutes  
River At This Point by Float-  
ing The Prairie Schooners  
And Swimming The Livestock  
An Island At The River Mouth  
Was Often Utilized When  
The Water Was High And The  
Ford Dangerous. Pioneer  
Women and Children Were  
Frequently Ferried Across  
The Stream By Native Canoe Men Who Made the Pas-  
sage In Exchange For Bright  
Colored Shirts And Other  
Trade Goods.”

### **Gregory M Franzwa in the Oregon Trail Revisited**

Pg 51-52 It followed the south bank of the river (Columbia) for about five miles, crossed the mouth of the Deschutes River, pulled up a monstrous hill for another five miles, then came into The Dalles for the southeast.

Pg 375 The Oregon Trail crossed the Deschutes there, at a small island in its delta. It can be seen climbing to the high ground south of the river, bypassing what was once a prime Indian fishing spot known as Celilo...

The emigration crossed the Deschutes immediately to the east, but at that time the mouth was fairly narrow, and neither that river nor the Columbia was backed up by the network of dams that have tamed the great river.

Pg 379 – summarizes Joel Palmer’s experience at the mouth of the Deschutes...

**The Autobiography of Lulu D. Crandall Oct 1928-April 1929 –printed by Fort Dalles Museum 1990**

Pg 47 ...I well remember when father went from the Ten Mile Ranch to vote for Lincoln, the first time in 1860. He took me with him. I rode behind him on his horse. Mother was in town at the time. The polls were at the mouth of the DesChutes river, where the steamboat landing was, Celilo was not on the map yet.

**Blow For the Landing: A Hundred Years of Steam Navigation on the Waters of the West by Fritz Timmen Schiffer Publishing/Caxton Printing 1973**

Pg 11 (1858)...Meantime, transportation above Celilo Falls was not going unattended. R.R. Thompson of The Dalles was owner of the only freight line on the upper river. His equipment was bateaux, mainly operated by Indians, who poled or rowed the craft or hoisted a sail when the wind was favorable. Thompson's terminal was at the mouth of the Deschutes River, twelve miles above The Dalles by the arduous portage road of Orlando Humason. Freight moved by Thompson went the one hundred twenty miles from The Dalles to Wallula for one hundred dollars a ton.

Pg 12 ...The 'Colonel Wright' was launched October 24, 1858, at the mouth of the Deschutes River, the first steamer to float above The Dalles... (note: hull was constructed in the Dufur area and transported to the mouth of the Deschutes via oxen and rollers under the hull)

Pg 13 Thompson and Coe were made wealthy by the revenues returned from the "Wright." The partners supplemented her with the "Tenino," a larger, more powerful craft built at Celilo Falls in 1860. The new addition proved even more profitable. On a single trip in May, 1862, her purser turned in \$10,945 for passenger fares and enough additional from freight, meals and berths to swell the total to more than \$18,000.

**Antelope: The Saga of a Western Town by Art Campbell, published by Maverick, Bend, OR**

Pg 92 (Regarding flood of 1905) ...the swollen John Day and Deschutes caused the waters to rise in the Columbia River some 53 feet... The John Day and Deschutes had filled their floodplains in 1862, but there had been little, if any, settlement in these areas, and little cause for alarm.

Note: Besides the flood of 1862 and 1905, the flood of 1894 altered the mouth of the Deschutes River from that seen by early emigrants in the 1840's – one additional flood scoured the Deschutes canyon in 1964 – but by then the mouth of the river had been inundated by the backwaters of The Dalles Dam.

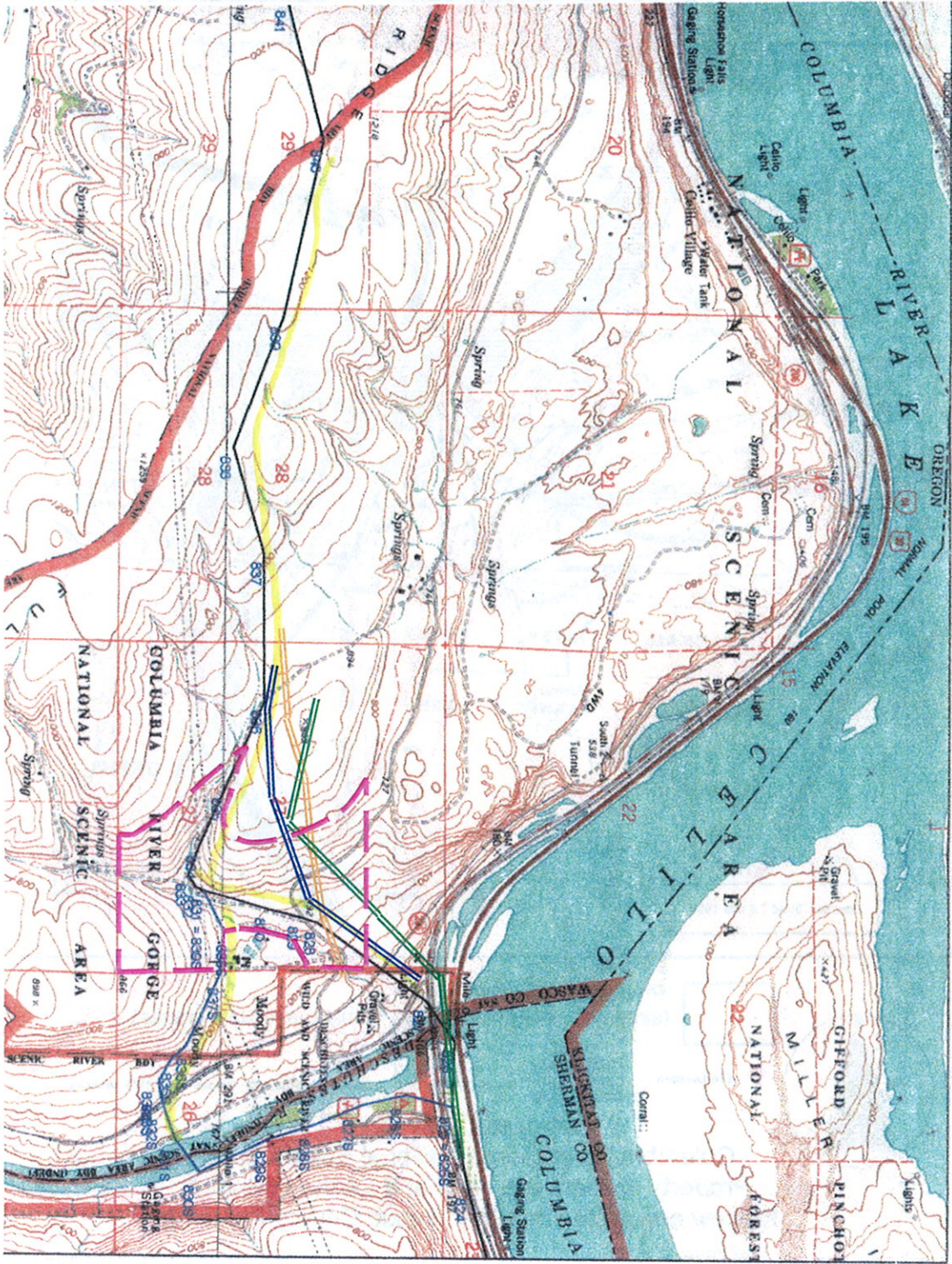
**The Name Was Olney by Roscoe Sheller S dot S Publishing, Astoria, OR 1993**

Pg 57 (regarding the trading post and ferry at the mouth of the Deschutes River)...He had it finished and in operation when the first 1852 wagon train reached the landing.

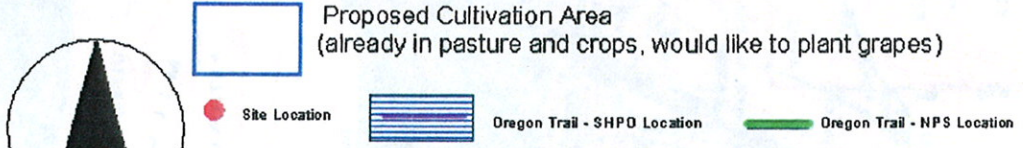
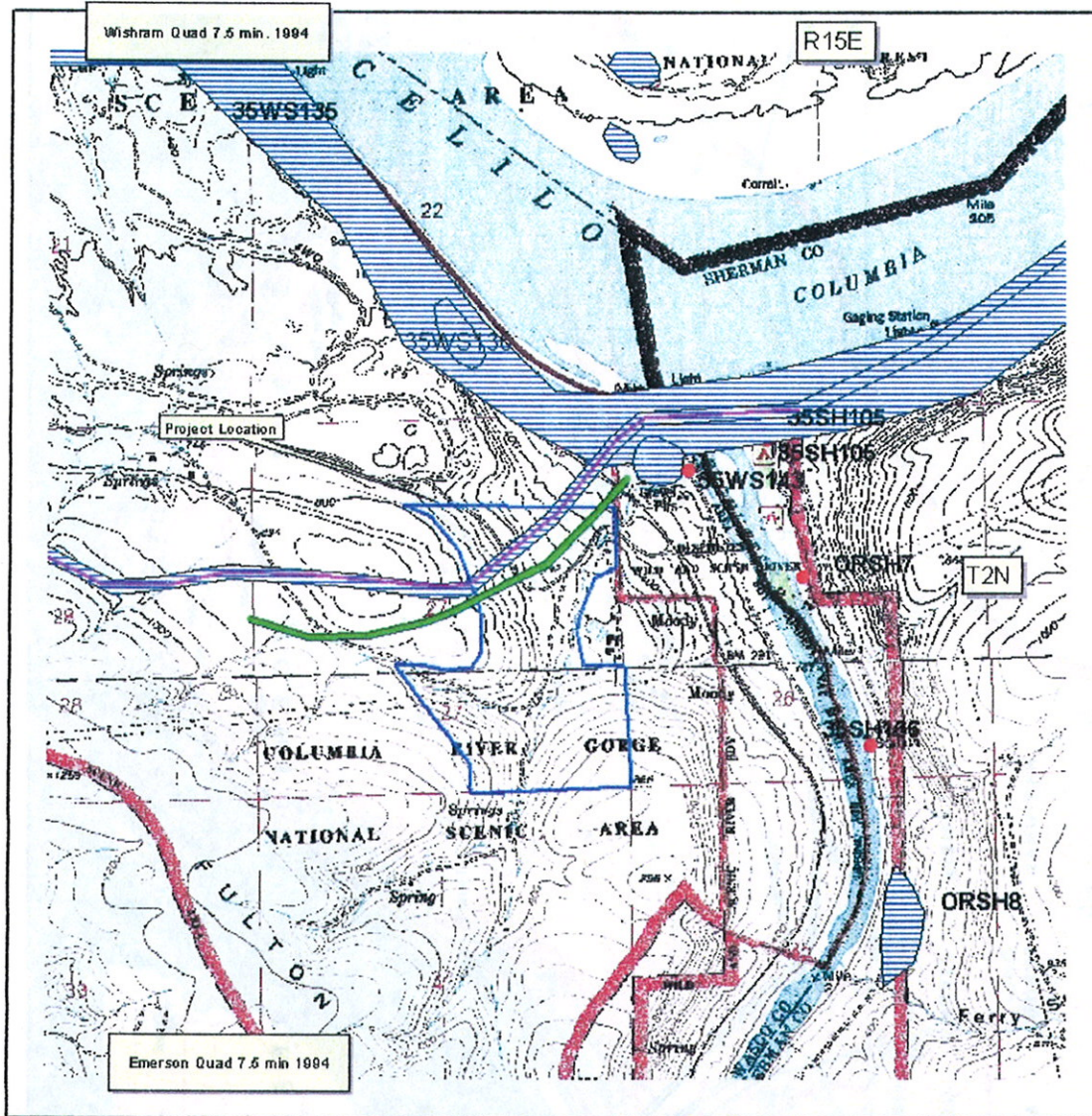
When the last wagon had crossed barely ahead of the December snow of that same year, instead of the 5,000 emigrants that he had ambitiously predicted, more than 18,000 had come to Oregon Territory in search of a new home in the great, green dreamland. While not all took advantage of the convenience his ferry offered, the great majority happily paid the small fee Nathan charged rather than chance fording the stream with its attendant dangers and, of course, a general soaking. Nathan's ferry operation for the year, together with the added trading post business the heavy influx of settlers passing through The Dalles Landing brought to his enterprise, turned into a handsome profit and rated Nathan as a "man of affairs."

Pg 61 ...(1853) he was assembling a crew of Wascos for the building of a far more pretentious trading post with roomier living quarters attached, conveniently located near his ferry. Shortly after the fine new log structure was finished and occupied...





- Nps
- SHPD
- GLO
- OCHFA
- PST



**Proposed Cultivation**  
**Columbia River Gorge National Scenic Area**  
 Property Owners are John and Laurie Williams  
 Review conducted through Wasco County Planning



This area is being checked out again as there are plans for a vineyard to be planted. Let Chuck know any more information you have.

COPY

I was out at the project area yesterday with the landowner (81 years old) and his son. The owner has been in this area since 1929--I believe his father had been there even longer. The local lore says that the routes shown by the SHPO and NPS are incorrect. They believe that the wagons crossed the Deschutes at the "shallows" upstream from Heritage Park. They said that there were sizable rapids or falls near the mouth of the Deschutes and a crossing there would be unlikely (where the SHPO/NPS crossing is shown). The Oregon Trail probably climbed a short grade to a saddle, traveled south along a bench above an unnamed tributary to the Deschutes, and then continued west. This route is south of the mapped routes. Having been out there, their route does look more likely based on the terrain. The ruts I saw on the aerial are erosion gullies and the grade seems too steep for a wagon. The ruts are hard to see on the ground because of the 6 foot tall sage brush- I don't think I can get a photograph of them. I also looked at the GLO plat - 1862 (BLM website) and it seems to me that the GLO route (indicated as road to Walla Walla) is in yet another location. The SHPO, NPS and GLO routes are all still north of the route indicated by the locals.

The route, that the locals have indicated to me, generally follows the Big Eddy power transmission line corridor. When the line and towers were constructed the roads were graded to allow access for the equipment, supplies and cranes. The other routes may have followed the Old Moody County Road, where it climbs out of the Deschutes drainage onto the hill but at that point the grade is too steep. The county road meets current road standards and has been paved.

No matter which route is correct, I don't believe that any pristine traces remain on the landscape. However, I haven't given up and will go out to the project area again today and tomorrow.

I am still hoping to find additional archival information. Thanks for your help and your interest. Send me any suggestions! Marge

Marge Dryden  
Archaeologist/Heritage Program Manager  
Columbia River Gorge National Scenic Area  
902 Wasco Avenue  
Hood River, Oregon 97031

Phone 541-308-1711  
FAX 541-386-1916  
email: mdryden@fs.fed.us

*emailed question 3/2/05*



# Oregon

Theodore R. Kulongoski, Governor

**Parks and Recreation Department**  
Oregon Historic Trails Advisory Council  
725 Summer St. NE, Suite C  
Salem, OR 97301-1271  
(503) 986-0681  
FAX (503) 986-0793  
www.hcd.state.or.us

**RECEIVED**

JUN 03 2005

STATE HISTORIC  
PRESERVATION OFFICE

May 27, 2005  
Mary Allison, District Ranger  
McKenzie River Ranger District  
57600 McKenzie Highway  
McKenzie Bridge Oregon 97413

Dear Mary,

The purpose of this letter is to provide public input into the planning process for the Santiam Wagon Road on the McKenzie River Ranger District of the Willamette National Forest. We oppose opening the area to more extensive ATV use. We believe that the Forest Service should be more proactive in protecting the Santiam Wagon Road, which was determined eligible to the National Register of Historic Places and identified as a Special Interest Area for its unique cultural values under the Willamette National Forest Plan. Within the Sand Mountain and Big Lake areas of the Santiam Wagon Road, the Willamette National Forest has not lived up to its obligation to protect this resource and now wants to allow further degradation.

The Archaeological Resources Protection Act (ARPA) states that sites on public lands are to be protected. The Willamette National Forest has allowed people to damage, alter and deface this resource without a permit. The lack of attempt to utilize interpretation or law enforcement in an attempt to protect this resource has been absent. Recommendations made by the District Archaeologist Eric Bergland in regards to this heritage resource have not been considered. How and why has the Willamette National Forest knowingly and continuously allowed people to violate and cause degradation of this National Register eligible property?

We are concerned that the proposed recreational activities on the Santiam Wagon Road do not follow the draft Special Interest Area Guide or draft Historic Properties Management Plan that were prepared in the early 1990's and ignored by the ranger district for the Sand Mountain and Big Lake areas, yet followed on the Sweet Home Ranger District and Fish Lake areas. We are concerned that the Willamette National Forest has not provided leadership in the preservation of this historic resource in a spirit of stewardship as identified in the National Historic Preservation Act, section 2. The Willamette National Forest as the responsible federal agency is responsible for the protection of historic resources. We are also concerned that this proposed trail activity is not identified in Michael Wing's (2004 Oregon Statewide Trails Inventory Project, Prepared for Oregon Parks and Recreation Department) study of future recreational opportunities within the Forest Service lands. Information provided by the Forest Service to Dr. Wing was utilized by Oregon State Parks for a statewide trails planning.

We understand that various photographs over the last 30 years document the continuing decline of this resource. As one of the 16 trails identified in ORS 358.057, as under the Oregon Historic Trails Advisory Councils responsibility we wish to encourage preservation of the Santiam Wagon Road, mitigation of damages that have occurred



since the determination of eligibility was made and recognition of the Native American sites that occur in the area and were probably associated with the prehistoric use of the wagon road as a trail. We look forward to working with the Willamette National Forest in efforts to restore and preserve this historic resource. The Forest Service has been negligent in this responsibility towards the Santiam Wagon Road. The Santiam Wagon Road needs to be viewed as an asset and not a hindrance of other goals and thus fulfill the multiple use concept.

Sincerely,



Marcia Morse  
Vice Chair

cc: Supervisor Willamette National Forest, Eugene  
James Hamrick, Oregon SHPO, Salem

**From:** Glenn Harrison <harrison@cmug.com>  
**To:** Eileen Fitzsimons <efgb@comcast.net>, James Hamrick  
 <James.Hamrick@state.or.us>, Marcia Morse <marcia\_morse@yahoo.com>, Jim Renner  
 <molallarenner@hotmail.com>, Kim Gardner <Kim.Garner@state.or.us>, Ann Rogers  
 <a.two@namewithheldbyrequest.com>, Sharon Brown <Sharon\_Brown@nps.gov>  
**Date:** 8/27/05 6:55PM  
**Subject:** SWR

Problems continue with the City of Lebanon and Wal-Mart concerning the Santiam Wagon Road. Neither party will accept responsibility for maintenance of the route. The weeds and blackberries continue to grow and trash accumulates. A few volunteers have done some cleanup. Shopping carts and even cars have been seen parked on the wagon road. There are errors in the text of the panels. Lebanon plans to have a celebration on August 31.

Page

The city made a proposal to accept the responsibility of maintenance for 5 years with Wal-Mart paying the city. Wal-Mart countered with an offer for 1/10th the cost. Nothing has happened since.

SHPO might suggest that ODOT close the 5 lane road crossing the trail and see how long it takes to get an agreement.  
 Glenn  
 harrison@cmug.com

**CC:** Roz Keeney <Rosalind.C.Keeney@state.or.us>

**From:** Glenn Harrison <harrison@cmug.com>  
**To:** Eileen Fitzsimons <efgb@comcast.net>, Marcia Morse <marcia\_morse@yahoo.com>, Kim Gardner <Kim.Garner@state.or.us>, Jim Renner <jim@oregontic.com>, Sharon Brown <Sharon\_Brown@nps.gov>  
**Date:** 8/29/05 1:04PM  
**Subject:** Copy of note to Ann & OCTA Trail Preservation chairs.

This morning I met with Carlos Pineda of Orion Energy. He appreciated the informal meeting early on and encouraged informal communication in addition to the formal process and encouraged such meetings in the future.

The proposed Biglow Canyon wind turbine project will go in in phases - 150 per phase. The turbines are large 260 feet to the hub and 380 to the tip of the blade, so can be see for 5 miles. It will not be on the Oregon Trail, but will be visible from the trail in places in northern Sherman County. They use a flat paint and could color to blend in. FAA requires a light. He will see if they can minimize the impact and perhaps add trail interpretation as a tradeoff. All the land is in private ownerships and Orion has obtained easements on all the properties and made payments for the easements.

Already there are two other companies with wind turbines in the area. One has 20 now and will be adding 50 more.

Carlos, a former biology teacher, showed me a preliminary visual impact map and will email a copy when it is completed in mid-September. They have already identified key sites (John Day Crossing, Biggs Segment, Deschutes River State Park, Columbia Gorge Discovery Center, The Dalles Meeker Marker, Interpretive kiosk at I-84 milepost 73) and will be sure they are not visible from these locations. I will send him a list of other Oregon Trail markers and sites.

Soon they will be applying to actually build the first phase. I'll get a copy of their application and their earlier proposal and will pass it on.

I told him about OCTA and OHTAC and gave him your names as contacts or people he would likely hear from.

Glenn  
harrison@cmug.com



**From:** Glenn Harrison <harrison@cmug.com>  
**To:** Eileen Fitzsimons <efgb@comcast.net>, Kim Gardner <Kim.Garner@state.or.us>, Marcia Morse <marcia\_morse@yahoo.com>, Jim Renner <jim@oregontic.com>, Ann Rogers <a.two@namewithheldbyrequest.com>  
**Date:** 8/30/05 10:33PM  
**Subject:** Dick Spray comments on SWR

Dear Archeologists,

Attached are three products of my summer, a hike log for the SWR from Cache Creek Toll Station on the east to the Mountain House on the west, a Highway 20 log for access to the SWR, and a spreadsheet of Lats & Longs, elevations, and UTM for SWR nodes. I have two purposes for this material: 1. To demonstrate that the wagon road is a continuous historical feature across the Cascade Mountains, and 2. To give people a tool which will help them independently experience the old road.

The wagon road doesn't end at the Deschutes/Willamette NF boundary --- it doesn't end at the McKenzie River/Sweet Home RD boundary. As a historic resource it requires congruent management from end-to-end. It's also time that the public be given a means of experiencing at least some of the difficulties our ancestors overcame in crossing the Cascades. My past experience with these resources tell me that preservation is not enough. That use with interpretation is needed to prevent the loss of these resources.

Over the past several years the critical section of the wagon road that crosses the Cascade Crest has suffered severe deterioration from OHVs. That needs to quickly change. The following quote from a 2005 Pacific Crest Trail through hiker is also relevant to the Santiam Wagon Road:

"There are so many eroded ATV trails that cross the PCT and tear up the vegetation, that it is virtually impossible to distinguish the trail in places. For the first time since I started hiking back in April, I felt demoralized. The accumulating fatigue, topped off by the long day yesterday, was getting to me, and hiking through this hot and dusty playground for a bunch of Evel Knievel rejects was bringing me down."

You have my permission to copy, distribute, or use these spreadsheets in any manner you wish. They are public property.

Dick



# Oregon

Theodore R. Kulongoski, Governor

RECEIVED

SEP 13 2005

STATE HISTORIC  
PRESERVATION OFFICE

Department of Transportation

Region 2

455 Airport Rd. SE, Bldg. B

Salem, Oregon 97301-5395

503-986-2600

FAX 503-986-2630

September 9, 2005

James Hamrick  
Assistant Director for Heritage Conservation  
Deputy State Historic Preservation Officer  
Oregon State Historic Preservation Office  
725 Summer Street NE  
Salem, OR 97301

FILE CODE:

**Subject: Santiam Wagon Road  
Jurisdictional Transfer Agreement Resolution  
Cascade Drive Section  
Santiam Highway, State Highway No. 16  
Lebanon, Linn County**

Dear Mr. Hamrick,

The purpose of this letter is to finalize the cultural resource issues with regard to the development surrounding the National Register eligible Santiam Wagon Road segment in Lebanon, Linn County, Oregon. The State Historic Preservation Office (SHPO) and the Oregon Historic Trails Advisory Council (OHTAC) conditionally approved the transfer of Tax Lot 1900 in the City of Lebanon from ODOT ownership to the City with seven (7) conditions listed in Nancy Niedernhofer's August 5, 2002 letter.

All seven conditions have now been met. Construction is complete in the area with the protective buffer remaining around the Santiam Wagon Road, the realignment of Cascade Drive is complete, the new multi-use path is physically separated from the historic wagon road, new landscaping has been installed, an interpretive kiosk with six panels has been constructed near the wagon road adjacent to the parking lot, and a maintenance agreement between the City of Lebanon and the developer has been signed. Photos of the completed interpretive kiosk, developed in conjunction with OHTAC, are included with this letter as Attachment A. The interpretive kiosk will be formally unveiled at a public ceremony on September 15, 2005. A copy of the signed maintenance agreement is also included for your files as Attachment B.

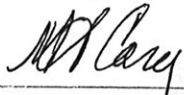
As all of the conditions for transfer have been met, ODOT will finalize the permit for the realigned intersection. All future inquiries regarding the maintenance and interpretation of the Santiam Wagon Road should be directed to Doug Parker, the Community Development Manager with the City of Lebanon. The city has



completed its obligations under Item 3 of the City Obligations section of the Jurisdictional Transfer (City of Lebanon / ODOT Agreement No. 752). These obligations reiterate the conditions of the August 5, 2002 letter from your office.

Thank you for your cooperation and coordination with regard to the jurisdictional transfer and the Santiam Wagon Road. If you have any questions regarding this matter, please contact Alex McMurry with ODOT at (503)986-2822.

Sincerely,



---

Molly A. Cary  
Environmental Unit Manager  
ODOT Region 2 Technical Center

Attachments:

Attachment A: Photos of completed interpretive kiosk

Attachment B: Signed maintenance agreement between City of Lebanon and Developer

Copies w/attachments to:

Doug Parker, Community Development Manager, City of Lebanon

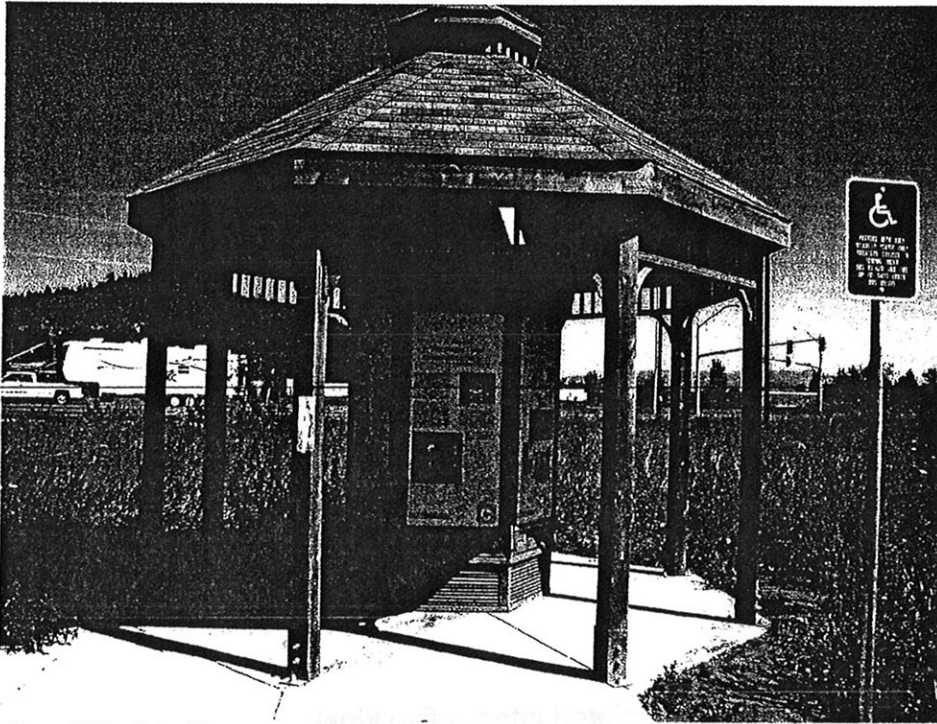
Dean Logsdon, CLC Associates

Glenn Harrison, Oregon Historic Trails Advisory Council

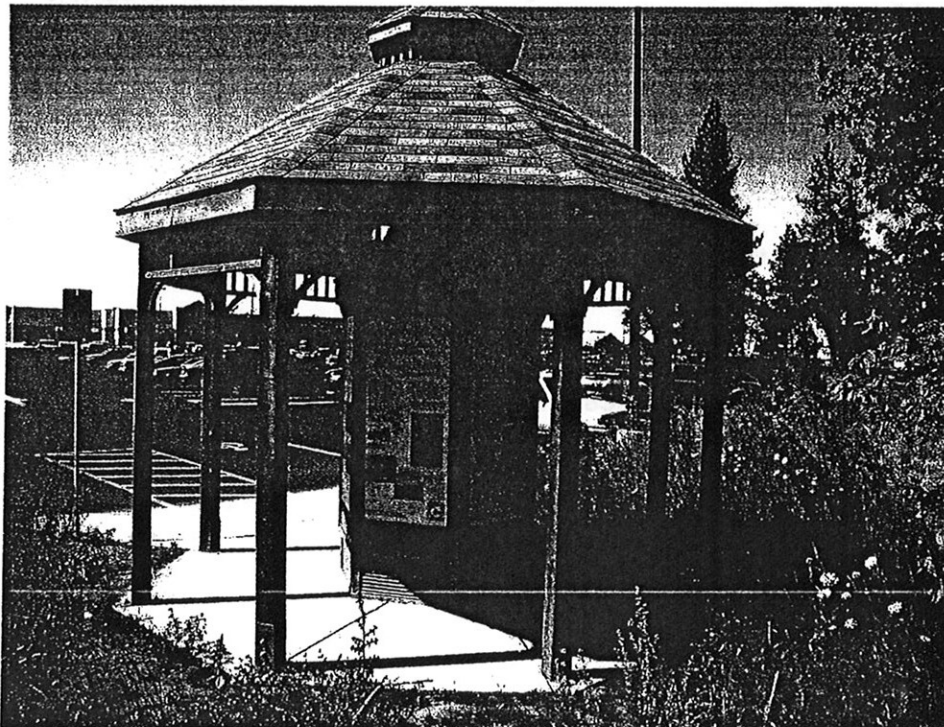
Alex McMurry, ODOT Cultural Resources Specialist

Gene Walton, ODOT, District 4 - Corvallis

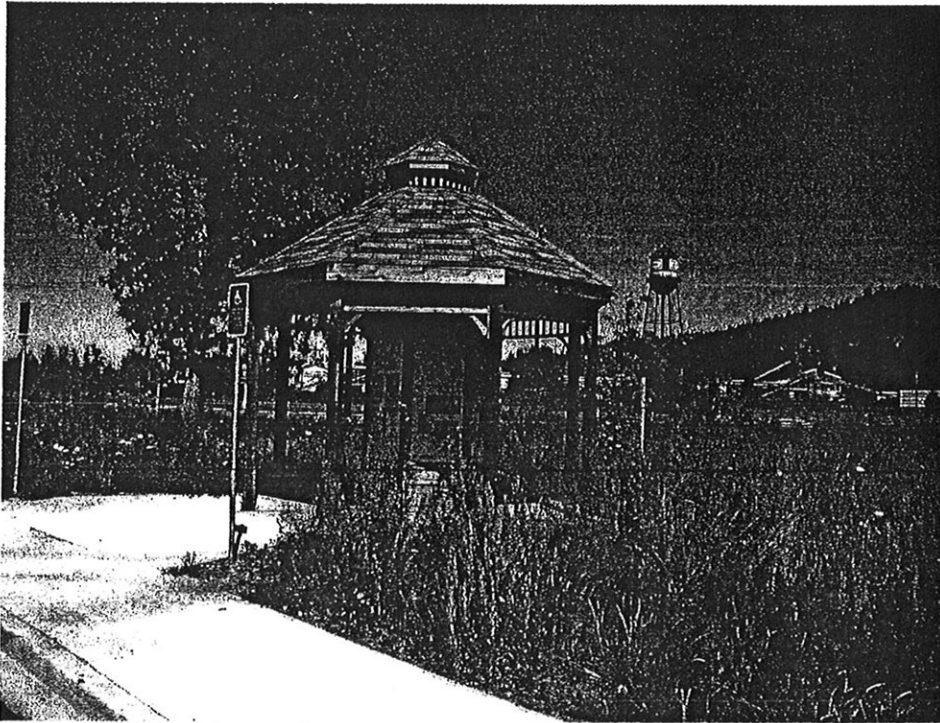
Attachment A: Photographs of Interpretive Kiosk



View of kiosk looking east.



View of kiosk looking west.



View of kiosk looking north.



View of trail marker at realigned intersection, north side (south side marker similar).



# Davis Wright Tremaine LLP

ANCHORAGE BELLEVUE LOS ANGELES NEW YORK PORTLAND SAN FRANCISCO SEATTLE SHANGHAI WASHINGTON, D.C.

GREGORY S. HATHAWAY  
Direct (503) 778-5207  
gregoryhathaway@dwt.com

SUITE 2300  
1300 SW FIFTH AVENUE  
PORTLAND, OR 97201-5682

TEL (503) 241-2300  
FAX (503) 778-5299  
www.dwt.com

August 12, 2005

~~Ms. Angela Washington  
Assistant General Counsel  
Real Estate Legal Department  
Wal-Mart Stores, Inc.  
2001 SE 10<sup>th</sup> Street  
Bentonville, AR 72716-0550~~

Re: Maintenance Agreement for Landscape  
Wal-Mart Stores, Inc. and the City of Lebanon  
Lebanon, OR, Store No.: 1775-02

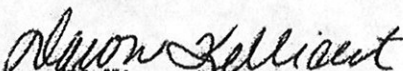
Dear Ms. Washington:

Enclosed please find the fully executed original of the Cooperative Agreement for Maintenance of Landscape Area Associated with the Santiam Wagon Road between Wal-Mart Stores, Inc. and the City of Lebanon.

Should you have any questions, please feel free to contact us.

Very truly yours,

Davis Wright Tremaine LLP

  
Dawn Kellicut, Assistant to  
Gregory S. Hathaway

Enclosure

**COOPERATIVE AGREEMENT  
FOR MAINTENANCE OF LANDSCAPE AREA ASSOCIATED  
WITH THE SANTIAM WAGON ROAD**

**BETWEEN  
WAL-MART STORES, INC. AND THE CITY OF LEBANON  
LINN COUNTY, OREGON**

**PARTIES**

THIS AGREEMENT is made and entered into this 27<sup>th</sup> day of July, 2005, by and between the **CITY OF LEBANON, OREGON**, hereafter called the **CITY**, and **WAL-MART STORES, INC.**, hereafter called the **PROPERTY OWNER**.

**PURPOSE**

As part of the agreement to abide by the Oregon State Historic Preservation Office letter, dated August 5, 2002, stipulating the conditions required to transfer ODOT property to the **CITY**, the **PROPERTY OWNER** is required to maintain the historic preservation easement deeded to the **CITY**. The **PROPERTY OWNER** and **CITY**, in consultation with the State Historic Preservation Office and the Oregon Historic Trails Advisory Council, have determined that it would be in the best interest of the public and to protect the wagon road, that the **PROPERTY OWNER** will maintain the Historic Preservation Easement area and that area of land between the Historic Preservation Easement area and the ODOT curb line along Highway 20, as specifically identified in Exhibits I thru VI and in the manner described in Exhibit VII.

The Parties agree as follows:

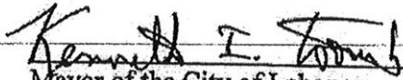
**SECTION 1.**

1. The **PROPERTY OWNER** will maintain the area of land, including the interpretive kiosk, as identified in Exhibits I thru VI and in the manner described in Exhibit VII beginning on the date of the Occupancy Permit issued to **PROPERTY OWNER**.
2. This agreement shall run with the land and shall be binding upon the heirs, successors and assigns of the parties.


**EXECUTION**

This Agreement is executed for the **CITY** and the **PROPERTY OWNER** by their authorized representatives.

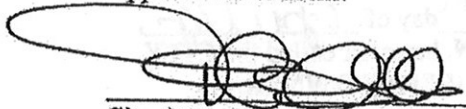
Approved by:

  
\_\_\_\_\_  
Kenneth I. Thomas  
Mayor of the City of Lebanon

Approved by:

  
\_\_\_\_\_  
Wal-Mart Stores, Inc. John Clarke

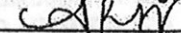
Approved as to form:

  
\_\_\_\_\_  
City Attorney

Approved as to form:

\_\_\_\_\_  
Wal-Mart General Counsel

Approved as to legal terms only

by   
\_\_\_\_\_  
WAL-MART LEGAL DEPT  
Date: 7/26/05



**Exhibit I**

**Legal Description of Wal-Mart's Property**

Beginning at a 5/8" iron rod with plastic cap which bears South 00° 00' 53" East 12.69 feet from the Southwest corner of lot 8 of HORN SUBDIVISION in Section 23, Township 12 South, Range 2 West of the Willamette Meridian, in the City of Lebanon, Linn County, Oregon; thence South 83° 54' 32" East 170.05 feet to a 5/8" iron rod; thence North 01° 44' 57" East 29.33 feet; thence North 00° 25' 51" East 150.07 feet to a 5/8" iron rod; thence South 89° 31' 11" East 20.08 feet to a 5/8" iron rod; thence South 00° 25' 25" West 150.07 feet to a PK nail; thence South 89° 34' 15" East 384.33 feet to a 5/8" iron rod; thence South 47° 40' 43" East 42.30 feet to a 5/8" iron rod; thence South 39° 10' 53" East 101.06 feet to a 5/8" iron rod; thence South 46° 45' 43" East 300.29 feet to a 5/8" iron rod; thence South 47° 43' 56" East 99.93 feet to a 5/8" iron rod; thence along a 11519.16 foot radius curve 248.90 feet to the left which chord bears South 48° 21' 05" East 248.89 feet to a 5/8" iron rod; thence North 89° 58' 58" West 46.95 feet to a 5/8" iron rod; thence South 44° 28' 45" East 243.49 feet to a 5/8" iron rod; thence North 89° 43' 06" West 34.67 feet to a 5/8" iron rod; thence South 44° 16' 11" East 116.00 feet; thence South 42° 34' 14" West 10.02 feet; thence north 44° 16' 11" West 132.15 feet; thence North 89° 40' 23" West 62.06 feet; thence along a 203.00 foot radius curve 170.81 feet to the right which chord bears South 24° 25' 55" West 165.81 feet; thence North 41° 27' 47" West 18.00 feet; thence along a 185.00 foot radius curve 7.36 feet to the right which chord bears South 49° 40' 38" West 7.36 feet; thence South 50° 49' 03" West 92.79 feet; thence along a 15.00 foot radius curve 33.03 feet to the left which bears South 12° 16' 12" East 26.75 feet; thence along a 225.00 foot radius curve 109.67 feet to the right which chord bears South 61° 23' 37" East 108.59 feet; thence South 47° 25' 46" East 31.14 feet; thence South 37° 51' 19" West 88.70 feet; thence along a 313.50 foot radius curve 207.66 feet to the right which chord bears South 71° 18' 19" West 203.89 feet; thence North 89° 43' 06" West 239.33 feet; thence North 00° 16' 05" East 432.68 feet to a 5/8" iron rod; thence North 89° 43' 06" West 638.23 feet to a 5/8" iron rod; thence North 00° 00' 21" East 704.38 feet to the point of beginning.

**Exhibit II**

**Legal Description of Maintenance Area-North**

Beginning at a 5/8" iron rod on the Southwesterly right-of-way of Highway 20 which bears South 89°34'15" East 384.33 feet, South 47°40'43" East 42.30 feet, and South 39°10'53" East 101.06 feet from the southwest corner of lot 9 of Horn Subdivision in Section 23, Township 12 South, Range 2 West of the Willamette Meridian, in the City of Lebanon, Linn County, Oregon thence;

Along the said southwesterly right-of-way of Highway 20 South 46°45'43" East 300.29 feet to a 5/8" iron rod; thence

Along the said southwesterly right-of-way of Highway 20 South 47°43'56" East 99.93 feet to a 5/8" iron rod; thence

Along the said southwesterly right-of-way of Highway 20 along an 11519.16 foot radius curve to the left which chord bears South 48°21'05" East 248.89 feet to a 5/8" iron rod; thence

North 89°58'58" West 46.95 feet to a 5/8" iron rod; thence

South 44°28'45" East 243.49 feet to a point; thence

North 89°43'06" West 15.29 feet to a point; thence

North 43°23'58" West 78.64 feet to a point; thence

North 45°42'01" West 124.93 feet to a point; thence

North 45°46'00" West 148.45 feet to a point; thence

North 47°24'48" West 113.82 feet to a point; thence

North 44°58'46" West 147.77 feet to a point; thence

North 49°00'11" West 195.53 feet to a point; thence

North 35°05'57" West 41.48 feet to a point; thence

North 49°05'23" West 194.90 feet to a point; thence

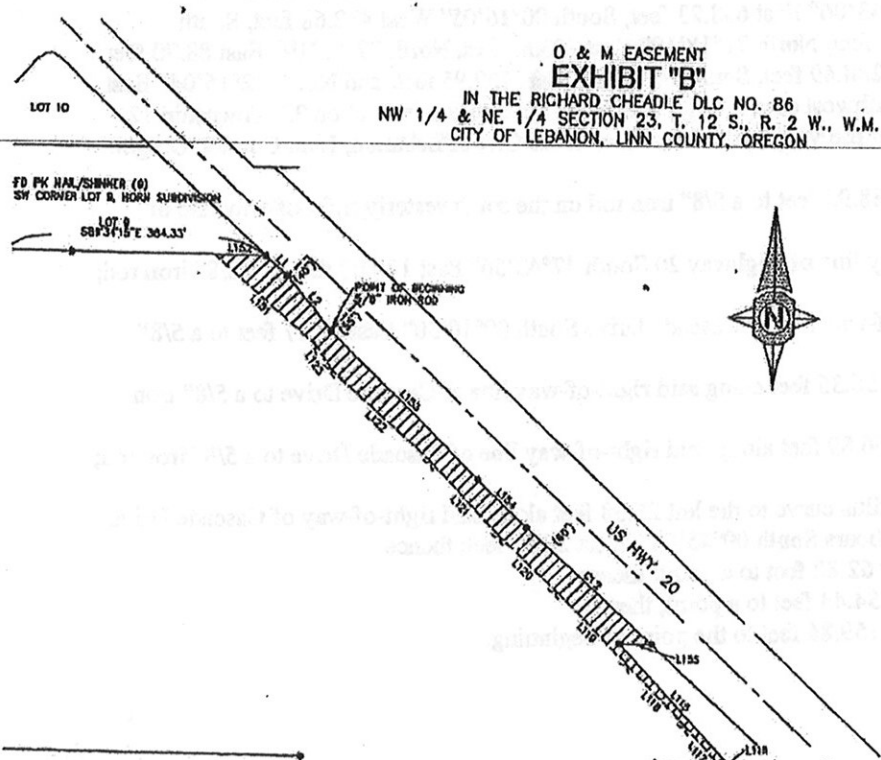
South 89°34'15" East 74.60 feet to a 5/8" iron rod on the said southwesterly right-of-way of Highway 20; thence

Along the said southwesterly right-of-way of Highway 20 South 47°40'43" East 42.30 feet to a 5/8" iron rod; thence

Along the said southwesterly right-of-way of Highway 20 South 39°10'53" East 101.06 to the point of beginning.

Exhibit III

Depiction of Maintenance Area-North



O & M EASEMENT  
**EXHIBIT "B"**  
 IN THE RICHARD CHEADLE DLC NO. 86  
 NW 1/4 & NE 1/4 SECTION 23, T. 12 S., R. 2 W., W.M.  
 CITY OF LEBANON, LINN COUNTY, OREGON



CURVE TABLE			
DELTA	ARC	CHORD	CHORD
174°17'	248.90	S48°21'05"E	248.90
372°10'	207.88	N71°18'19"E	203.89
272°54'	166.67	S68°12'37"W	160.59
7°16'50"	7.58	S49°45'58"E	7.36
42°14'30"	178.07	N12°33'51"E	165.01
8°14'28"	26.88	N87°14'40"E	26.87
26°44'32"	152.84	N87°28'18"E	150.90
174°17'	248.90	S48°21'05"E	248.90

LINE TABLE		
LINE	BEARING	LENGTH
L1	S17°42'43"E	42.20'
L2	S38°10'03"E	101.06'
L3	S17°27'58"E	89.65'
L15	S44°28'53"E	243.49'
L16	S59°43'06"W	18.28'
L17	S53°23'56"W	78.84'
L18	N45°37'21"E	124.83'
L19	S48°48'00"W	148.45'
L20	N87°24'48"W	113.82'
L21	N41°38'46"W	147.77'
L22	N49°00'11"W	185.65'
L23	N09°00'27"W	41.48'
L24	N41°00'22"W	184.90'
L25	S89°34'10"E	78.60'
L26	S48°15'43"E	200.93'
L27	S47°33'59"E	89.82'
L28	S65°58'53"W	46.50'

48

**Exhibit IV**

**Legal Description of Maintenance Area-South**

Beginning at a point which bears South 00°00'53" West 12.69 feet, South 00°00'21" West 704.38 feet, South 89°43'06" East 638.23 feet, South 00°16'05" West 432.68 feet, South 89°43'06" East 239.33 feet, North 71°18'19" East 203.89 feet, North 37°51'19" East 88.70 feet, North 42°34'14" East 288.49 feet, South 44°16'11" East 132.95 feet, and North 42°16'04" East 13.05 feet from the southwest corner of lot 8 of Horn Subdivision in Section 23, Township 12 South, Range 2 West of the Willamette Meridian, in the City of Lebanon, Linn County, Oregon thence;  
North 42°16'04" East 88.95 feet to a 5/8" iron rod on the southwesterly right-of-way line of Highway 20; thence  
Along said right-of-way line of Highway 20 South 47°43'56" East 170.00 feet to a 5/8" iron rod; thence  
Along the west right-of-way line of Cascade Drive South 09°10'50" East 31.07 feet to a 5/8" iron rod; thence  
South 42°16'04" West 56.35 feet along said right-of-way line of Cascade Drive to a 5/8" iron rod; thence  
South 44°16'11" East 66.89 feet along said right-of-way line of Cascade Drive to a 5/8" iron rod; thence  
Along a 112.00 foot radius curve to the left 26.58 feet along said right-of-way of Cascade Drive to a point which chord bears South 09°45'53" West 26.52 feet; thence  
North 36°02'02" West 62.82 feet to a point; thence  
North 41°40'34" West 54.44 feet to a point; thence  
North 44°57'30" West 159.86 feet to the point of beginning.

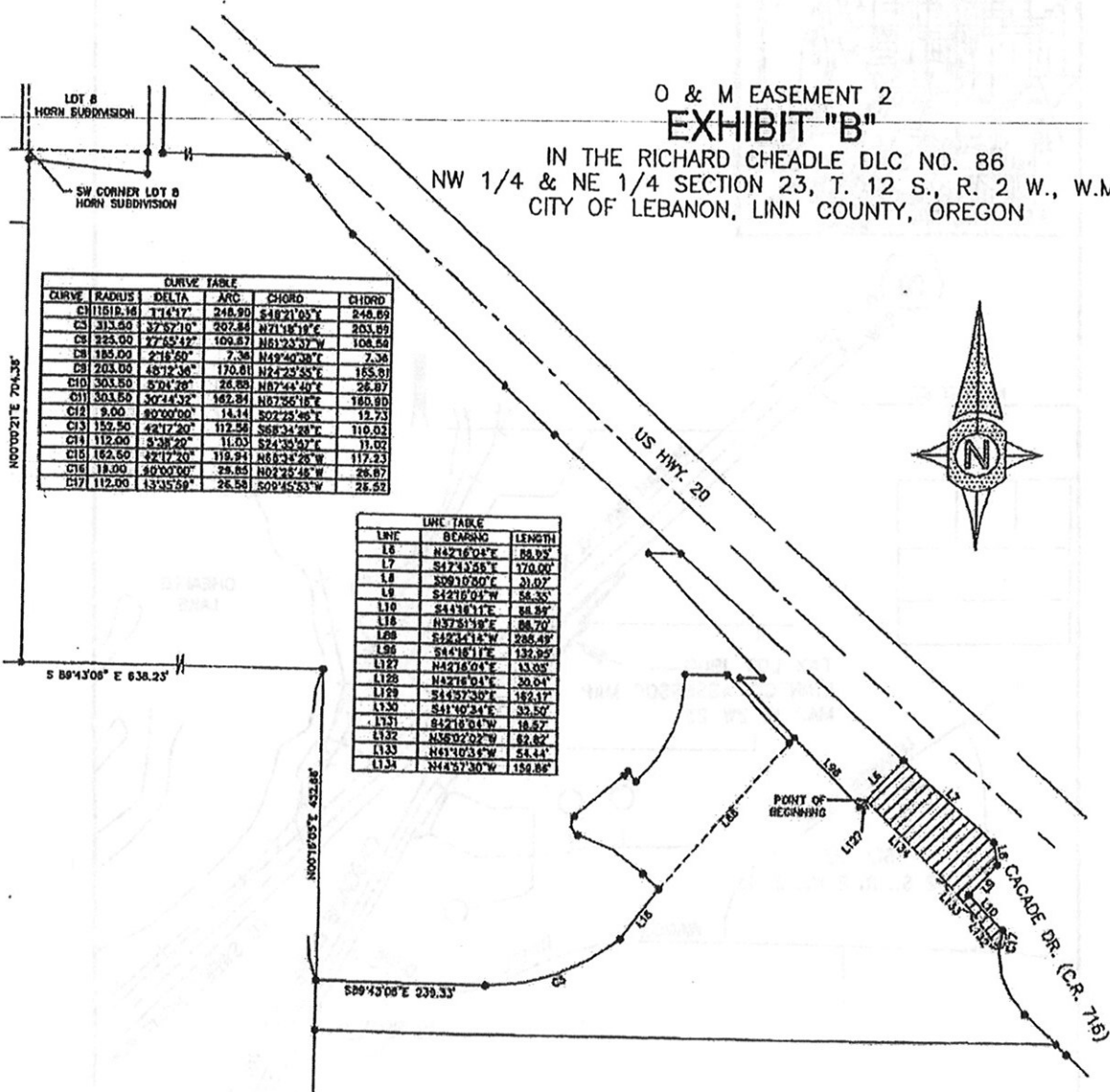
Exhibit V

Depiction of Maintenance Area-South

O & M EASEMENT 2

EXHIBIT "B"

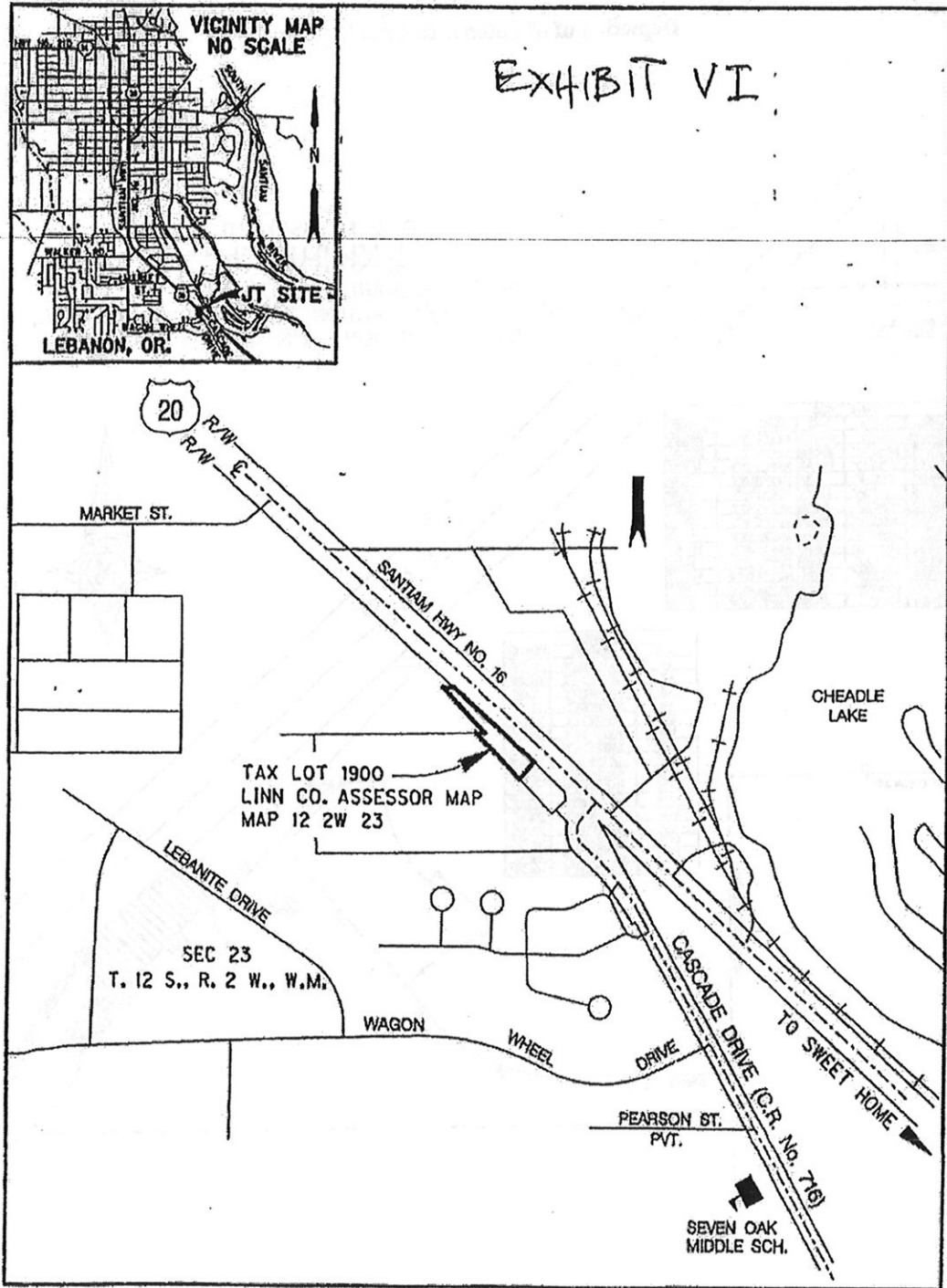
IN THE RICHARD CHEADLE DLC NO. 86  
 NW 1/4 & NE 1/4 SECTION 23, T. 12 S., R. 2 W., W.M.  
 CITY OF LEBANON, LINN COUNTY, OREGON



CURVE	RADIUS	DELTA	ARC	CHORD	CHORD
C1	11512.16	77°47'	248.90	S48°21'03"E	248.89
C2	313.00	37°57'10"	207.88	N71°18'11"E	203.89
C3	225.00	77°52'42"	109.87	N61°23'37"W	108.88
C4	185.00	27°18'50"	7.38	N49°40'38"E	7.38
C5	203.00	48°12'36"	170.81	N74°22'55"E	155.81
C6	303.50	57°14'28"	28.89	N87°44'49"E	28.87
C7	303.50	30°14'32"	162.84	N87°56'18"E	160.80
C8	9.00	90°00'00"	14.14	S02°22'48"E	12.73
C9	152.50	42°17'20"	112.58	S68°24'28"E	110.02
C10	112.00	5°38'28"	11.00	S24°30'47"E	11.00
C11	162.50	42°17'20"	115.24	N68°24'28"W	117.23
C12	18.00	69°00'00"	25.85	N87°23'48"W	25.87
C13	112.00	13°33'59"	25.58	S02°45'53"W	25.52

LINE	BEARING	LENGTH
L6	N42°16'04"E	88.02
L7	S47°13'58"E	170.00
L8	S09°10'50"E	21.07
L9	S42°18'04"W	58.35
L10	S44°18'11"E	88.89
L11	N37°51'39"E	88.70
L12	S42°14'12"W	288.49
L13	S44°18'11"E	132.92
L14	N42°16'04"E	33.05
L15	N42°16'04"E	30.04
L16	S44°37'30"E	182.17
L17	S44°10'34"E	33.50
L18	S42°18'04"W	18.87
L19	N38°02'02"W	82.82
L20	N61°10'33"W	54.44
L21	N44°37'30"W	158.86

7



**EXHIBIT VII  
SANTIAM WAGON ROAD  
LANDSCAPE OPERATION AND MAINTENANCE REQUIREMENTS**

**Areas of Applicability**

Wal-Mart Stores, Inc. shall maintain the Santiam Wagon Road Landscape Area according to the standards set forth below. For convenience sake, the Santiam Wagon Road Landscape Area is generally described as follows:

- A. The ODOT rights-of-way from the north property line of Lot 1 (Wal-Mart Site) south to the north right-of-way line of Cascade Drive; and,
- B. The Santiam Wagon Road area from approximately the north property line of Lot 1 (Wal-Mart Site) south to the north right-of-way line of Cascade Drive.

**Irrigation Operation and Maintenance**

1. The irrigation system shall be operated from April 15<sup>th</sup> to October 15<sup>th</sup>.
2. The system shall supply a minimum of 1" of water per week for trees, shrubs and groundcover.
3. The system may be adjusted to compensate for rainfall events, but plant materials must be supplied with the above minimums of water by either rainfall events, the irrigation system or through a combination of both the irrigation system and rainfall events.
4. The system shall be drained and winterized by October 31<sup>st</sup>.
5. In the spring the system shall be energized and tested. Any heads not providing coverage shall be repaired or replaced. Pipe leaks found shall be repaired prior to the start of the irrigation season. System shall be tested and provide the coverage designed prior to the start of the irrigation season.
6. The system may be started prior to April 15<sup>th</sup> and is dependent upon nightly temperatures holding above 32° F and precipitation events not providing a minimum of 1" of rainfall per week.

**Landscape Operation and Maintenance**

1. Landscaping and grounds shall be maintained in a neat and healthy condition. This shall include:
  - A. Maintenance of the surfaces in a level, smooth and evenly-covered condition with the type of surfacing material/mulch originally installed or such substitute as shall in all respects be equal in quality, use, and durability.
  - B. Removal of all papers, debris, filth and refuse to the extent reasonably necessary to keep the area in a clean and orderly condition.
  - C. Maintenance of all landscaped areas and replacement of groundcover, shrubs and trees as necessary. See item No. 2 and 3 below.
  - D. Pruning of dead and broken limbs shall occur as the damage is found. Pruning of trees and shrubs will be completed on an as needed basis to hold shape of plant or to remove

interior and crossing branches.

2. The following outlines when the maintenance activity must occur:

Occurrence	Activity
Weekly	Pick up and remove papers, debris, filth, refuse and prune dead and broken limbs.

3. Within the first five years should any plant material die, for any reason, the plant shall be replaced within one planting season. If any plant material dies after the initial five-year period, Wal-Mart will have the discretion to determine whether to or not to replace the plant material, if by not replacing the dead plant is beneficial to the landscape of the trail, then the plant will not be replaced.

If replacement occurs, replacement of plant materials shall conform to the variety and species originally specified. If replacement cannot occur with the specified plant, then a plant as closely matching the shape, size, color and growth habits shall be used. Replacement of plant material shall occur as follows:

Plant Type	Plant Replacement Within	
	2 – 5 Years	6+ Years
Deciduous Tree	Increase caliper by 1.5" over original size.	Increase caliper by 2" or increase caliper by 2 times the original size, whichever is greater.
Evergreen Tree	Increase height by 2' over original height	Increase height by 2' over original height
Shrub	Shrub to be B & B and increase height by 18" over original height.	Shrub to be B & B and increase height by 24" over original height.
Groundcover	Replace with 2 gallon size.	Replace with 3 gallon size.



September 29, 2005

Oregon Historic Trails Advisory Council  
Keith F. May, Board Member  
5 NE Despain Ave.  
Pendleton, OR 97801

To: City Manager  
City of Irrigon  
PO Box 428  
Irrigon, OR 97844

RE: Oregon Trail and Lewis and Clark Information Panels at Sewage Treatment Plant

Dear Jerry,

Thank you for the phone update on this project last week. I relayed the information to OHTAC at our fall business meeting in Astoria this past weekend. The board took a field trip to the swales at the sewage treatment site last spring. And, needless to say, are excited that things are moving forward. Please let me know when these signs are in place. With the bicentennial of Lewis and Clark's visit to the Irrigon area looming, it would be wonderful if this could happen sooner rather than later for the tourists traveling through the region.

We all looked over the suggested text and our main suggestion would be to reduce the "wordiness" on the Oregon Trail sign. In our experience, most signs throughout the state try to stay within 500 -750 words. Most tourists won't read things that are longer. So, we suggested some text that could be eliminated and still focus tourists on what they are seeing at this site.

The Lewis and Clark sign seemed fine to us as it stands by and large.

I have enclosed the copies we were given of the text with our suggestions marked on it. Also, I have enclosed a flyer describing our organization and goals that the Governor of Oregon has set for us. Also, there is a flyer from the Oregon California Trails Association (of which I am also a member). OCTA would be very willing to come to the site and place their carsonite trail markers in the rut swales. As we discussed, this could be done in conjunction with local school children or city council members or whomever you think would bring Irrigon a little well deserved recognition. Just let me know and I can make the arrangements.

Yours,

Keith F. May



CITY of IRRIGON  
P.O. BOX 428  
IRRIGON, OREGON 97844-0428  
(541) 922-3047

October 3, 2005

Oregon Trails Advisory Council  
Keith F. May, Board Member  
5 NE Despain Ave.  
Pendleton, OR 97801

Re: Oregon Trail and Lewis and Clark Information Panels at Sewage Treatment Plant


Dear Keith:

Thank you for your letter of September 29, 2005 regarding the signs at the sewage treatment plant marking the trail location. We too are excited about the project and are anxious to get the signs up.

Based on your letter, my understanding is that we can place the signs as they are. We can then work on getting new signs made that would reflect the reduction in wording that has been suggested. I will give our Public Works Director, Keith White, the authorization to get the signs placed as soon as possible. At the same time I will look into getting the wording changed.

Thanks for your review of the proposed signs. We look forward to having a quality interpretive site for the wagon trail.

Sincerely,

  
Gerald W. Breazeale  
City Manager

2/22/06 as per Keith white:

- a) panels will be installed @ original wording - since already printed - A's made when panels repaired/replaced.
- b) Active project - boulders still need to be rearranged
- c) Nursery stock will be purchased within next few weeks and planted
- d) whole project should be completed by May 1<sup>st</sup>.

FROM: Ted\_Davis@or.blm.gov

DATE: Fri, 17 Jun 2005 11:14:03 -0700

TO: Penny\_Woods@or.blm.gov, Mary\_Oman@or.blm.gov, Sarah\_LeCompte@or.blm.gov,  
Richard\_Hanes@blm.gov, Brenda\_Lincoln@or.blm.gov, Bonnie\_Lippitt@or.blm.gov,  
drighsid@uci.net

SUBJECT: Irrigon Interpretive Panels

Just an update on what is happening with this project.

I had not heard back from Irrigon's City Manager since I e-mailed her suggesting that we work directly with their interpretive planner in finalizing draft panels for the signatories of the MOA to review. I explained that we had a few concerns with their original designs which a few of you reviewed. Since it was about a month since I sent that e-mail, I called and found out that the city manager was no longer working there.

I just talked to the newly hired city manager who is currently only part time until sometime in July (previous employment commitments) when he will be there full time. Anyway, I believe it is going to take a little while to get the new manager informed of the project, the associated issues and what is left to complete. I have sent him a copy of the MOA and I believe he will be good to work with.

I appreciate everyone's willingness to help in creating a quality project and hope you are able to continue when the time comes.

I will try to keep all informed.

Ted Davis  
Supervisory Natural Resource Specialist  
BLM, Baker City Field Office  
(541)523-1431

# The Oregon Trail

The City of Irrigon stands at the crossroads of two of the most historic trails marking the development of our nation.



Starting in the 1840s emigrants opened up trails from the western boundary of the United States at Missouri and Iowa to the frontier territories in California, Oregon, Washington, and Utah. An estimated 300,000 of those emigrants made their way over what was to become known as the Oregon Trail, stretching from Independence, Missouri to Oregon City, Oregon. In 1843, one group of nearly 1000 oxen-drawn wagons set out for the green and fertile lands of the Willamette Valley. This "Oregon Fever" was further fueled by the Donation Land Claim Act of 1850, which allowed married couples to claim up to one square mile of this virgin land. Unfortunately, no treaties were then in effect delineating this land from that in use by Native Americans. This oversight would later lead to conflicts with tragic consequences.

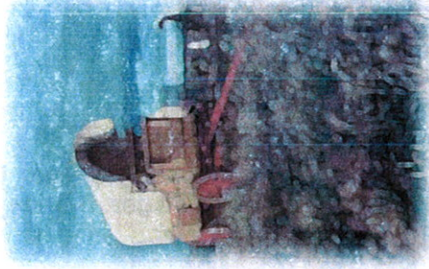
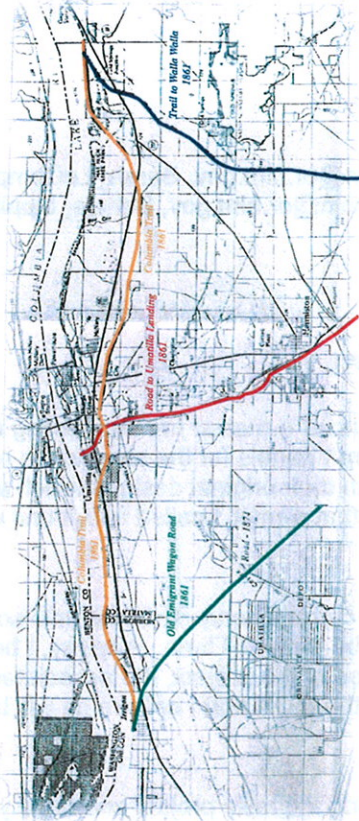
None of these trails were static or fixed in finite locations. Emigrants were always seeking alternative routes for reasons to suit their own purposes. Such was the case with the Oregon Trail. The main route generally followed the Snake River across much of southern Idaho. At the place called Farewell Bend, near Ontario, Oregon, the pioneers veered away from the Snake River, bidding it farewell as the name implies, and struck out overland across the Blue Mountains. Arriving at what is now the City of Echo, Oregon, the trail took several branches. The main trail proceeded westward through a stage stop called Well Springs and thenceward to the Columbia River near The Dalles. Another branch of the trail followed the Umatilla River from Echo down to its confluence with the Columbia River at what is now the

City of Umatilla. A third branch traversed down through present-day Umatilla Army Depot and joined with a Columbia River shoreline trail here at Irrigon. This trail segment intersects almost exactly at the campsite of the Lewis and Clark Corps of Discovery, thus the city logo, "Where Lewis and Clark Meet the Oregon Trail".

According to a Historic Resource Assessment published by the Bureau of Land Management in October, 2000, the Irrigon spur of the Oregon Trail was mapped by the General Land Office in 1861. Use of this alternate route enabled emigrants to gain access much sooner to the banks of the Columbia River where, at one time, a steamboat landing was situated near Irrigon.

Irrigon became a railroad siding in the 1880s. Completion of the first transcontinental railroad in May of 1869 obviated much of the need for pioneers to migrate west via covered wagon, but the BLM report indicates that the Irrigon spur of the Oregon Trail continued to be used as a local connecting road until it was closed off by construction of the Umatilla Army Depot.

Today all that can be seen of this old segment of the Oregon Trail is a couple of faint depressions, or swales, in the sand and sagebrush along Highway 730 on the eastern outskirts of the city.



# Lewis & Clark Trail

The City of Irrigon stands at the crossroads of two of the most historic trails marking the development of our nation.



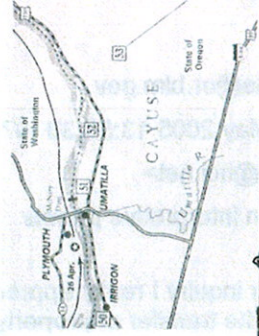
**O**n October 19, 1805, Captains Merriweather Lewis and William Clark camped with their Corps of Discovery on an island in the Columbia River just a stone's throw from the present site of the Irrigon Marina.

Here they encountered Native Americans living in lodges made of reed mats. Here, as in other places along their journey, they negotiated with the Indians for various provisions, including dried fish, firewood, roots, and dogs for meat. Currency for trading with the Indians included such articles as bells, thimbles, knitting pins, brass wire, and beads.

The explorers demonstrated their peaceable intentions by offering to smoke with their hosts and provided entertainment in the form of violin music played by members of the party.

The island has now been submerged by waters backed up by the John Day Dam to form Lake Umatilla, but, during rare periods of low water, portions of the island can still be observed peeking above the surface of the river.

After their triumphant arrival in St. Louis in September, 1806, the stories of the remarkable adventures of the Corps of Discovery spread throughout the nation and helped to spark an intense interest in exploration and development of the Pacific Northwest.



Artwork courtesy of National Geographic Website

FROM: Ted\_Davis@or.blm.gov  
DATE: Thu, 19 May 2005 13:55:30 -0700  
TO: <drighsid@uci.net>  
SUBJECT: Re: Irrigon interpretive panels

Thanks Keith for your inquiry I really appreciate it. I was/am the project manager of the original project of facilitating the transfer of property to the City of Irrigon for their project including the protection and mitigation of the historic trail but I am not a historian nor an interpreter.

Several BLM staff members have made general comments on the panels the city presented us. Since there was concern with the level of detail with both the graphics and text I sent an e-mail to the City suggesting that we work directly with their interpreter/designer to make some changes for further review. I have not heard back from them yet. When we do and continue with the design and content we would welcome your involvement.

I am not sure yet which BLM person would represent us concerning the details of this project but we will hopefully be contacting you soon.

Thanks again for your willingness to assist us.

Ted Davis  
Supervisory Natural Resource Specialist  
BLM, Baker City Field Office  
(541)523-1431

"drighsid" <drighsid@uci.net>

To <Ted\_Davis@or.blm.gov>

cc

Subject Irrigon interpretive panels

05/16/2005 01:50 PM

Please respond to  
<drighsid@uci.net>

Howdy!

I am Keith May, board member on the Oregon Historic Trails Advisory Council. At our quarterly meeting yesterday I was given a copy of the proposed interpretive panels to be sited at the Irrigon swale sites/sewage treatment plant.

I would love to help finalize the content of the panels if I can be of any assistance. I'm not sure just who is leading this project up or who to contact - but your name was given to OHTAC by Brenda Lincoln of BLM.

I do have copies of the 2 panels as they look now. Let me know just how I can assist.

Thanks  
Keith F. May  
541-276-8206  
drighsid@ucinet.com

Suggested revisions to panel:

Starting in the 1840s emigrants opened up trails crossing the continent west to frontier territories. Thousands of emigrants made their way over what was to become known as the Oregon Trail, stretching 2000 miles from Independence, Missouri to Oregon City, Oregon.

Emigrants were always seeking alternative routes for reasons to suit their own purposes. Such was the case with the Oregon Trail. Arriving near what is now the City of Echo, Oregon the trail took several branches. The main trail proceeded westward through Well Springs and then to the Columbia River near The Dalles.

Another branch of the trail followed the Umatilla River from Echo down to its confluence with the Columbia River at what is now the city of Umatilla.

A third branch traversed down through present day Umatilla Army Depot and joined with a Columbia River shoreline trail here at Irrigon.

Pioneer wagon trains used this spur trail in the 1840s and early 1850s. The Irrigon spur of the Oregon Trail was mapped by the General Land Office in 1861, and soon thereafter became a freight route for moving goods from a steamboat landing on the Columbia River to miners and farmers settling eastern Oregon.

Irrigon became a railroad siding in the 1880s. The coming of transcontinental rail lines into Oregon brought a better option for pioneers migrating to Oregon, and the covered wagon era drew to an end. The Irrigon spur of the Oregon Trail continued to be used as a local connecting road by farm wagons and automobiles until closed off by construction of the Umatilla Army Depot during World War II.

(Insert quote): *"It was our intention to have reached the Columbia before encamping, but from the difficult traveling, were compelled to encamp on the sandy plain, deprived of water, wood, and grass."* Joel Palmer, September 20, 1845

(insert aerial photo or site map showing location of ruts in relation to where the visitor is standing).

Caption: Once a difficult trek through treeless open country of sand, rocks, and sagebrush, pioneers welcomed the site of the river at this point. Slight depressions of the road originally carved by wagons are visible in the sand and sagebrush at the site in front of you.

(insert historic photo or image of Umatilla or Cayuse person/people)

Caption: As emigrants traveled down the river, they provisioned themselves by trade with local Umatilla and Cayuse people. In exchange for potatoes, peas, grains and horses raised by Indians, emigrants traded clothing and worn out cattle

**OHTAC Contacts**  
(printed 12/15/2005)

**Ex Officio Members**

**BLM**

Mr. Richard Hanes  
PO Box 10226  
Eugene, OR 97440  
Phone: wk = 541-683-6669 Fax:  
Email: richard\_hanes@or.blm.gov

**Fort Clatsop National Memorial**

Mr. Chip Jenkins  
92343 Fort Clatsop Road  
Astoria, OR 97103  
Phone: 503.861.4401 (w) Fax: 503.861.2585  
Email: FOCL\_Superintendent@nps.gov

**National Trails System**

Ms. Sharon Brown  
612 E Reserve Street  
Ft Vancouver NHS  
Vancouver, WA 98661-3811  
Phone: 360.696.7655 x27 Fax: 360.696.7657  
Email: Sharon\_Brown@nps.gov

**ODOT**

Ms. Karen Morrison  
800 Airport Road SE  
Salem, OR 97301-4798  
Phone: 503.986.3006 (w) Fax: 503.986.3032  
Email: Karen.J.Morrison@state.or.us

**ORTAC**

Mr. Ernie Drapela  
208 NE 4th Street  
Gresham, OR 97030  
Phone: 503.665.0535 (w) Fax: 503.665.0535  
Email: edrapela@spiritone.com

**U.S. Army Corps of Engineers**

Ms. Patti Williams  
ATTN: OP-SR (Williams)  
PO Box 2946  
Portland, OR 97208-2946  
Phone: 503-808-4306 Fax: 503-808-4329  
Email: patricia.d.williams.@usace.army.mil

**USDA Forest Service**

Ms. Gail Throop  
PO Box 3623  
Portland, OR 97208-3628  
Phone: 503.808.2443 (w) Fax:  
Email: Gthroop@fs.fed.us

**Regular Members**

Ms. Eileen Fitzsimons  
1405 SE Martins Street  
Portland, OR 97202  
Phone: 503.234.4589 (h) Fax:  
Email: efgb@comcast.com

Mr. Keith May  
5 NE Despain Avenue  
Pendleton, OR 97801  
Phone: 541.276.8206 (h) Fax:  
541.276.1165 (w)  
Email: drighsid@ucinet.com

Ms. Marcia Morse  
Vice Chair  
1185 Linnwood Drive NE  
Albany, OR 97321  
Phone: 541.928.2884 (h) Fax: 541.967.9454  
541.967.9499 (w)  
Email: marcia\_morse@yahoo.com

Mrs. Leta Neiderheiser  
279 Ridgefield Road  
Grants Pass, OR 97527  
Phone: 541-862-9077 Fax:  
Email: joeen@mindspring.com

Ms. Ann Rogers  
Chair  
PO Box 502  
Pendleton, OR 97801  
Phone: 541-276-7090 (h) Fax:  
541.278.8049 ext 101  
(w)  
Email: a.two@namewithheldbyrequest.com

Mr. Fredrick Warner, Sr  
19422 Taggart Lane  
Baker City, OR 97814  
Phone: 541.523.3040 (h) Fax:  
Email:

**Hudgon Insurance Agency, Inc**

Ms. Carolyn Wood  
PO Box 1940  
The Dalles, OR 97058-2051  
Phone: 541.296.8052 (h) Fax: 541.296.9427 (w)  
541.296.2268 (w)  
Email: pcforman@yahoo.com



**OHTAC Contacts**  
(printed 12/15/2005)

**Regular Members**

**Oregon Travel Information Council**

Mr. Jim Renner  
38289 S Hardy Road  
Molalla, OR 97038  
Phone: 503.829.3637 (h) Fax: 503.378.6282  
503.373.0870 (w)  
Email: jim@oregontic.com (w)

**Tamastlikt Cultural Institute**

Mr. John Chess  
72789 Hwy 331  
Pendleton, OR 97801  
Phone: 541.278.0307 (h) Fax: 541.966.9927  
541.966.1906 (w)  
Email: john.chess@tamastlikt.org

**Staff Members**

Ms. Connie Colton  
46197 Slough Road  
Baker City, OR 97814  
Phone: wk = 541-523-5451 Fax: 541-523-2754  
Email: conniec@eoni.com

**OPRD**

Ms. Kim Garner  
725 Summer Street NE, Suite C  
Salem, OR 97301  
Phone: 503-986-0681 Fax: 503-986-0794  
Email: kim.garner@state.or.us

**OPRD**

Mr. James Hamrick  
725 Summer Street SE Suite C  
Salem, OR 97301-1271  
Phone: 503.986.0669 (w) Fax: 503.986.0794  
Email: james.hamrick@state.or.us

# **OREGON HISTORIC TRAILS ADVISORY COUNCIL**

## **PROCEDURAL RULES**

**(Adopted 10-18-99)**

### **A. Authorization**

The Oregon Historic Trails Advisory Council was created by Governor's Executive Order EO 98-16 on August 11, 1998. The order restates previous orders of the Oregon Trail Advisory Council (EO 84-10 and EO 94-02), revises the council's scope, increases membership, and changes the council's name. The council receives staff assistance from the Oregon Parks and Recreation Department and reports to the Oregon Parks and Recreation Commission.

### **B. Council Responsibilities**

The responsibilities of the Council include but are not limited to:

1. Developing an Oregon Historic Trails Program using the Oregon Historic Trails Report as a general guide and planning document.
2. Serving as an advisory body for activities and policies involving Oregon's historic trails as listed in ORS 358.057, particularly as they concern the State of Oregon.
3. Promoting public awareness of the historical significance of the trails and encouraging the development, protection and interpretation of historical sites and outdoor recreation resources along their routes.
4. Acting in an advisory capacity to Oregon agencies, bureaus, commissions, councils and committees, making recommendations about activities and policies that relate to the history of the trails and associated sites.
5. Serving as Oregon's official liaison with other states, associations, federal departments, bureaus, recognized tribes and committees concerned with these trails to plan and coordinate activities which foster state and national recognition of the significance of Oregon's historic trails.
6. The Council shall prepare an annual report of work and meetings in that year and submit it to the State Parks Commission.

### **C. Membership and Officers**

1. The council consists of nine members who are appointed by the Governor. Members serve terms of four years. The council reflects the demographic diversity of the state of Oregon to the greatest extent possible as well as the interests of a variety of trails.
2. The Governor designates the council chair. The chair designates a vice-chair who carries out the duties of the chair in the chair's absence. The Council from its members may annually select a new chair and recommend his/her appointment by the Governor. The council may add non-voting ex-officio members, associate members, and subcommittees as it deems appropriate.

3. Attendance at council meetings is required unless a member is granted an excused absence by the council chair. A pattern of unexcused absences will result in a recommendation to the Governor that the member be replaced.
4. No members of the council, regardless of their status as voting members, ex-officio members, associate members, or any other classification are entitled to compensation for their services or reimbursement for their expenses.

#### **D. Committee Conduct**

Council members shall remember that they are seen as representatives of the council when they speak on matters pertaining to historic trails and shall take care not to appear to be speaking for the council unless specifically authorized by the council to do so. This also pertains to written correspondence.

#### **E. Conflict of Interest**

1. Members of the council shall disclose and act upon actual, potential or apparent conflicts of interest.
2. "Actual, potential or apparent conflicts of interest" means any action, decision, or recommendation taken by a council member in the course of council business that results, might result or may appear to result in a direct pecuniary benefit or detriment to the council member, to a member of the council member's household, or a business with which the council member or a member of the council member's household is associated, unless the pecuniary benefit is a result of the following:
  - a. An interest or membership in a particular business, industry, occupation or other class required by law as a prerequisite to the holding by the person of the office or position;
  - b. Any action which would affect to the same degree a class consisting of an industry, occupation, or other group to which the council member, or a member of council member's household or business with which the council member is associated, is a member or is engaged; or
  - c. Membership in or membership on the board of directors of a non-profit corporation that is tax-exempt under section 501 (c) of the Internal Revenue Code.
3. A member shall publicly announce an actual, potential or apparent conflict of interest prior to any council action on the matter in conflict. The member shall disclose the nature of the conflict, but need not disclose any monetary value involved. Each member is responsible for ascertaining and disclosing his or her interest, but not conflicts of other council members.

#### **F. Meetings**

1. The council holds regularly scheduled meetings as determined by a majority of its members and meets on special occasions upon the calling of the chair. Five voting members constitutes a quorum. A vote of the majority is sufficient for all actions of

the council. The chair, if present, is included in the determination of a quorum and shall participate in voting.

2. All meetings of the council are conducted as public meetings and are duly announced in accordance with state law. Public announcements and news releases concerning the council's business are made by the Oregon Parks and Recreation Department.
3. Notice of meetings, including date and place, is given:
  - a. In writing, at least 10 days in advance of all regular meetings; and
  - b. At least 24 hours in advance of all special meetings.
4. The agenda for council meetings is set and modified when necessary by the chair.
5. The chair is responsible for conducting all meetings of the council and in the chair's absence, the vice-chair has that role. When the chair and vice-chair are absent or have to be excused from council proceedings that are underway, the council shall choose an interim chair to conduct the meeting.
6. Meetings of the council are conducted according to Robert's Rules of Order except where they conflict with state or federal law, such as in the determination of a quorum.
7. A period of public comment is included in all council meetings and is generally limited to five minutes per speaker.
8. As often as practicable, the council meets around the state in order to visit historic trail sites and to hear from advocacy groups and constituencies.

#### **G. Amendment of Procedural Rules**

An amendment to these procedural rules may be adopted by the council during any meeting provided the amendment is submitted in writing to the council no less than two weeks in advance of the meeting.



**EXECUTIVE ORDER NO. EO 98 - 16**

**OREGON HISTORIC TRAILS ADVISORY COUNCIL**

The *Oregon Historic Trails Report* presented by the Oregon Trails Coordinating Council in May, 1998 was the first step in the development of a statewide Oregon Historic Trails Program. The report serves as a general guide and planning document for future efforts in developing historic trail resources in Oregon. The Executive Summary of the *Oregon Historic Trails Report* noted the following:

"The objective of the Oregon Historic Trails Program is to establish Oregon as the nation's leader in developing historic trails for their educational, recreational, and economic values. The Oregon Historic Trails Program, when fully implemented, will help preserve and leverage existing heritage resources while promoting rural economic development and growth through heritage tourism.

The opportunity to realize these benefits will depend on the entities that have the authority to act and collaborate on the program's behalf: land management agencies, government commissions, heritage organizations, and tourism associations. The Council recommends that these entities move forward with the Oregon Historic Trails Program."

The dissolution of the Oregon Trails Coordinating Council creates the need for a statewide advisory body to continue to recognize the value and significance of Oregon's historic trails as outlined in ORS 358.057. The Oregon Trails Coordinating Council has recommended the reactivation of the Oregon Trails Advisory Council to oversee and advocate on behalf of Oregon's historic trails.

**THEREFORE, IT IS HEREBY ORDERED AND DIRECTED:**

- 1) The Oregon Trail Advisory Council was created by Executive Order No. EO-84-10 and revised under Executive Order No. EO-94-02. This order restates the previous orders, revises the council's scope, increases the membership, and changes the name to the "Oregon Historic Trails Advisory Council."
- 2) The Oregon Historic Trails Advisory Council is hereby created. The council shall consist of nine members who shall be appointed by the Governor and serve at the Governor's pleasure. Members shall be appointed to terms of four years. The council shall reflect the demographic



diversity of the state of Oregon to the greatest extent possible. Current members of the Oregon Trail Advisory Council are eligible to serve on the OHTAC under their original term expiration dates.

The Governor shall designate the council chair. The chair shall designate a vice-chair who shall carry out the duties of the chair in the chair's absence. The council may add non-voting ex officio members, associate members, and subcommittees as it deems appropriate.

The council shall have regular stated meetings as determined by a majority of its members and shall meet on special occasions upon the calling of the chair. Five voting members shall constitute a quorum. A vote of the majority shall be sufficient for all actions of the council.

No members of the council, regardless of their status as voting members, ex officio members, associate members, or any other classification, are entitled to compensation for their services or reimbursement for their expenses.

- 3) The Oregon Historic Trails Advisory Council shall serve as an advisory body for activities and policies involving Oregon's historic trails as listed in ORS 358.057, particularly as they concern the State of Oregon. The council shall:
  - Promote public awareness of the historical significance of the trails and encourage the development, protection and interpretation of historical sites and outdoor recreation resources along their routes.
  - Act in an advisory capacity to Oregon agencies, bureaus, commissions, councils and committees, making recommendations about activities and policies that relate to the history of the trails and associated sites.
  - Serve as Oregon's official liaison with other states, associations, federal departments, bureaus and committees concerned with these trails to plan and coordinate activities which foster state and national recognition of the significance of Oregon's historic trails.

# Office of the Governor State of Oregon



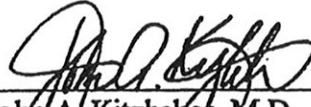
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- 4) The council shall have the authority to negotiate for staff assistance from the Oregon Parks and Recreation Department. The council shall report to the State Parks and Recreation Commission.

Done this 11 day of August, 1998, at Salem, Oregon.



  
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John A. Kitzhaber, M.D.  
GOVERNOR

ATTEST:

  
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Phil Keisling  
SECRETARY OF STATE



