

United States Department of the Interior
National Park Service

National Register of Historic Places
Date listed 09/23/2010
NRIS No. 10000795
Oregon SHPO

National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in *How to Complete the National Register of Historic Places Registration Form* (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

Historic name Santiam Wagon Road

Other names/site number Willamette Valley and Cascade Mountain Wagon Road; Santiam Highway

2. Location

street & number Willamette National Forest; Deschutes National Forest not for publication

city or town Cascadia; Sisters vicinity

State Oregon code OR county Linn; Deschutes code 043; 017 zip code 97386; 97345

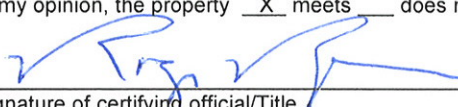
3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this X nomination request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property meets does not meet the National Register Criteria. I recommend that this property be considered significant nationally X statewide locally. (See continuation sheet for additional comments.)

Signature of certifying official/Deputy SHPO _____ Date _____

State or Federal agency and bureau _____

In my opinion, the property X meets does not meet the National Register criteria. (See continuation sheet for additional comments.)

 _____ Date 12-16-09

Oregon State Historic Preservation Office
State or Federal agency and bureau _____

4. National Park Service Certification

I, hereby, certify that this property is:

	Signature of the Keeper	Date of Action
<u> </u> entered in the National Register <u> </u> See continuation sheet	_____	_____
<u> </u> determined eligible for the National Register <u> </u> See continuation sheet	_____	_____
<u> </u> determined not eligible for the National Register	_____	_____
<u> </u> removed from the National Register	_____	_____
<u> </u> other (explain:)	_____	_____

5. Classification

Ownership of Property
(Check as many boxes as apply)

- private
- public - Local
- public - State
- public - Federal

Category of Property
(Check only one box)

- building(s)
- district
- site
- structure
- object

Number of Resources within Property
(Do not include previously listed resources in the count.)

Contributing	Non-Contributing	
		buildings
		sites
14	3	structures
		objects
14	3	Total

Name of related multiple property listing
(Enter "N/A" if property is not part of a multiple property listing)

N/A

Number of contributing resources previously listed in the National Register

0

6. Function or Use

Historic Functions

(Enter categories from instructions)

TRANSPORTATION: road-related (vehicular)

TRANSPORTATION: pedestrian-related

Current Functions

(Enter categories from instructions)

TRANSPORTATION: road-related (vehicular)

TRANSPORTATION: pedestrian-related

7. Description

Architectural Classification

(Enter categories from instructions)

OTHER: wagon road

Materials

(Enter categories from instructions)

foundation: N/A

walls: N/A

roof: N/A

other: EARTH

Narrative Description

(Describe the historic and current condition of the property on one or more continuation sheets)

8. Statement of Significance

Applicable National Register Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing)

- A Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B Property is associated with the lives of persons significant in our past.
- C Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- D Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations

(Mark "x" in all the boxes that apply)

Property is:

- A owned by a religious institution or used for religious purposes.
- B removed from its original location.
- C a birthplace or grave.
- D a cemetery.
- E a reconstructed building, object, or structure.
- F a commemorative property.
- G less than 50 years old or achieving significance within the past 50 years.

Narrative Statement of Significance

(Explain the significance of the property on one or more continuation sheets)

9. Major Bibliographical References

Bibliography (Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets)

Previous documentation on file (NPS):

- preliminary determination of individual listing (36 CFR 67 has been requested)
- previously listed in the National Register
- previously determined eligible by the National Register
- designated a National Historic Landmark
- recorded by Historic American Buildings Survey # _____
- recorded by Historic American Engineering Record # _____

Areas of Significance

(Enter categories from instructions)

- COMMERCE
- EXPLORATION/SETTLEMENT
- TRANSPORTATION

Period of Significance

1866-1920

Significant Dates

- 1866, road opened
- 1920, completion of Oregon Highway 242 (McKenzie Hwy)

Significant Person

(Complete if Criterion B is marked above)

N/A

Cultural Affiliation

N/A

Architect/Builder

Willamette Valley and Cascade Mountain Wagon Road Company

Primary location of additional data:

- State Historic Preservation Office
- Other State agency
- Federal agency
- Local government
- University
- Other
- Name of repository: Willamette NF; Deschutes NF

Santiam Wagon Road
Name of Property

Linn and Deschutes Co., Oregon
County and State

10. Geographical Data

Acreage of Property approx. 139.36 acres

UTM References

(Place additional UTM references on a continuation sheet) – SEE CONTINUATION SHEET FOR ALL UTM REFERENCES

1
Zone Easting Northing

3
Zone Easting Northing

2
Zone Easting Northing

4
Zone Easting Northing

Verbal Boundary Description

(Describe the boundaries of the property on a continuation sheet)

Boundary Justification

(Explain why the boundaries were selected on a continuation sheet)

11. Form Prepared By

name/title John Ferguson, Breton Friel, Paul Claeysens, Don Bignell

organization Heritage Stewardship Group, USFS Enterprise Unit date November 2009

street & number 1001 SW Emkay Drive telephone (541) 383-5540

city or town Bend state Oregon zip code 97702

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets

Maps: A USGS map (7.5 or 15 minute series) indicating the property's location.

A Sketch map for historic districts and properties having large acreage or numerous resources.

Photographs: Representative **black and white photographs** of the property.

Additional items: (Check with the SHPO or FPO for any additional items)

Property Owner

name USDA Forest Service

street & number 1400 Independence Avenue telephone (202) 205-8333

city or town Washington state DC zip code 20250

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C.460 et seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, PO Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Project (1024-0018), Washington, DC 20503.

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DESCRIPTION¹

OVERVIEW

The Santiam Wagon Road (SWR) is located in Oregon. The road traverses the Cascade mountain range from the location of the first toll station in the west (located on the John Gilliland Ranch), approximately three miles east of the present town of Sweet Home, to the Cache Creek Toll Station, approximately 3.3 miles due west of Black Butte Ranch. The total distance of the SWR is approximately 38 miles. The SWR passes through the Willamette National Forest (Sweet Home and McKenzie Ranger Districts) and the Deschutes National Forest (Sisters Ranger District). Moving west to east, the road initially parallels the Santiam River to a crossing at Fall Creek near the mouth of the creek. About two miles further, the road crosses the Santiam River for the first time. Three more crossings of the Santiam River occur over a distance of about two-and-a-half miles. The road continues in an easterly direction for another two miles and then makes a fifth crossing of the Santiam River. One mile further to the east, the road crossed Soda Fork near its mouth and, shortly thereafter, makes a sixth crossing of the Santiam River. The road runs parallel to the river's south bank for another three miles to the seventh and final river crossing. The road then makes the climb up seven-mile hill, over the summit, and then down the north side of Hackleman Creek (a fork of the McKenzie River). The road swings around the north side of Fish Lake, heads east across a lava flow, and up Sand Mountain. Finally, the road bends around the north side of Big Lake and extends easterly across the Cascade summit to Cache Creek.

Elevations along the SWR range from 900 to 5,000 feet above sea level as the road meanders through two natural physiographic regions: the Western Cascades and the High Cascades. The Western Cascades is a broad upland of subdued land surface which has been deeply dissected by westward flowing streams, most of which originate in the High Cascades. Two-thirds of the SWR's length extends through this region and all within the Willamette national Forest. The High Cascades are located in the eastern one-third of the Willamette National Forest and the Western portion of the Deschutes National Forest immediately adjacent to the crest of the Cascade Range. This region consists of a gently sloping high plateau occasionally broken by dormant volcanic peaks.

The SWR passes through three vegetative zones. The *Tsuga heterophylla* zone is the most extensive; it occurs at elevations between 450 and 3,000 feet and consists primarily of Western hemlock, Western red cedar, and Douglas fir. The *Abies amabilis* zone exists between 3,000 and 4,500 feet and consists primarily of Pacific silver fir, Western hemlock, Noble fir, Douglas fir, Western red cedar, and Western white pine. Finally, the *Tsuga mertensiana* zone is the highest forested zone. It occurs at elevations between 5,000 and 6,000 feet and consists primarily of Mountain hemlock and various shrubby sub-alpine communities.

¹ Section 7 was written by John Ferguson, historian and Breton Friel, archaeologist for Heritage Stewardship Group (HSG). National Register Sections were determined during field evaluations of the SWR. Management Segments (16 total) were previously defined by the 2006 HPMP for the SWR Special Interest Area. Descriptions are based upon both the 2006 HPMP and fieldwork that took place during the fall of 2008 and the spring and summer of 2009. Fieldwork was performed by Breton Friel, John Ferguson, Paul Claeysens, and Don Bignell of Heritage Stewardship Group, in collaboration with Tony Farque, District Archaeologist for the Sweet Home Ranger District of the Willamette National Forest, and Richard Spray of the Oregon Historic Trails Advisory Council. During field visits, all of the segments of the wagon road discussed in this section were revisited, and efforts were made to evaluate all potentially contributing sites based on both the HPMP (Rogers 1995) and discussions with Tony Farque. Geographical Data was compiled by Breton Friel and John Ferguson.

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This nomination only includes the portions of road located on national forest land, which ends several miles short of the western toll station. This nomination was drafted by the Forest Service in compliance with Section 110 of the National Historic Preservation Act which obligates federal agencies to manage cultural resources under their care. The few privately owned portions of the road along its length were not included in this nomination. Therefore, the SWR National Register Historic District features approximately 38 miles of historic road within the Willamette and Deschutes national forests. The district also includes some associated historic sites and features along the way. The present roadway measures 15 to 20 feet wide in the areas of high integrity, and spans as much as 50 feet in areas of low integrity. The present road corridor measures 30 feet wide (15 feet from the centerline in either direction) in contributing segments and 50 feet wide (25 feet from the centerline in either direction) in most non-contributing segments.² The total area of the historic district is approximately 140 acres.

The existing road surface is highly variable; some segments have been bladed, graveled, or otherwise more recently improved, while others maintain native road surface (dirt, sand/ash, lava, or bedrock). Rutting in the native road surface is often present, although it is impossible to determine if these ruts are historic features of the original wagon road. In contrast, a few segments of road have undergone significant surface disturbance due to off-highway vehicle (OHV) use. One segment has been obliterated by the construction of State Highway 20, which was completed on September 6, 1939.

The most common artifacts found along the SWR include cans, bottles, and porcelain phone-line insulators in the trees —sometimes with segments of #9 phone wire attached. This phone line was installed during the first decade of the 20th century by the newly established U.S. Forest Service. In a few areas, rolls of #9 phone wire have also been found along the road. Associated historic features encountered along the road include historic structure remains, tombstones, and collapsed bridge fragments. Furthermore, because this wagon road followed a pre-existing Indian trail, there are also lithic scatters located along the road. However, Forest Service features and lithic scatters are not included in this nomination due to their differing themes and time periods.

SANTIAM WAGON ROAD NATIONAL REGISTER SEGMENTS

For the purposes of this National Register nomination, the road has been divided into seventeen contributing and non-contributing National Register Segments of varying lengths. While these segments do not possess any particular historical identity, they are a convenient means for describing the property. The Forest Service has previously understood the road through the use of these same seventeen Management Segments defined in the 2006 Historic Property Management Plan for the SWR Special Interest Area (HPMP). These Segments reflect both the Willamette National Forest's and the Deschutes National Forest's management strategies under Section 110 and best represent how the SWR is conceptualized by its caretakers. However, this nomination, while utilizing previous Management Segments for descriptive purposes, has reclassified them. Therefore, the SWR is composed of seventeen National Register Segments. Of these Segments, fourteen have been determined contributing and three are considered non-contributing. Fifteen segments are located in Linn County, one is located in both Linn and Deschutes counties, and one is located in Deschutes County.

² See Section 10 continuation sheet for further clarification.

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Character-Defining Features

The SWR is a good example of a vernacular pioneer-era wagon road. It continues to display the distinctive characteristics of period road construction made with local materials and limited hand tools. Most of its segments possess all seven aspects of integrity (location, design, materials, setting, feeling, association, and workmanship). Segments of high integrity feature roadway that is 15 to 20 feet wide and composed of native soil, lava rock, bedrock, or sand/ash. Segments that have been bladed, graveled, widened, or paved, have diminished integrity; but, in most cases, maintain enough integrity to be considered contributing. Road characteristics (width, composition, and location) changed very little during the SWR's period of significance. This is because the modes of transportation along the SWR also changed very little. The road, with few exceptions, was primarily used by horse-drawn wagons and foot traffic from 1866 to 1920. After automobiles became the preferred means of transportation and HWY 242 was constructed, the road ceased to be a viable transportation route. Therefore, contributing National Register Segments are composed of areas that have not been adapted to accommodate automobiles.

Integrity of location has also been maintained along the SWR's contributing National Register Segments, and the unique natural landscape characteristics which facilitated both the conception and the construction of the SWR remain intact. Indeed, the SWR was not just a human creation or simply a product of progressive pioneer will; the natural landscape must also be considered an agent for its role in shaping this artifact. Indeed, as John K. Stutsman notes in his *Santiam Wagon Road Evaluation Report*, the road follows the path of least resistance "following stream terraces and interleaving ridge crests."³ The SWR continues to serve as an excellent example of human-environmental interaction and codependence. The road's best indicators of integrity are width, composition, and location. The road corridor in all contributing sections is 30 feet wide.

(1) Cascadia Segment (Contributing)

The Cascadia Segment is approximately 1/8 mile in length. It is isolated from the other Segments because it is located on a small parcel of national forest land surrounded by private property on all sides. The roadway measures 15-20 feet in width. The road corridor measures thirty feet. Along most of this Segment, the SWR consists of a gentle two-track directly adjacent to the South Santiam River. The road is composed of native soil and is mostly surrounded by coniferous (Western hemlock, Douglas fir, and Western red cedar) and deciduous (Oak, Maple) trees and dense understory. Integrity of location is confirmed by the presence of a telephone-line insulator still present on the side of a tree. The integrity of the road corridor in this segment has been maintained with the exception of the eastern end, where the corridor has been partially obliterated by several facilities and a rock wall that was constructed by the Civilian Conservation Corps (CCC). The rock wall surrounds a small area where most of the original trees have been removed and two live apple trees are still present, most likely planted by the CCC. The road through this segment is not blocked to vehicles from the east, and appears to be minimally trafficked, although it is blocked by a fence delineating property boundaries on the west end. Overall, this segment has retained all seven aspects of integrity and represents a contributing element to the SWR's historical significance. The legal location of this road segment is T 13S R 2E section 36 of the Green Peter 7.5' USGS topographical quadrangle. It is located in Linn County. See Documents, page 4.

³ John K. Stutsman, *Santiam Wagon Road Evaluation Report* (Eugene: Willamette National Forest, November, 1983), 22.

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(2) Highway 20 Segment (Non-Contributing)

This segment is approximately 2.5 miles in length, extending from the western boundary of the Willamette National Forest to the onset of FS Road 2032, also known as Gordon Road. This segment lies under Highway 20, and was largely obliterated by the highway's construction.⁴ With the exception of the road corridor, which has been substantially widened for the present highway, there are no known features or remains within this segment that can be associated with the historic wagon road. Therefore, this segment has no remaining integrity and is non-contributing to the eligibility of the SWR. The legal location of this segment includes portions of T 13S R 3E sections 34, 35, and 36 of the Cascadia 7.5' USGS topographical quadrangle. It is located in Linn County. See Documents, pages 5-7.

(3) Gordon Road Segment (Contributing)

This segment is 1.5 miles in length and 15-20 feet wide. It extends from Highway 20 along Forest Service Road 2032 (Gordon Road) to its junction with the 302 spur road.⁵ The road is composed of native soil and gravel and is mostly surrounded by coniferous (Western hemlock, Douglas fir, and Western red cedar) and deciduous (Oak and Maple) trees and dense understory. Because the road segment is presently a forest road, it has been impacted by vehicles, dispersed camping, and other recreational uses. The road has been widened, bladed, and graveled in places. The segment also has non-historic log runners with metal bracing in areas where the road passes across steep slopes. Integrity of feeling is also diminished by the presence of power utility boxes adjacent to the road throughout the segment. Non-historic culverts are also present throughout the segment. However, the segment retains integrity of location, feeling, association, and setting and is, therefore, a contributing feature of the SWR. Its legal location includes portions of T 13S R 4E sections 30 and 31 of the Cascadia and Upper Soda 7.5' USGS topographical quadrangles. This road segment also passes through T 13S R 3E section 36, although this portion is all on private land. It is located in Linn County. See Documents, pages 8-9.

(4) Longbow/Walton Ranch Segment (Contributing)

This segment is approximately 1.6 miles in length and 15-20 feet wide. It extends along the 302 spur road from its junction with Forest Service Road 2032 up to the Yukwah Bridge.⁶ The road is composed of both native soil and gravel and is mostly surrounded by coniferous (Western hemlock, Douglas fir, and Western red cedar) and deciduous (Oak, Maple) trees and dense understory. This segment has been gated to prevent motorized vehicle access. Some portions of the road surface throughout this segment have undergone recent improvements, including the addition of crushed rock and non-historic culverts. Due to the road's closure, grass has grown over the road except for a single-track hiking trail. The corridor of the road in this segment is narrower than in the Gordon Road segment (25 feet); however, large portions of this corridor are made up of fairly young trees that post-date the wagon road. Considerable development, including campgrounds and a hydroelectric facility, has occurred within the immediate area. Like the Gordon Road segment, this segment also has periodic power utility boxes located adjacent to the road. However, this segment retains integrity of location, feeling, association, and setting and is therefore considered a contributing portion of the SWR. The legal location of this segment includes portions of T 13S R 4E

⁴ Rogers, *Historic Property Management Plan*, 18.

⁵ Rogers, *Historic Property Management Plan*, 18.

⁶ Rogers, *Historic Property Management Plan*, 19.

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sections 31-33 of the Upper Soda 7.5' USGS topographical quadrangle. It is located in Linn County. See Documents, pages 10-12.

(5) Yukwah Segment (Contributing)

This segment is approximately 2 miles in length and is 15-20 feet wide. It extends eastward from the Yukwah Bridge to private land in Section 26, $\frac{1}{4}$ mile east of the Fernview Campground. This segment is divided by a parcel of private land located in T 13S R 4E section 34.⁷ The road is composed of native soil and gravel and is mostly surrounded by coniferous (Western hemlock, Douglas fir, and Western red cedar) and deciduous (Oak, Maple) trees and dense understory. The wagon road in this segment has become forest spur roads 600 and 610. As a result, the road surface has been bladed and graveled, and the road corridor has been significantly widened in some places. The integrity of the road corridor in this segment has been somewhat disturbed by numerous spur roads and dispersed campsites. However, the segment has retained integrity of location, feeling, association, and setting and is therefore considered a contributing element of the SWR Historic District. The legal description of this segment (including only Forest Service land) includes portions of T 13S R 4E sections 26, 27, and 33 of the Upper Soda 7.5' USGS topographical quadrangle. It is located in Linn County. See Documents, pages 13-15.

(6) House Rock Segment (Contributing)

The House Rock Segment and is approximately 3.5 miles in length, extending from the private property in section 25 (T 13S R 4E) to House Rock.⁸ House Rock is a large boulder adjacent to the south side of the wagon road. This boulder has a hollow cavity underneath through which a stream flows. According to local oral tradition, House Rock was evidently used by travelers along the wagon road as a place to cool off drinks, although these accounts have not been corroborated by historical records or the presence of artifacts. Collapsed fragments of a historic bridge are still present in the creek bottom within this segment. The road segment appears to have undergone very little maintenance after the period of significance. It is 15-20 feet wide and has a corridor width of 30 feet. The road is composed of native soil and is mostly surrounded by coniferous (Western hemlock, Douglas fir, and Western red cedar) and deciduous (Oak, Maple) trees and dense understory. The segment is currently closed to motorized vehicles and has been turned into a hiking trail. Some rutting is visible in portions of the segment, although it is impossible to know for certain the age of these features. The canopy in this segment has remained fairly narrow and the road corridor has retained most of its historic integrity. As a result, this segment contributes to the SWR's significance. The legal location of this road segment (including only National Forest land) includes portions of T 13S R 5E sections 31 and 32, and T 13S R 4E section 36 of the Upper Soda and Harter Mountain 7.5' USGS topographical quadrangles. It is located in Linn County. See Documents, pages 16-19.

(7) Toll Creek Segment (Contributing)

The Toll Creek Segment is approximately 1 mile in length and 15-20 feet wide. It extends from House Rock Campground to Three Creek.⁹ The legal location of this segment includes portions of T 13S R 5E section 32 and T 14S R 5E section 5 of the Harter Mountain 7.5' USGS topographical quadrangle. However, only the northwest quarter of the northwest quarter of section 5 is on Forest Service land. The remainder of section 5 is on private land,

⁷ Rogers, *Historic Property Management Plan*, 19.

⁸ Rogers, *Historic Property Management Plan*, 19.

⁹ Rogers, *Historic Property Management Plan*, 20.

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upon which the road corridor has been obliterated by logging. The road is composed of native soil and rock and is mostly surrounded by coniferous trees (Pacific silver fir, Western hemlock, Noble fir, Douglas fir, Western red cedar, White pine, and Lodgepole pine) and dense understory. A little more than ¼ mile of this road segment is still locatable, a portion of which has been treated with crushed rock. This segment, at least the portion that exists on national forest land, has retained a preponderance of integrity and is therefore a contributing portion of the SWR Historic District. It is located in Linn County. See Documents, pages 20-21.

(8) Seven Mile Segment (Contributing)

The Seven Mile Management Segment is approximately 3.4 miles in length and extends from Three Creek to Snow Creek.¹⁰ This is one of the most intact and high-integrity segments of the wagon road. About ½ mile of the segment has been overlain by spur road 024, although this stretch has been closed to motorized vehicles. The remainder of this segment has a native road surface. In fact, wheel ruts are still visible in portions of the native surface, although the age of these ruts is uncertain. The road is 15-20 feet wide and has a corridor width of 30 feet. The road is composed of native soil and is mostly surrounded by coniferous trees (Pacific silver fir, Western hemlock, Noble fir, Douglas fir, Western red cedar, White pine, and Lodgepole pine) and dense understory. Collapsed fragments of a historic bridge are also present in the creek bottom. The road corridor throughout this segment is largely intact, with very minimal widening on the spur road 024 segment. Although non-contributing elements of this nomination, phone line insulators are still common in the old-growth trees, occasionally with phone wire still hanging from them. This is a contributing segment to the SWR's historical significance. The legal location of this segment includes portions of T 14S R 5E sections 2, 3, 4, and 9 of the Harter Mountain 7.5' USGS topographical quadrangle. It is located in Linn County. See Documents, pages 22-24.

(9) Burnside Segment (Contributing)

This segment is approximately 2 miles in length and 15-20 feet wide. It extends from Snow Creek to the top of Tombstone Pass.¹¹ The road is composed of native soil and gravel and is mostly surrounded by coniferous trees (Mountain hemlock, Pacific silver fir, Western hemlock, Noble fir, Western red cedar, White pine, and Lodgepole pine) and dense understory. Some aspects of this segment's historic integrity have been diminished by the numerous spur roads that overlay or bisect the wagon road. However, a half-mile portion of this segment, from Forest Road 15 to the top of Tombstone Pass, remains completely intact. The remainder of this segment has been overlain by spur roads 049 and 249, and is bisected by spur roads 245 and 247. Spur roads 049 and 249 have now been closed to motorized vehicles and converted into a historic hiking trail. Whether from logging or forest fire, the road corridor through most of this segment is comprised of fairly young trees that post-date most of the wagon road's period of significance. However, this segment has retained integrity of location, association, feeling, and setting along most of its length and is therefore considered a contributing feature of the SWR Historic District. The legal description of this road segment includes portions of T 13S R 6E section 31, T 13S R 5E sections 35 and 36, and T 14S R 5E sections 1 and 2 of the Harter Mountain 7.5' USGS topographical quadrangle. It is located in Linn County. See Documents, pages 25-28.

¹⁰ Rogers, *Historic Property Management Plan*, 20.

¹¹ Rogers, *Historic Property Management Plan*, 20.

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(10) Tombstone Segment (Contributing)

This segment is approximately 3.5 miles in length and 15-20 feet in width in areas that have retained integrity. It extends from the top of Tombstone Pass to Highway 20, where the wagon road crosses the highway just east of Lost Prairie.¹² The integral portions of road in this segment are composed of native soil and are surrounded by coniferous trees (Mountain hemlock, Pacific silver fir, Western hemlock, Noble fir, Western red cedar, White pine, and Lodgepole pine) and dense understory (except where the road crosses Tombstone Prairie which is an open grassy meadow). Most of this segment was destroyed by the construction of Highway 20. However, the Tombstone Prairie site (35LIN117) is located within this segment, which adds to its historic value. The wagon road is represented here by several small integral sections along the Highway 20 corridor. Therefore, this segment represents a contributing element to the SWR's historical significance. The legal location of this segment includes portions of T 13S R 6E sections 31-34 of the Harter Mountain and Echo Mountain 7.5' USGS topographical quadrangles. It is located in Linn County. See Documents, pages 29-33.

Tombstone Prairie (Site #35LIN117)

This is a multi-component site that includes both a lithic scatter and historic material. The historic component of the site includes bottle caps, broken glass, cans, nails, spikes, unidentified metal fragments, and a tombstone in memory of James A. McKnight who was killed in a hunting accident at this location in 1871. The hunting accident occurred when the James, who was only 16 years of age at the time, accidentally discharged a rifle while removing it from its holster. This site location was formerly known as Indian Prairie, but was renamed Tombstone Prairie due to the tombstone of McKnight that is present at this location. The remains of James McKnight were apparently moved to another location the following year, but the tombstone remains. Wagon wheel ruts from the Santiam Wagon Road are also still visible at this site. Due to the early historical date attached to this site, and its association with the wagon road, this site is a contributing element to the SWR's historical significance. The legal location of this site is T 13S R 6E section 31 of the Harter Mountain 7.5' USGS topographical quadrangle. It is located in Linn County.

(11) Toad Creek Segment (Contributing)

This segment is approximately 1.5 miles in length and extends from Highway 20, just east of Lost Prairie, to Forest Road 2672.¹³ It consists of a gentle two-track, and is currently closed to motorized vehicles to protect its historical integrity. The road is mostly composed of native soil and pumice and is surrounded by coniferous trees (Mountain hemlock, Pacific silver fir, Western hemlock, Noble fir, Western red cedar, White pine, and Lodgepole pine) and dense understory. Integrity of feeling in this segment is somewhat diminished by its proximity to Highway 20, which lies directly adjacent to the north. However, the historic road surface and corridor remain intact, and old-growth Douglas firs obstruct the view of the highway. The road is 15-20 feet wide and has a corridor width of 30 feet. This segment represents a contributing element to the SWR's historical significance. The legal location of this segment includes portions of T 13S R 6E sections 25, and 26 of the Echo Mountain 7.5' USGS topographical quadrangle. It is located in Linn County. See Documents, pages 34-35.

¹² Rogers, *Historic Property Management Plan*, 20.

¹³ Rogers, *Historic Property Management Plan*, 21.

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(12) Fish Lake Segment (Contributing)

This segment is approximately 2.2 miles, extending from Hackleman Creek Road (Forest Road 2672) to the Fish Lake Guard Station.¹⁴ This segment has become the 305 spur of Forest Service Road 2672, which has resulted in the loss of some of the historic integrity. However, the 305 spur road is currently closed to motorized vehicles to protect the integrity of the wagon road, which currently consists of a gentle two-track through most of this segment. The road is 15-20 feet wide and has a corridor width of 30 feet. The road is mostly composed of native soil and is surrounded by coniferous trees (Mountain hemlock, Pacific silver fir, Western hemlock, Noble fir, Western red cedar, White pine, and Lodgepole pine) and moderately dense understory. Overall, the historic road corridor is fairly narrow and intact. The road surface has not been graveled, and appears to have received little recent maintenance. The segment's historical integrity is further enhanced by the gravesite of Charity Ann Noble, who died of childbirth and was buried adjacent to the wagon road during the late 1800s. This gravesite is distinguishable on the surface by a dirt mound where Noble and her baby were buried. The Willamette National Forest has installed a protective fence and an interpretive sign at this site. This segment represents a contributing element to the SWR's historical significance. The legal location of this segment includes portions of T 13S R 6E section 25, and T 13S R 7E sections 29, 30, and 32 of the Echo Mountain 7.5' USGS topographical quadrangle. It is located in Linn County. See Documents, pages 36-39.

(13) Lava Field Segment (Contributing)

This segment is approximately 3 miles in length, extending eastward from Highway 126 at Fish Lake to Forest Road 2676. It has some of the highest levels of historic integrity of any segment of the wagon road. This segment is also closed to motorized vehicles, and the road surface appears to have undergone little modern use. The original narrow road corridor is largely intact, which is evident by the old-growth Douglas fir trees that surround the road. Furthermore, there are countless road cuts in the lava rock that remain from the original wagon road. The road is 15-20 feet wide and has a corridor width of 30 feet. The road is mostly composed of native soil over a lava bed and is surrounded by coniferous trees (Mountain hemlock, Pacific silver fir, Western hemlock, Noble fir, Western red cedar, White pine, and Lodgepole pine), moderately dense understory, and lava fields. This segment represents a contributing element to the SWR's historical significance. The legal location of this segment includes portions of T 13S R 7E sections 32-34 of the Echo Mountain and Santiam Junction 7.5' USGS topographical quadrangles. It is located in Linn County. See Documents, pages 40-42.

(14) Eno Road Segment (Contributing)

This segment is approximately 2 miles in length and extends along the 866 spur road from Forest Road 2676 to the 860 spur road. It represents the steepest and rockiest segment of the SWR, and includes several braided portions of the road that appear to be original.¹⁵ The road is mostly composed of native soil and is surrounded by coniferous trees (Mountain hemlock, Pacific silver fir, Western hemlock, Noble fir, Western red cedar, White pine, and Lodgepole pine) and moderately dense understory. The road is 15-20 feet wide and has a corridor width of 30 feet. The roadbed is composed of native soil and/or bedrock. Currently, this segment is closed to motorized vehicles, and the overall integrity of the road corridor remains fairly intact. This segment is contributing to the SWR Historic

¹⁴ Rogers, *Historic Property Management Plan*, 21.

¹⁵ Rogers, *Historic Property Management Plan*, 22.

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District. The legal location of this segment includes portions of T 13S R 7E sections 34, 35, and 36 of the Santiam Junction 7.5' USGS topographical quadrangle. It is located in Linn County. See Documents, pages 43-45.

(15) Sand Mountain Segment (Non-Contributing)

This segment is approximately 3 miles in length and is 20-50 feet wide. It extends from Forest Road 860 to the Deschutes/Willamette forest boundary.¹⁶ This segment was adversely impacted by a 1967 wildfire and subsequent timber cutting. It also has been heavily impacted by dispersed camping and extensive OHV use. As a result, the road corridor within this segment has undergone significant widening in some areas. This widening is especially prominent between Forest Service road 2690 and spur road 860.¹⁷ As a result, this segment is a non-contributing element to the SWR's historical significance. The legal location of this segment includes portions of T 13S R 7E section 36, T 14S R 7E section 1, and T14S R 7 ½ E sections 1-4 of the Santiam Junction and Three Fingered Jack 7.5' USGS topographical quadrangles. It is located in Linn County. See Documents, pages 46-51.

(16) Big Lake Segment (Non-Contributing)

This segment is approximately 2 miles in length and 25-50 feet wide. It follows the 1028-500 spur road from the Willamette/Deschutes National Forest boundaries to the offshoot of the 590 spur road. This segment has lost most of its historic integrity as a result of significant OHV use and other recreational activities. OHV use has widened the road corridor in this segment to more than 50 feet in some areas. Furthermore, the native road surface in this segment has also undergone significant damage from OHV overuse, resulting in major rutting and moguls. As a result, the road segment is non-contributing to the eligibility of the SWR. The legal description for this segment is T 14S R 7 ½ E sections 1 and 12, and T 14S R 8 E sections 7 and 8 of the Three Fingered Jack and Mount Washington 7.5' USGS topographical quadrangles. It is located in both Linn County and Deschutes County. See Documents, pages 52-55.

(17) Cache Creek Segment (Contributing)

The Cache Creek Segment and is approximately 3.5 miles in length and extends from the junction of Forest Service Road 1028-500 and 590 to the Cache Creek Toll Station. The Cache Creek Toll Station has historically been understood as the eastern end of the SWR. Because the entire road segment follows the 590 spur road, some of the integrity of the original road surface has been adversely affected. However, no dirt fill or gravel has been added to this segment of the road. Furthermore, this road has recently been closed to motorized vehicle use. In addition, there are a couple of small segments where the spur road parts from the original wagon road, and the ruts of the original wagon road are still visible in the landscape. The road is 15-20 feet wide and has a corridor width of 30 feet. The road is mostly composed of native soil and gravel and is surrounded by coniferous trees (Mountain hemlock and Lodgepole pine) and moderately dense understory. The roadbed is composed of a thin layer of native soil over a lava bed. Occasional phone line insulators can be located in the trees and provide confirmation of integrity of location for this segment of the wagon road. The road corridor is still fairly intact along this segment, although a large portion of the corridor was burned by the GW fire of 2007. This segment is a contributing element to the eligibility of the SWR. The legal description for this segment includes portions of T 14S R 8 E sections 8, 9, 15, and

¹⁶ Rogers, *Historic Property Management Plan*, 22.

¹⁷ Rogers, *Historic Property Management Plan*, 22.

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16 of the Mount Washington 7.5' USGS topographical quadrangle. It is located in Deschutes County. See Documents, pages 56-60.

The site of the former Cache Creek Toll Station is located approximately 15 miles west of the town of Sisters in T 14S R 8E section 15 of the Mount Washington 7.5' USGS topographical quadrangle. The toll station was erected with a 16-foot locking gate to keep people from passing through without paying. The first gate keeper at this toll station was Bob Booth, who was replaced by George F. Scott in 1906. The job of gate keeper also included occasional road maintenance work by removing rocks and fallen trees from the roadway.

What little remained of the toll station burned to the ground during the GW fire of 2007. Significant OHV use in the area has also undermined the historic integrity of the site. The only remaining historic features are some bottle fragments where the structure once existed. Glass colors noted on the site include brown, green, and amethyst; however, given the small size of these fragments and the lack of bottle-marks, it is impossible to tell the age of any of these fragments. The interpretive sign marking the location of this toll station did not burn down during the fire, and this sign is now a historic feature in and of itself as it was built during the 1930s. Although little remains of the Cache Creek Toll Station, due to its important role in the history of the wagon road, and its role to herein delineating the nomination boundary, this site represents a contributing element to the SWR's historical significance.

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STATEMENT OF SIGNIFICANCE¹

THE SANTIAM WAGON ROAD: A HISTORIC CONTEXT STATEMENT

Oregon was granted statehood on February 14, 1859; however, the state remained socially, economically, and geographically divided until the summer of 1866 when the Santiam Wagon Road (SWR)—originally known as the Willamette Valley and Cascade Mountain Wagon Road—was officially opened. The SWR is significant to Oregon under National Register Criterion A for uniting the state’s two disparate sections, the Willamette Valley in the west and the Deschutes River Basin in the east. The SWR achieved this by providing the primary means of transportation across the central Cascade Mountains, thereby facilitating trade, commerce, and communication, and significantly contributing to the economic enhancement of both regions. Furthermore, the SWR facilitated settlement and significantly shaped the settlement patterns of central Oregon as former Willamette Valley residents made the journey east to establish new homes, ranches, farms, and businesses. Not only did the SWR allow access to central Oregon from the Valley, it also provided security to central Oregon homesteaders by providing a vital link to Valley markets and products. However, the SWR is also significant for the role it played in mid-to-late nineteenth century land speculation, specifically with regard to congressional land grants. Paradoxically, while the road greatly accelerated the settlement of central Oregon, and, indeed, made settlement possible, it also played a significant role in constraining settlement throughout the Deschutes River Basin. Through manipulation of vague Congressional land grant laws, the SWR’s owners would make the settlement process considerably more difficult for many Oregonians.

The SWR’s period of significance is from 1866, when the route was opened, to 1920 when the completion of the modern McKenzie Highway (OR 242) rendered the SWR mostly obsolete. The geographic boundaries of this resource include all segments of the SWR corridor located on National Forest land between the road’s intersection at Cache Creek in the east, to the western boundary of the last section of Forest land prior to Cascadia in the west. This nomination does not include the several sections of the SWR located on private land.

Wagon Roads: A Reflection of “Manifest Destiny”

From the time of the first European settlements in North America to the 1890s, wagon roads and wagon trails, of all types, were the principle means of conveyance throughout the continent. Prior to the 1830s, most such roads were confined to the United States as it existed east of the Mississippi River. However, from the 1830s onward, the vast majority of these roads would be located in the Trans-Mississippi West. Wagon roads and trails often developed organically through vernacular use. This was the case with much of the Oregon Trail. However, wagon roads were also intentionally constructed both publicly and privately. Indeed, the latter third of the nineteenth century was the era of the Congressional Land Grant wagon roads of the West. All together, millions of acres of public lands were granted to wagon road companies in exchange for developing western infrastructure.²

¹ The Statement of Historic Context was written by John Ferguson, architectural historian for HSG. The statement synthesizes what is a considerable supply of secondary material relating to the SWR. Furthermore, the statement utilizes broad secondary contextual material in an effort to situate the SWR into a wider national context. Additionally, primary research was conducted through artifactual analysis in the field, review of historical U.S. Congressional records available through an online database, and several personal accounts of the SWR’s history.

² Carroll John Amundson, *History of the Willamette Valley and Cascade Mountain Wagon Road Company*, (University of Oregon Thesis Series No. 17, 1928) np; Robert A. Divine, T.H. Breen, George M. Fredrickson, R. Hal Williams, Ariela J. Gross, H.W. Brands, and Randy Roberts, *America Past and Present: to 1877*. Vol. I, No. 6. (New York: Pearson-Longman, 2006), 21-57.

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The West's vast array of new wagon roads and trails (not to mention railroads) reflected the era's predominant ideology that the western United States simply had to be settled, and "civilized" by Euro-Americans. This desire was an outgrowth of what John L. O'Sullivan in the 1840s coined "manifest destiny," the widely held belief among many Euro-Americans and U.S. citizens that their right to western lands was self-evident and divinely ordained. In the 1840s, the Oregon Territory became an epicenter of this popular ideology in light of the international dispute between the U.S. and Great Britain over who would hold sovereignty over these lands.³ It was in this environment of Euro-American westward settlement, infrastructural expansion, and corporate speculation that the SWR was first conceived of and constructed. It was largely a manifestation of these widely held dreams and ideologies.

Early Immigration and the Settlement of the Willamette Valley

The Willamette Valley, due to its lush, fertile soil and mild climate, was the locus of early settlement in Oregon Territory. Its open prairies were ideally suited for cattle and allowed settler livestock to flourish. In 1838, the total population of the valley consisted of twenty-six Euro-American families. However, within six years, the valley's population dramatically increased and was receiving an annual influx of over three thousand new settlers.⁴

Euro-American expansion westward, especially after 1840, was one of the most significant events in U.S. history. Pioneers traveled well beyond existing U.S. boundaries in search of fertile land and economic opportunity. Some of the first places to be settled west of the Mississippi were the Pacific coastal regions and their lush and fertile valleys. To reach California and Oregon territory, migrants traveled west along wagon roads like the Oregon and California Trails. Starting in Independence, Missouri, travel along these trails ballooned between 1841 and 1843. The Oregon Trail's trek from Independence to Oregon City was generally a six-month journey and covered a distance of 1,930 miles. Settlers rapidly flooded into the Willamette Valley as the route grew in popularity.⁵

By 1845, immigration to Oregon Territory, and the Willamette Valley in particular, had dramatically increased. However, the principle route into the Valley along the Columbia River passage was soon overwhelmed by the volume of settlers. As one Valley resident noted some years later, "the emigration arriving at The Dalles...was so great, and the means of transportation down the Columbia was so limited, that many...settlers" experienced considerable delays getting to their final destinations in the Willamette Valley. In fact, many of the settlers "became so impatient at the delay in getting down the river that they finally abandoned their wagons at The Dalles and crossed the mountains on foot and on horseback."⁶ It is also important to note that, aside from the extensive delays caused by the inadequacy of the route, many lives and a considerable amount of property were lost along the Columbia. It was not long before travelers and settlers began to demand an alternative route into the Valley over the Cascade Mountains.⁷

³ Divine *et al*, *America*, 251; Amundson, *History of the Willamette Valley and Cascade Mountain Wagon Road Company*, np.

⁴ Cynthia Guminski, Robert Brodsky, and Michael Gilmore, *The Santiam Wagon Road: An Historic Preservation Study* (Eugene, OR: University of Oregon, Department of Planning, Public Policy, and Management, March, 1983), 14.

⁵ Stephen Dow Beckham, *Barlow Road Historic District: National Register of Historic Places Nomination*, (Lake Oswego, OR: Heritage Research Associates, October, 1989), Section 8, Page 2-4; Divine *et al*, *America*, 245-253.

⁶ Marvin J. Nye, "The Santiam Pass," *The New Era*, Sweet Home, OR, 1933, 2. This story ran in *The New Era*, a Sweet Home publication which ran a story about the SWR from June 15 through August 3, 1933.

⁷ Cleon L. Clark, *History of the Willamette Valley and Cascade Mountain Wagon Road*, (Bend, OR: Deschutes County Historical Society, 1987), 11-12.

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During this period, the sovereignty of Oregon Territory was in dispute. Both Great Britain and the U.S. claimed as their own the vast space which stretched from the Pacific in the West to the Rocky Mountains in the East, and from the southern boundary of Russian Alaska (54°40') to the north, to California's northern border at the 42nd parallel to the south. Although both nations had previously agreed to a joint occupation in 1818, the increasing imbalance of settlers comprised mostly of Americans traveling over the Oregon Trail, led many in the territory to call for U.S. annexation.⁸

In 1845 and 1846, the U.S. and Great Britain came close to armed conflict amidst the famous Democratic rallying cry, "Fifty-four forty or fight!" However, President Polk eventually settled the territory's northern border at the 49th parallel. By mid June, 1846, the issue was largely resolved when the Senate ratified the Oregon Treaty and Oregon Territory was officially annexed by the U.S. It was in the context of this sovereignty dispute that the search for a middle passage across the Cascade Mountains began.⁹

The first official public resolution to find safe passage from the Willamette Valley to central and eastern Oregon came in 1845 when the territory's Provisional Legislative committee (composed of U.S. citizens and British subjects) gathered at Oregon City to amend the Organic Laws and debate official U.S. territorial status. Ultimately, the committee drafted a memorial and petition to the U.S. Congress urging the body to support a final resolution to the problematic territorial duality and establish Oregon as an official U.S. Territory with a legitimate territorial government. According to Hubert Howe Bancroft, "the memorial was given to [Dr. Elijah] White to be carried to Washington immediately upon it being signed by all the officials in the colony."¹⁰ However, White used the mission as an opportunity to attempt to collect a "\$2000 [reward] subscribed by [Oregon] citizens on the condition of finding a good pass [across the Cascades] for the coming immigration...which should avoid the hardships of the trail round Mount Hood and the passage down the Columbia River."¹¹ In mid July, 1845, acting upon legends of the former fur trade route, White set out from Oregon City with a small party and explored the Cascade foothills all the way to the southern Willamette Valley, but found no passage. "Instead...he was obliged to return and take the [often treacherous] Columbia River route."¹²

However, many Oregonians were convinced that a middle passage across the mountains could be found and, in August, 1845, the Provisional Legislature granted Thomas McKay a charter "to open and construct a toll-road from the settlement on Santiam River, now the town of Albany, across the Cascade and Blue mountains to Fort Boise, to be completed before the 1st of August, 1846, or in time for the next immigration." Unfortunately, McKay, like White, was unable to find the fabled trade route across the mountains and the toll-road was not built.¹³ The failure to find this middle route to central Oregon left the territory divided into two disparate spaces, east and west of the Cascade Range.

In the meantime, safe and efficient passage from the Oregon Trail across the mountains and into the Willamette Valley remained an important objective for the region's citizens and political leaders. In December, 1845, the Provisional Legislature granted a franchise to Samuel K. Barlow to construct a wagon road south of Mount Hood.¹⁴

⁸ Divine *et al*, *America*, 245-253

⁹ Divine *et al*, *America*, 245-253

¹⁰ Hubert Howe Bancroft, *History of Oregon, Vol. I: 1834-1848* (San Francisco: History Company Publishers., 1886), 483.

¹¹ Bancroft, *History of Oregon*, 484.

¹² Bancroft, *History of Oregon*, 485.

¹³ Bancroft, *History of Oregon*, 531.

¹⁴ Nye, "The Santiam Pass," 2

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Completed in 1846, the Barlow Toll Road was the first route across the mountains in Oregon territory to receive regular use. Following its construction, the Barlow Road served as a primary route for both eastbound and westbound travelers until 1919. The route started in the east at The Dalles and led southwest around the south-side of Mt. Hood, concluding in the Willamette Valley. However, while the Barlow Road, as the final extension of the Oregon Trail, was primarily built to serve westbound immigrants, by the 1860s, this route was in use by Willamette Valley settlers and ranchers to transport goods over the mountains to eastern markets. Traders chose this route in order to avoid the high freight costs for livestock transport on the Columbia.¹⁵ The relatively successful Barlow road caused the Provisional Legislature to search for other potential routes into the Valley. In 1846, Jesse Applegate, Levi Scott, and a group of surveyors located a southern passage and, over the next few years, it was opened for travel.¹⁶ The Applegate Trail, also known as the southern route of the Oregon Trail, branched off from the California Trail at Winnemucca and proceeded northwest to the Klamath River and across the mountains to the Rogue River Valley.¹⁷

The Barlow Road and the Applegate Trail, while indeed significant for providing passage to the Willamette Valley for the majority of immigrants from the late 1840s until the 1900s, were both largely inadequate routes to serve the needs of steady immigration and territorial commerce. Moreover, the Barlow Road featured precariously steep grades and was composed of very rough terrain, making it the most difficult segment of the Oregon Trail. The Applegate route, "was both indirect and very difficult for...use by wagons between the Rogue River and Willamette Valleys." The Barlow Road remained by far the more popular immigrant route, although the Applegate carried a steady stream of travel for many years.¹⁸ Furthermore, the peripheral locations of both roads meant that central Oregon remained hopelessly remote.

While safe passage into the Willamette Valley for newly arriving immigrants remained a major concern for Oregonians, as the century wore on, the Valley's vast, but limited space and resources, were taxed by an exploding population of farmers and ranchers. The necessity to find adequate space to expand livestock holdings and reach outside what were then the Valley's flooded markets became readily apparent.

Cattle ranching in the Willamette Valley had been steadily increasing since Ewing Young first supplied 630 head to the region's settlers in the late 1830s. Subsequent immigrants brought with them livestock which further increased the Valley's cattle population. By 1850, the Valley's cattle population reached nearly 42,000 head, not to mention over 8,000 horses and over 15,000 sheep. However, space and resource problems began to arise when, by 1860, these numbers increased to over 154,000 cattle, nearly 37,000 horses, and roughly 86,000 sheep. The burgeoning quantities of livestock, along with the increasing settlement of the human population, combined with the ever increasing use of vast pieces of land for farm crops, exerted considerable pressure on livestock production, especially cattle ranching. Indeed, the Valley featured "a surplus of livestock" amidst a "dwindling supply of grass." As settlers fenced their land holdings, grazing areas radically diminished. The vast, yet isolated, grasslands of central Oregon seemed to be the only option for increasing holdings and commercially expanding.¹⁹

¹⁵ Beckham, *Barlow Road Historic District*, Section 7, Pages 1-2 and Section 8, Page 1.

¹⁶ Clark, *History of the Willamette Valley and Cascade Mountain Wagon Road*, 11-12; Beckham, *Barlow Road Historic District*, Section 8, Page 3.

¹⁷ *The Applegate Trail*, (Southern Oregon Historical Society and the Josephine County Historical Society, <http://www.webtrail.com/applegate/>). This is a website which discusses the history of the Applegate Trail. It was last updated in 2006.

¹⁸ Clark, *History of the Willamette Valley and Cascade Mountain Wagon Road*, 13-14.

¹⁹ Clark, *History of the Willamette Valley and Cascade Mountain Wagon Road*, 14-15; Guminski et al, *The Santiam Wagon Road: An Historic Preservation Study*, 14; Spray, *The Old Santiam Wagon Road*, np.

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Indeed, by the 1850s, most of the Willamette Valley had been settled and cultivated. However, the territory east of the Cascades remained virtually uninhabited by white settlement. In fact, eastern Oregon's first county, Wasco County, established in 1854, was comprised of all Oregon Territory east of the mountains from the Columbia River in the north to the present-day California border in the south, and all the way east into present-day Montana. Overall, Wasco County was 130,000 square miles in size. However, most of the county's population lived near the Columbia River, especially around The Dalles way station.²⁰ While featuring vast expanses of fertile grasslands, central Oregon remained inaccessible for all intents and purposes.

The rapid influx of settlers and ever diminishing quantity of unsettled grazing land made it apparent by the late 1850s that a simpler, more efficient route had to be found from the Valley to central Oregon "over which stockmen could reach grass, and a market for their surplus cattle."²¹ Valley entrepreneurs also wanted more efficient access to the east in order to engage in commerce with gold miners who had discovered gold on the Powder River and near John Day in 1861. As Cleon L. Clark explains in *History of the Willamette Valley and Cascade Mountain Wagon Road*, with the discovery of gold, "settlement followed closely [resulting in the] development of...markets; trade, commerce and shipping, especially by the expensive two-portage route up the Columbia River." Following the gold rush, the John Day and Canyon City areas increased in population to nearly 10,000, thus providing a market for Valley beef.²² Therefore, based upon the diminishing grazing space in the Valley, the need to reach eastern markets, and the fact that Oregon had achieved statehood in 1859, yet largely existed as two disparate regions divided by the Cascade barrier, the discovery of the South Santiam River mountain pass could not have come at a better time for entrepreneurial Oregonians and land hungry citizens alike.

The Wiley Party

While there had been several attempts throughout the 1840s and 1850s to locate the Indian route across the Cascades from the heart of the Willamette Valley, it was not until the late summer of 1859 that Andrew Wiley rediscovered the pass. According to M.J. Nye, the SWR's western toll gate keeper from 1908-1921, Wiley had previously guided immigrants from Missouri to Oregon along the Oregon Trail and, in 1852, settled on a homestead near Wiley Creek (named for the man) just west of what is today Foster Reservoir in Sweet Home.²³ Wiley's apparent leadership and navigational skills would prove useful during his search for passage over the Cascades.

On September 5, Wiley and his brother Harvey set out from Sweet Home with John Bradenburg and John Grey to find passage over the Cascades. The party elected to follow a previously known Indian trail heading east along the South Fork of the Santiam. The first night of the expedition, the group camped at what would later be known as Tombstone Prairie roughly fifteen miles from their starting point. The party then spent the next three days hunting game at Lost Prairie several miles east of their previous camp. The next day, just past Summit Prairie, the men

²⁰ Frederick V. Holman, *Oregon Counties: Their Creations and the Origin of their Names*, *The Quarterly of the Oregon Historical Society*, Vol. XI. No. I. (Portland, OR: The Ivy Press, 1911), 39; The Oregon State Archives compiled historical data about Wasco County. This information is featured on the Oregon Blue Book website under Wasco County at <<http://bluebook.state.or.us/local/counties/counties33.htm>> 2009.

²¹ Clark, *History of the Willamette Valley and Cascade Mountain Wagon Road*, 14.

²² Clark, *History of the Willamette Valley and Cascade Mountain Wagon Road*, 14-16.

²³ Nye, "The Santiam Pass," 1-2; John T. Russell, "Andrew Wiley Pioneer Road Builder," *The New Era*, August 31, 1939. The article was also reproduced and featured in the *Linn County Historical Society Newsletter & Journal* in January, 2002 and edited by Glenn Harrison, 26.

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came to the end of the Indian trail. Unable to locate another trail, they had to push forward through mountainous and heavily forested terrain. They followed the mountain ridges for some time and, upon descending, found another prairie and encountered what they understood to be an old Hudson Bay Company trail. The party followed the trail east roughly fifteen miles but, as before, the path eventually dissipated. John Grey later reported that after losing the trail "we passed an encampment of Indians who were engaged in laying in a winter's supply of meat and berries."²⁴

After a failed attempt to reorient themselves and find an easterly route along the ridgelines, the party had to backtrack to a previous camp where, subsequently, they were caught in a heavy rain and snow storm for several days. When the group was able to resume their journey, the men backtracked some two miles and decided to again travel along an Indian trail which they then followed for roughly three miles to the McKenzie River. After crossing the river, they were forced to ascend some very steep mountain terrain. After summiting the mountain, they encountered "open grassy country" where they rested for the night.²⁵

In the morning, the party searched for an eastern outlet. However, not finding one, the men chose to return to the previous camp. That night, two of the party's horses went missing. Consequently, the next day was spent tracking the horses and looking for a route east. Eventually both the horses and an eastern route were found. The next day the men trekked westward to a branch of the McKenzie. They then followed the tributary roughly six miles to another prairie where they camped. The following day the group continued east but encountered a "ridge of lava" in their path. As Grey observed, "it extended as far as eye could reach, but its southern end was only a mile to our right." After circumventing the roadblock, the men camped for the night. The next day they encountered what they understood to be the California Trail and, after following it for roughly five miles, turned east. After ten miles of travel through "heavy sand, sage, and juniper" the party encountered the Deschutes River.²⁶

Although reaching the Deschutes, the party was unsatisfied with the route they had found and continued to explore the immediate region for a better passage and headed west back into the mountains. They passed Black Butte and ultimately encountered the head of the Metolius River. Using Mount Jefferson to sight the way west, the party made their return trip to the Valley. However, the men again encountered adverse weather and were forced to camp in the mountains. Over the next several days the party passed Big Lake, Lost Lake, all the while hunting and fishing, and ultimately connected to the route by which they had ascended the mountains several days before.²⁷

Later that fall, Andrew Wiley, Grey, and Bradenburg again made an attempt to locate the old trail. In the mountains, an unexpected snowstorm caught the party off guard. Grey became ill and soon died and was buried at what would later be known as Deadman Prairie. However, their second effort was more successful and, upon returning to the Valley, boasted of their significant achievement at discovering a usable route over the mountains. They even solicited citizens through a newspaper campaign to donate to a fund for road construction. The *Oregon Democrat* on January 10, 1860, published an article written by Grey before his death which described the group's adventure

²⁴ John Grey, "Trip Across The Cascades," appeared in the January 10, 1860 edition of *The Oregon Democrat*. The article was reproduced and featured in Glenn Harrison, ed, *Linn County Historical Society Newsletter & Journal in January*, (Albany, OR: Linn County Historical Society, January, 2002), 14.

²⁵ Grey, "Trip Across the Cascades", in Harrison, the *Linn County Historical Society Newsletter*, 3-4; Guminski et al, *Historic Preservation Study*, 14.

²⁶ Grey, "Trip Across the Cascades", in Harrison, the *Linn County Historical Society Newsletter*, 3-4; Guminski et al, *Historic Preservation Study*, 14.

²⁷ Grey, "Trip Across the Cascades", in Harrison, the *Linn County Historical Society Newsletter*, 3-4; Guminski et al, *Historic Preservation Study*, 14.

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and stated, "we would therefore say to every invalid in Oregon, instead of converting your stomach into an apothecary shop, secure a pleasant companion or two, mount a good pony, and take to the mountains, scale their lofty heights; drink from their pure fountains, and breathe their balmy air, and in due season you will return restored and strong." Furthermore, Grey concluded his article with a promotion, "it is the opinion of the whole company that a good cattle trail could be opened through, on or near our route. And we are of the opinion that a wagon road could be made as good and as cheap as either of the Mt. Hood roads."²⁸

Late in February, the group again promoted their newly discovered route through the mountains by stating, "If the people do not aid us in this work, and thus make it a free road, we will go on and open it ourselves, and claim a charter and the exclusive right of the road." However, they received little financial backing for the project (which they felt would cost around \$1400) and were forced to abandon the effort.²⁹

The Willamette Valley and Cascade Mountain Wagon Road Company

While the Wiley party was unable to secure funding to build their road, others would see the benefit of such an endeavor and implement the project. It would not be until March 10, 1864 that official plans were made to build a toll road along Wiley's route. On March 12, the Willamette Valley and Cascade Mountain Wagon Road Company (hereafter referred to as the Company) organized in Lebanon and officially filed Articles of Incorporation with Oregon's Secretary of State.³⁰ The Company thus stated their objective:

The object of this incorporation and the business in which it proposes to engage, is to make and keep in repair a wagon road, with the necessary bridges, ferries, and ferry boats, toll gates, etc., from the Willamette River, and across the Cascade mountains on to the eastern bank of the Deschutes river; commencing at a point on the east bank of the Willamette river, in Linn County, opposite or near the city of Corvallis, thence on the most practicable route up the South Fork of the Santiam River, crossing and re-crossing said Santiam at sundry places, as the incorporators may determine, thence up said Santiam River or some of its tributaries, thence across the Cascade mountains to the valley of the Deschutes River, thence to the Deschutes River, terminating at such point east of said Deschutes River as the incorporators may determine by general survey.³¹

The incorporators, Luther Elkins (President), D.W. Ballard, John Settle, Isaac Coryell, Morgan Kees, Jacob Kees, James H. Richardson, and John Powell were mostly Linn County farmers, cattlemen, and merchants (and politicians), each with considerable interest in expanding ranching operations into eastern markets

²⁸ Guminski et al, *Historic Preservation Study*, 14-16; Grey, "Trip Across the Cascades", in Harrison, the *Linn County Historical Society Newsletter*, 3-4; Orval Jess, "Old Santiam Wagon Road," January, 1966. The article was reproduced and featured in the *Linn County Historical Society Newsletter & Journal* in January, 2002 and edited by Glenn Harrison, 5; Nye, "The Santiam Pass," 1-2.

²⁹ Guminski et al, *Historic Preservation Study*, 14-16; Grey, "Trip Across the Cascades", in Harrison, the *Linn County Historical Society Newsletter*, 3-4; Orval Jess, "Old Santiam Wagon Road," January, 1966. The article was reproduced and featured in the *Linn County Historical Society Newsletter & Journal* in January, 2002 and edited by Glenn Harrison, 5; Nye, "The Santiam Pass," 1-2.

³⁰ Clark, *History of the Willamette Valley and Cascade Mountain Wagon Road*, 16; Guminski et al, *Historic Preservation Study*, 17; Amundson, *History of the Willamette Valley and Cascade Mountain Wagon Road Company*, 2.

³¹ Clark quotes the Company's articles of incorporation in *History of the Willamette Valley and Cascade Mountain Wagon Road*, 16-17; and Guminski et al, *Historic Preservation Study*, 17.

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through the use of the vast central Oregon grasslands. Furthermore, due to the clear interest among Willamette Valley residents for such a road, there were considerable profits to be made in tolls.³²

Elkins was the most prominent of the original incorporators. He was a resident of Lebanon who had traveled to Oregon from Maine in 1852. Although a successful merchant, Elkins was also deeply enmeshed in Oregon politics and had been so since shortly after arriving in the territory. He served in the Territorial House of Representatives from 1853 to 1854 and served in the state Senate from 1858-1860. It is important to note that in 1860, while Elkins was serving as the President of the Senate, he cast the deciding vote which elected James W. Nesmith to the U.S. Senate. Elkins' support of Nesmith would later prove beneficial to his Company's operations.³³

Building the Road

At the time of the Company's incorporation, there already existed an improved 36 mile county road from Albany to the east side of Wiley Creek. The Company was able to secure rights to this road in exchange for maintaining an existing bridge spanning the creek.³⁴ Therefore, all that was left to build was the section over the mountains.

The Company hired William J. Miller and James A. Warner to complete the first detailed survey of the future route over the Cascades. Starting in the east and working west, on August 31, 1864, the men commenced survey work at the Deschutes River, proceeded down the South Santiam, and ultimately ending just east of Sweet Home (a total distance of about 80 miles). The survey was completed by September 15. Soon thereafter, the Company commenced construction first by completing a 60 foot bridge spanning Canyon Creek (just east of Cascadia). The Company began actual road construction on February, 20 1865 under the supervision of Jason Wheeler. However, Wheeler did not serve in this capacity for long and was soon replaced by his assistant, Army Captain, J.A. White.³⁵

In the 1860s, road building was not as simple as clearing and leveling swaths of land. It was a slow, meticulous process when done properly. First, the area had to be surveyed. After the road's route was determined, the next step in the process was clearing the area of trees, debris, rocks, and any other obstructions. Because these roads meandered through the mountains, steep slopes and streams had to be negotiated. Overcoming these features meant cutting out hillsides. By April, twelve miles of road stretching from Canyon creek to Deer Creek had been completed. By September, the new road was nearing Fish Lake. Later that month, forty soldiers of the 1st Oregon Volunteer Infantry, under the command of Captain Charles LaFollette, encountered the road crew while in route to establish what would become Camp Polk (just northeast of present-day Sisters). As the road over the mountains was not yet passable, Capt. LaFollette volunteered some of his soldiers to help speed up the process.³⁶

³² Clark, *History of the Willamette Valley and Cascade Mountain Wagon Road*, 17; Guminski et al, *Historic Preservation Study*, 17; Amundson, *History of the Willamette Valley and Cascade Mountain Wagon Road Company*, 2; Nye, "The Santiam Pass," 3-4.

³³ Harrison, "Wagon Road Backers," *Linn County Historical Society Newsletter*, 14.

³⁴ Amundson, *History of the Willamette Valley and Cascade Mountain Wagon Road Company*, 3; Clark, *History of the Willamette Valley and Cascade Mountain Wagon Road*, 20.

³⁵ Amundson, *History of the Willamette Valley and Cascade Mountain Wagon Road Company*, 2; Clark, *History of the Willamette Valley and Cascade Mountain Wagon Road*, 20-21.

³⁶ Amundson, *History of the Willamette Valley and Cascade Mountain Wagon Road Company*, 2; Clark, *History of the Willamette Valley and Cascade Mountain Wagon Road*, 20-23.

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For the majority of the road's length, at least from the west tollgate at the John Gilliland farm to Cache Creek (roughly 45 miles), the road consisted of a track between six and seven feet in width, "sufficiently wide for a single wagon to pass with occasional turnouts where the ground was favorable;" however, these were hardly frequent enough to accommodate the volume of travel. As one traveler observed, there were some spans of up to a half mile without a turnout.³⁷ Certain soft portions were stabilized by logs laid side by side transversely. In general, heavy timber was cut away (in some places as many as fifty large trees per mile) but the stumps were not always removed or cut close enough to the ground to allow for problem-free passage. Where cutting-in was necessary on steep hillsides, excess dirt was piled on the downhill slopes and the banks were stabilized with log runners. However, despite these efforts at stabilization, "the solid roadbed...in many cases was not more than 3 or 4 feet wide, and the wheels of heavily-loaded wagons would frequently crash through the loose dirt, leaving nothing but the logs on the side to hold the wagon from rolling down the mountain." Where large tree roots spanned the road, the builders simply cut notches in them to accommodate wagon wheels.³⁸ Needless to say, the road's quality was minimal.

By the spring of 1866, the road was completed all the way to the Deschutes River at an estimated cost of \$13,000.³⁹ However, it should be noted that by far the most arduous stretch of road to construct was the route between Sweet Home and Cache Creek. The road east of Cache Creek to the Deschutes River (a distance of 27 miles) required very minimal efforts to build and maintain. The finished road over the mountains from Sweet Home to Cache Creek was a significant accomplishment. For the first time, the new state's two disparate parts were connected, thus vastly improving transportation, trade, and communication, between the Willamette Valley and central Oregon. Furthermore, this new and improved connection facilitated and made feasible eastward migration from the Valley to what then must have seemed the endlessly open spaces of the Deschutes River Basin.

The Wagon Road Land Grant

The substandard quality of the SWR should not be surprising when we consider its construction in the context of 1850s and 1860s western land speculation. Congressional land grants were often made in the spirit of expediency. During this time period, the U.S. Congress readily traded its vast western land holdings in exchange for what was deemed improved infrastructure. These features included railroads, canals, and, of course, wagon roads.

Both the U.S. government and U.S. citizens alike desired to expand west and develop western infrastructure. So strong was this desire that virtually any means of achieving this singular goal was entertained, and opportunists found an ally in the 1860s U.S. Congress. Crafty entrepreneurs readily manipulated often vague and malleable federal land policy, such as wagon road land grants, which, in their language, lacked explicit standards for finished products. And, in the interest of expansion, Congress was often ready to accept the most underhanded of means. Indeed, minimal effort and expense on the part of wagon road companies could net monumental gains; this was the case with the Company. Ultimately, the ease with which land grants were obtained in the West, along with a

³⁷ These descriptions were provided by W.F. Prosser during his examination of the road in 1880, and by J.B. McNamee during his examination of the road in 1888. Both accounts are quoted in Clark, *History of the Willamette Valley and Cascade Mountain Wagon Road*, 25-26; Prosser's account is also found in House of Representatives, Executive Document, No. 131, 49th Congress, 1st Session. This document (and all subsequent House and Senate documents cited in this study) has been made available online by [Readex, Archive of America, U.S. Congressional Serial Set: 1817-1980](http://www.readex.com/readex/). <<http://www.readex.com/readex/>> (20 May 2009).

³⁸ House of Representatives, Executive Document, No. 131, 49th Congress, 1st Session (see footnote 40 for additional information); J.B. McNamee's account quoted in Clark, *History of the Willamette Valley and Cascade Mountain Wagon Road*, 25; Guminski et al, *Historic Preservation Study*, 18; Amundson, *History of the Willamette Valley and Cascade Mountain Wagon Road Company*, 3.

³⁹ Clark, *History of the Willamette Valley and Cascade Mountain Wagon Road*, 23; Guminski et al, *Historic Preservation Study*, 18.

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general lack of government oversight “led to the formation of numerous corporations whose chief aim was to gain large tracts of land, rather than fulfill a public need.”⁴⁰

All together, Congress issued thirteen wagon road land grants between 1863 and 1872, six of which were made in Oregon, four in Michigan, and three in Wisconsin. On January 25, 1864, Oregon Senator James W. Nesmith, introduced a bill in Congress requesting that a land grant be given to Oregon for the construction of a military road from Albany to the state’s eastern boundary. There is no direct evidence of a partnership between Nesmith and the Company. However, the Company’s goals and intensions for building the SWR become more complicated when we consider that Elkins, who served as a State Senator just prior to founding the Company, was probably well aware of the pending wagon road land grant. Thus, Elkins likely called in a favor to Nesmith (who owed his Senate seat to Elkins). Although the Company’s initial articles of incorporation state otherwise, Elkins and his partners, all of whom were entrepreneurial merchants, farmers, and stockmen, surely would have recognized the significant benefits of such an endeavor. It is therefore reasonable to assume that the Company’s initial incorporation was also influenced by the likelihood that they would be the chosen sponsor to receive the land grant.⁴¹

The land grant was officially given to the state in July, 1866. It would be the largest wagon road land grant in U.S. history. However, prior to receiving the grant, the state had to show that they had selected a legitimate sponsor to both carryout the work, and receive the land. Naturally, the state selected the Company, for they had already assumed a significant portion of the project. Subsequently, the state legislature approved the land grant act in October, 1866, thus finalizing the agreement. The Company was given five years (October, 1866-October, 1871) to complete the project. If the five year deadline was not met, all lands not already sold by the Company would again become public property.⁴²

By accepting the land grant, the Company was set to receive vast amounts of formerly public land along the wagon road’s right-of-way. From Albany to the state’s eastern border, the Company’s stakeholders, upon completion of road sections, would be able to select “alternate sections of public lands, designated by odd numbers. Three sections per mile, to be selected within six miles of said road.” Furthermore, the act stated “that the lands hereby granted to said State shall be disposed of only in the following manner...when ten miles of said road shall be completed, a quantity of land not exceeding thirty sections...may be sold.”⁴³ However, it is important to note that the lands were not, at least in the spirit of the law, awards to be given for completion of the road, instead, land grants were given under the assumption that by selling granted sections of land, the sponsor would be able to further fund the project to its completion. In the case of the Oregon Central Military Road, much of the work, and all of the SWR section (perhaps the most expensive portion of the whole road) had already been completed. Indeed, not only was the Cascade mountain portion finished just a few months prior, both the Willamette Valley and central and eastern portions, long settler, migrant, and trade routes, needed at most only limited work to be claimed by the Company, thus allowing them to receive the odd numbered sections. The only stipulation this act contained with regard to the quality of the road was that it “be constructed with such width, graduation, and bridges, as to permit of its regular

⁴⁰ Divine et al, *America*, 306; Amundson, *History of the Willamette Valley and Cascade Mountain Wagon Road Company*, np.

⁴¹ Amundson, *History of the Willamette Valley and Cascade Mountain Wagon Road Company*, 1-5; Clark, *History of the Willamette Valley and Cascade Mountain Wagon Road*, 26-27.

⁴² Amundson, *History of the Willamette Valley and Cascade Mountain Wagon Road Company*, np; 4-6; Clark, *History of the Willamette Valley and Cascade Mountain Wagon Road*, 27; 60.

⁴³ House of Representatives, Executive Document, No. 131, 49th Congress, 1st Session (see footnote 40 for additional information); Act of Congress, July 5, 1866 quoted in Clark, *History of the Willamette Valley and Cascade Mountain Wagon Road*, 28; Amundson, *History of the Willamette Valley and Cascade Mountain Wagon Road Company*, 5; Guminski et al, *Historic Preservation Study*, 19-20.

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use as a wagon road, and in such other special manner as the State of Oregon may prescribe.”⁴⁴ Such language left much to interpretation, and it provided no construction standards or long-term maintenance guidelines.

The Company would ultimately devote little effort toward completing the road from the Deschutes to the state’s eastern boundary. Throughout much of central Oregon, the Company simply claimed existing tracks as their own and often took elaborate measures to avoid rivers and streams. When this was not possible, the Company often elected not to construct bridges, thus requiring travelers to make dangerous fordings (especially during wet weather). As one study notes, “From the Deschutes River to Prineville, the Company simply ‘set up stakes, blazed a few trees, and nothing more.’”⁴⁵

Eastward Expansion

Despite its obvious problems, with the SWR in place and operational, people from the Willamette Valley began migrating to central Oregon and Valley ranchers began transferring livestock to the region’s waiting grasslands. The hardships of settlement were greatly reduced with a reliable connection to the supplies and products of the far more developed Valley. As a result, more and more people from the Valley began establishing permanent homes in Central Oregon. As Clark asserts, “There can be no doubt that the making of this road was a major factor” in contributing to “the settlement of Central Oregon.”⁴⁶ Where once an isolated region, the road made central Oregon inhabitable for Euro-Americans. For example, valley-grown fruits and vegetables, which could not be cultivated in the more arid climate, and would otherwise have had to travel north to the Barlow Road or the Columbia River before entering central Oregon, became readily available for settlers. Indeed, the SWR united the long disparate State of Oregon.⁴⁷

Interlude: Tollgates and Travelers

In May, 1865, before the road was officially completed, a tollgate was established near Sweet Home to collect fees for passage east to the Deschutes River Basin. However, at this time, no tollgate was established in the east. This fact is significant because it highlights the Company’s assumptions regarding how the SWR would be used—for the eastward movement of people, livestock, and considerable quantities of goods from the Valley over the mountains. The first tolls collected on the SWR for travelers heading in a westerly direction were associated with a toll bridge constructed across the Deschutes River in 1876. For three years prior to building the bridge, there had been a toll ferry at this same location. However, these were not official Company toll stations. The west gate was the only official Company toll station until the east gate was established at Cache Creek in 1896 (Geographically, with mountains directly to its west, and settled, open lands to its east, Cache Creek was the most logical eastern starting or ending point for a journey over the mountains). At the west gate, tolls for livestock ranged between one dollar per head (for pack animals) to 37 ½ cents per head (for cattle). Also, horse and mule teams ranged in price, depending on their size, from one to six dollars per head.⁴⁸

⁴⁴ Clark, *History of the Willamette Valley and Cascade Mountain Wagon Road*, 28; 31-32; 47-49; 60.

⁴⁵ Amundson, *History of the Willamette Valley and Cascade Mountain Wagon Road Company*, 7-8; Guminski et al, *Historic Preservation Study*, 20.

⁴⁶ Clark, *History of the Willamette Valley and Cascade Mountain Wagon Road*, 23-24.

⁴⁷ Thomas Vaughn, ed, *High & Mighty: Select Sketches about the Deschutes Country*, (Portland, Ore: Oregon Historical Society, 1981), also cited in Harrison, *Linn County Historical Society Newsletter*, 51.

⁴⁸ Clark, *History of the Willamette Valley and Cascade Mountain Wagon Road*, 22; 24; 59.

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The first gate keeper was John Gilliland of Sweet Home. He operated the post until 1880, at which time the gate was moved about a mile west of Cascadia. Gilliland also served as the road's superintendent, entrusted with keeping the road open and repairing damage. His salary consisted of ten percent of all tolls collected. During his tenure, according to Company records, thousands of cattle and horses were transported to the east over the road annually, where they were either sold to ranchers or brought to graze. For example, in 1871, some 3,100 cattle and 2,300 sheep made the crossing to central Oregon before July 8 of that year.⁴⁹

Between 1880 and 1891, John McKee served as the western gate keeper. J.L. Nye replaced McKee in 1891. While the road hosted a steady stream of travelers since its opening, it was during Nye's tenure that traveler volume dramatically increased. As Nye notes, "hundreds of wagons with four and six-horse teams were hauling wool from eastern Oregon ranches to the woolen mills at Waterloo and Brownsville. On their return trips, they would haul fruit and vegetables and other supplies not grown or easily available in eastern Oregon at the time." The cost of transporting goods and livestock over the road dramatically decreased in the 1880s from their original rates. This was likely a result of the increased volume of customers. Where cattle had once cost 37 ½ cents per head, this price was reduced to ten cents per head and the price for four-horse teams was cut in half from six dollars to three dollars. In 1898, the toll gate was again moved to the east side of Canyon Creek. Nye served as gate keeper until 1908.⁵⁰

At Cache Creek, Robert Booth served as the gate keeper from 1896 to 1906. His replacement, George Scott, operated the gate with help from his family until 1911 at a salary of 45 dollars per month. As this salary could not adequately provide for the family of five, the Scotts frequently provided meals and sleeping accommodations for travelers. Furthermore, Scott ran a Company store at the toll station and also maintained the road from Cache Creek to Sand Mountain. Scott was replaced by John Brunz in 1911, who served at the gate until 1914.⁵¹

Apparently, tolls were collected at both gates until 1914, then they ceased. However, in July, 1920, after nearly six years, the road's owners abruptly reinstated tolls, at least on the west side. Several citizens complained and tolls were discontinued, this time permanently.⁵²

From the time of its official opening in 1866 until well after the turn of the century, from June until November before the winter snow fell, the SWR was a hotbed of travel and commerce. As Jason Wheeler, one of the SWR's original construction supervisors once commented (in the mid 1880s), "I...fully believe that upwards of five thousand wagons have passed along the road since its opening, and I know that I have repeatedly passed along the line of this road at all seasons at which it was open for travel...and I have never failed to meet from ten to thirty loaded wagons on the distance between Sweet Home Valley and Ochoco: The loads carried by these wagons varied from fifteen hundred to three thousand pounds."⁵³ However, encountering other travelers moving in the opposite direction could be highly problematic due to the width of the track in some places. As one traveler notes "coming down Seven Mile Hill we were obliged by the narrowness of the road to lift our wagon off the road and onto the

⁴⁹ Clark, *History of the Willamette Valley and Cascade Mountain Wagon Road*, 102; Nye, "The Santiam Pass," 4.

⁵⁰ Nye, "The Santiam Pass," 4-5.

⁵¹ Clark, *History of the Willamette Valley and Cascade Mountain Wagon Road*, 104; Nye, "The Santiam Pass," 6; Guminski et al, *Historic Preservation Study*, 23-25.

⁵² Clark, *History of the Willamette Valley and Cascade Mountain Wagon Road*, 107; Nye, "The Santiam Pass," 8; Guminski et al, *Historic Preservation Study*, 26.

⁵³ Jason Wheeler, quoted in Guminski et al, *Historic Preservation Study*, 26.

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hillside above, in order to allow a wagon going up to pass.”⁵⁴ Furthermore, as Clark notes, the road “east of Canyon Creek generally was destitute of bridges” (until after 1887). Many streams were not traversable during high water. In fact, the trip up the road initially required seven separate fordings of the South Santiam; by 1871 there were still three fords required.⁵⁵

To accommodate the traffic and relieve some of the hardships of travel, roadhouses between the west toll gate and Cache Creek provided services for travelers and their livestock. Charles Mealey provided a stopping place for food and water just east of Foster. He operated the roadhouse from 1874-1902. Two more roadhouses were located further to the east, one about six miles further at Cascadia, and the other another two miles beyond that at Canyon Creek. The Finley Ranch at Cascadia consisted of a hotel (converted from a house), and at Canyon Creek, William McKennen operated a ranch consisting of a house and several outbuildings. Furthermore, McKennen’s place served as the west toll gate for one season. Seven miles further up the road, the Walton Ranch also provided accommodations. A few miles beyond, in a place called Garrison near Upper Soda was a combination rest stop and post office run by Charles Foster. This site featured both a hotel and a campground. Another four miles east of Garrison was the Mountain House. Unlike the other establishments, the Mountain House was owned by the Company and operated by none other than Andrew Wiley.⁵⁶

At Fish Lake, sixteen miles beyond the Mountain House, Henry Burmister and Joe Claypool operated the road’s largest and most popular stopping place. According to Clark, “hundreds of wagons would pull in there for the night.”⁵⁷ There were several large sheds that provided sleeping accommodations for travelers, and travelers could stock up on food, water, cigars, tobacco, or liquor. At Fish Lake, a meal and a bed cost 50 cents. However, travelers were also given the option to pitch tents and sleep outside.⁵⁸ Claypool also operated the SWR’s first passenger stagecoach and mail service known as “The Willamette Valley and Ochoco Stage Line.”⁵⁹

Eastward Expansion (Continued)

By 1867, the number of new central Oregon settlers was steadily increasing due to the convenience and security provided by the SWR. For example, Elisha Barnes, former Linn County resident who, along with his family and five other companions, traveled across the SWR in 1867 to homestead in the Ochoco Valley. As he once claimed, “we came...here for the purpose of testing the climate so we could tell whether or not it would be safe to bring stock in...for the winter. We brought...6 yoke of work oxen and two horses.” As Barnes’ son George would later comment in 1877, “this was certainly, as fine a country then as a stock man could wish to see. The bottoms were covered with wild rye, clover, pea vines, wild flax, and meadow grass that was waist high on horseback. The hills

⁵⁴ McNamee, quoted in Clark, *History of the Willamette Valley and Cascade Mountain Wagon Road*, 25; Amundson, *History of the Willamette Valley and Cascade Mountain Wagon Road Company*, 3.

⁵⁵ Clark, *History of the Willamette Valley and Cascade Mountain Wagon Road*, 26; Amundson, *History of the Willamette Valley and Cascade Mountain Wagon Road Company*, 3; Guminski et al, *Historic Preservation Study*, 19.

⁵⁶ Nye, “The Santiam Pass,” 5-6; Clark, *History of the Willamette Valley and Cascade Mountain Wagon Road*, 103; Guminski et al, *Historic Preservation Study*, 23.

⁵⁷ Nye, “The Santiam Pass,” 6; Clark, *History of the Willamette Valley and Cascade Mountain Wagon Road*, 104; Guminski et al, *Historic Preservation Study*, 23.

⁵⁸ Nye, “The Santiam Pass,” 6; Clark, *History of the Willamette Valley and Cascade Mountain Wagon Road*, 104; Guminski et al, *Historic Preservation Study*, 23-25.

⁵⁹ Roy A. Elliot, *Profiles of Progress: Sweet Home; the Story of Early Events and People*, (Eugene, OR: 1971), also cited in Harrison, *Linn County Historical Society Newsletter*, 27.

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were clothed with a mat of bunch grass that seemed inexhaustible. It appears a veritable paradise for stock.” Barnes, along with several travel companions (also Valley residents) spent the winter of 1867-1868 “hewing houselogs, making fence rails, and building a cabin. In early spring of 1868 they broke some ground and planted a garden, then moved their stock and personal property to Camp Polk” (Which had been abandoned nearly two years prior). They then returned to the Valley in order to fetch the rest of their sheep and cattle and returned to the Ochoco Valley later that year.⁶⁰ Barnes’ story should be considered typical of what was experienced by several Willamette Valley transplants as they made their eastward migration.

While providing a vital link between the two regions, the road also brought with it a significant calamity for many new Ochoco and Crooked River Valley settlers like Barnes and J.A. White. The land grant law and the Company, which manipulated its provisions, would in fact constrain settlement as well. While the first odd numbered sections of public land to be claimed by the Company existed in the areas west of the Cascades, in 1869, the Company began surveying their potential land claims on the east side of the mountains. These surveys would show that some of the new central Oregon settlers (they were really squatters waiting for the opportunity to claim their improved lands) had, in fact, settled odd numbered sections within six miles of the road corridor and, therefore, the sections were subject to claim by the Company.⁶¹

The Road Facilitates and Constrains Settlement

In February, 1869, the Company informed J.A. White, a recent Ochoco Valley settler, by letter that those who had unknowingly settled on odd sections of land would be required to buy the land from the Company or pay for a lease. While odd numbered sections west of the Cascades had long been legitimately claimed by settlers, and were therefore, not available for Company selection, the same could not be said for the lands east of the Cascades. As central Oregon had only recently been settled, and prior to the construction of the SWR there had been little reason to settle it, no official land survey had been done. Yet, without this survey, recent settlers could not make valid homestead claims even if they had noticeably improved the land. This calamity affected thirty-five or more individual settlers and families, including Barnes and White. In December, the settlers within the road corridor occupying odd numbered sections within the grant area were asked by the Company to pay \$1.25 per acre.⁶² This was a sum that most could not afford.

It is important to note that, while inconvenient to many settlers, the surveys performed by the Company were the first official surveys conducted in central Oregon, dividing the region into Townships, Ranges, and Sections, and thus facilitating potential legal settlement. Indeed, while settlers could make land claims on unsettled land, as several had already done in central Oregon, their claims could not be made official until the land was surveyed. Settlers could hire a surveyor and then file their claims with the State, but these services were generally too expensive for the average family. Instead, most chose to rely upon the stipulations of the Homestead Law of 1862. This law, which underwent multiple amendments between its passage in 1862 and its repeal in 1935, essentially stated that if a claimant settled no more than 160 acres of surveyed or un-surveyed public land for three years and improved said land, they would have legal claim to it free of charge following the completion of official survey work. In addition, there was a stipulation in the law stating that after fourteen months of settlement the claimant could commute the

⁶⁰ *The History of Crook County, Oregon*, (Prineville, OR: Crook County Historical Society, 1981), also cited in Harrison, in *Linn County Historical Society Newsletter*, 51

⁶¹ Clark, *History of the Willamette Valley and Cascade Mountain Wagon Road*, 33

⁶² Clark, *History of the Willamette Valley and Cascade Mountain Wagon Road*, 41-43.

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rest of the three year term by purchasing their land for a set rate of \$1.25 per acre. Therefore, in the case of central Oregon settlement, it is reasonable to assume that most who homesteaded around the time of the SWR's completion, had no reason to fear that there would be a challenge to their claims within three years. This is likely why most of them did not attempt to secure their recently acquired holdings through timelier channels (not to mention the fact that most probably could not afford to pay \$1.25 per acre). Unfortunately, the new road provided the Company with legitimate claim to many previously settled lands. Interestingly, while the SWR had facilitated their settlement in the first place, it also proved to be the same force that kept them from receiving clear titles.⁶³

In early 1870, some thirty-five settlers from the Ochoco and Crooked River Valleys, including Barnes, protested the Company's actions by letter to the Company's board. They rejected the Company's right to the land based on the argument that the Company had failed to properly complete the wagon road east of the Deschutes and, therefore, had no legitimate rights to the land. The settlers further promised to pursue legal action against the Company.⁶⁴

Thus, while seemingly securing a monumental windfall, the Company soon began to suffer financially. The costs of filing land claims on such a vast amount of territory, along with the considerable costs of building the 450 mile road (although only the bare minimum of expense was allotted to the portion of the road east of the Deschutes) gradually drained Company coffers. Moreover, the Company had very little income because selected lands proved difficult to sell, both on the west side of the mountains and along the Deschutes River Basin where settlers vehemently refused to pay for lands to which they felt the Company had no rights. Finally, as various settlers began vocally challenging the Company's fulfillment of its duties under the Land Grant Act, the once sound venture now seemed precarious. It is in this climate of debt and uncertainty that the Company's stakeholders decided to sell their enterprise.⁶⁵

In August, 1871, the Company sold all of its land holdings and its franchise to H.K.W. Clarke and Alexander Weill. Working through their agent Thomas Egerton Hogg, Clarke and Weill purchased the Company for just over \$160,000, and its total assets were placed in trust for Clarke, Weill, and Hogg. Both Weill and Clarke were San Francisco businessmen. Weill worked as an agent for Lazard-Freres, a banking firm located in Paris, France, and apparently never visited Oregon or the wagon road. Instead it appears that his investment of just over \$140,000 was purely speculative. Clarke contributed the remaining \$20,000 toward the purchase. Their agent, Hogg, paid nothing toward the purchase, but it is not surprising that Clarke and Weill secured his services. Hogg had for some time been involved in manipulating land grants and had already left a significant footprint in Oregon.⁶⁶

Hogg was a former Confederate privateer from Louisiana who had been imprisoned by the Union Army at Alcatraz in San Francisco. Following his release, he traveled to Oregon in the late 1860s to join his brother William Hoag (why the brothers spelled their names differently is not known) in several business ventures. Hogg soon established himself as a railroad promoter and, prior to facilitating the purchase of the Company, was the principle agent responsible for the ongoing construction of a railroad from Corvallis to Yaquina Bay (which would not be completed until 1885). Furthermore, Hogg was deeply interested in securing financing to build a railroad which connected Corvallis to Ontario, Oregon, and saw the Santiam Pass as the ideal route for what would be known as the Oregon

⁶³ Clark, *History of the Willamette Valley and Cascade Mountain Wagon Road*, 40-43; 56-57.

⁶⁴ Clark, *History of the Willamette Valley and Cascade Mountain Wagon Road*, 46-47; Amundson, *History of the Willamette Valley and Cascade Mountain Wagon Road Company*, 13-14.

⁶⁵ Clark, *History of the Willamette Valley and Cascade Mountain Wagon Road*, 47.

⁶⁶ Clark, *History of the Willamette Valley and Cascade Mountain Wagon Road*, 52-53.

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Pacific Railroad. It is likely that Hogg sought out the two San Francisco investors in the hopes of potentially completing this goal.⁶⁷

While the Company was a liability in operation, its sale turned out to be quite lucrative for the original investors. It remains unclear just how much the Company invested in building the road and filing claims (some sources claim as much as \$75,000 while others claim as little as \$18,000), however, by selling the Company for \$160,000, each shareholder gained a considerable return on investment. At the time of the sale in 1871, just over 100,000 acres of grant land had been certified to the Company. This comprised only a fraction of the total grant land potentially available along the road, which would now be left to the new owners to secure.⁶⁸

Despite the ongoing complications regarding settlement of grant lands, by 1872 over 160 people (not counting children) had settled what would become Crook County. Most settlers were from the Lebanon-Sweet Home area and had crossed by way of the SWR. While census data of this area is unreliable, Clark explains that A.L. Veazie, a local man who knew most of these people, provides some insight into where people settled in an account published in the *Oregon Historical Quarterly*. As Clark notes, eleven settled at Bridge Creek, fifteen at Trout and Hay Creeks, two at Squaw Creek, nine at Willow Creek, seven at Crooked River, twenty at McKay Creek, seventy-one at Ochoco and Mill Creeks, eighteen in the town of Prineville, eight at Beaver Creek, and three at Camp Creek.⁶⁹

The Battle over Grant Lands

In October, 1872, Oregon Governor La Fayette Grover officially certified the whole length of the wagon road from Albany to Ontario. Furthermore, to the chagrin of many central Oregon settlers, he ordered that some 800,000 acres of surveyed grant land along the length of the road were the sole property of the Company.⁷⁰

However, regardless of the Governor's certification, the adversely affected settlers were not about to relinquish the lands which they believed the Company did not legally own. In a letter to the Secretary of the Interior Carl Schurz dated March of 1878, Barnes pled with Schurz to consider his plight and those of his fellow settlers who were unfortunate enough to have homesteaded on what would later be determined odd sections along the road corridor. He strongly argued two points: First, he claimed that Congress had "never intended that the Company was to have this land as a remuneration for construction of the road, but that it was to be sold by the Secretary of the Interior in quantities not exceeding thirty sections at any one time, and the proceeds of such sales to be applied to aid in the construction of said road." Thus, Barnes felt that the Company's claim to his land was invalid as the road had long since proceeded past his claim and the claims of his neighbors. Second, Barnes argued that the Company did not fulfill their obligation to the state, as the overall quality of the wagon road seemed to either fall below acceptable standards or simply did not exist in certain stretches. He accused the Company of defrauding the government and

⁶⁷ Ward Tonsfeldt, Tim Trussel, William Boyer, *Oregon Pacific Linear Historic District, National Register of Historic Places Nomination*, (Bend, OR: Ward Tonsfeldt Consulting: February 12, 1998), Section 8, Pages 2-3 and 6; Clark, *History of the Willamette Valley and Cascade Mountain Wagon Road*, 52-53.

⁶⁸ Clark, *History of the Willamette Valley and Cascade Mountain Wagon Road*, 54.

⁶⁹ Senate Report, No. 644, 47th Congress, 1st session (see footnote 40 for additional information); Clark, *History of the Willamette Valley and Cascade Mountain Wagon Road*, 55-56.

⁷⁰ Clark, *History of the Willamette Valley and Cascade Mountain Wagon Road*, 58.

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urged the Secretary to order an investigation of the Company's proceedings.⁷¹ Barnes conveys the settlers' main argument in the following excerpt from his 1878 letter:

there is no earthly use for a road of this character in this country, [central Oregon] as the settlements along the route can make all the roads that are necessary for their own convenience, and it would be a useless waste of the public lands by applying them to such an enterprise...All of the odd sections of the public lands [1300 sections] lying within six miles of the entire line of road, on either side, was withdrawn from market some eight or nine years ago, and still remains in that condition, which is a great drawback to the settlement and development of the country...land that should be thrown open for settlement by actual settlers, as there could be thousands of comfortable homes made on this land that is now claimed by the...company.⁷²

Barnes' letter would not receive reply for over a year. The Secretary's office forwarded it to the General Land Office, where the Acting Commissioner finally responded in October of 1879. The reply essentially stated that, since the governor had certified the Company's actions, and it was not within the power of the Land Office to investigate the governor's actions, nor did the Secretary of the Interior have jurisdiction over the lands, there was little that could be done at the federal level to address Barnes' concerns. The Commissioner suggested that Barnes contact the governor's office or the state legislature and urge their response if wrongful action had taken place.⁷³

However, in April, 1880, after reviewing Barnes' two year old letter and consulting with the Secretary of Interior, the subsequent Land Office Commissioner, J. N. Williamson recommended withholding certification on some 446,000 acres of pending Company selected land until the outcome of an investigation. Schurz concurred with the Commissioner's recommendation in August, 1880. Ultimately, an investigation of the Company's conduct would be carried out by W.F. Prosser of Seattle. Special Agent Prosser was to personally investigate the entire length of the road "to ascertain the present condition of the road with reference to its fitness for "regular use as a wagon road" and provide a formal written report.⁷⁴

Prosser began his field investigation from Albany on September 20, 1880. Accompanied by Jason Wheeler, who had been in charge of the wagon road's construction along considerable portions of both the SWR section and the road east of the Deschutes, the two men left Albany and headed east on September 24. They transported themselves and their 600 pounds of supplies with a two-horse spring wagon. Prosser's subsequent report provides one of the few detailed descriptions of the SWR during this period. He explains:

The road from Albany to the toll-gate, 2 miles east of Sweet Home, is a fair county road and is kept up by Linn County. From that point to Cache Creek it is in fair condition for a mountain road, excepting the lack of bridges and the cutting of timber...there are places, too, where drainage is much needed. There is no drainage of any consequence, a few spots accepted, along the entire line

⁷¹ Clark, *History of the Willamette Valley and Cascade Mountain Wagon Road*, 59-61; Amundson, *History of the Willamette Valley and Cascade Mountain Wagon Road Company*, 14.

⁷² Clark, *History of the Willamette Valley and Cascade Mountain Wagon Road*, 61.

⁷³ Senate Report, No. 644, 47th Congress, 1st session (see footnote 40 for additional information); Clark, *History of the Willamette Valley and Cascade Mountain Wagon Road*, 65-67.

⁷⁴ House of Representatives, Executive Document, No. 131, 49th Congress, 1st Session (see footnote 40 for additional information); Clark, *History of the Willamette Valley and Cascade Mountain Wagon Road*, 67; Amundson, *History of the Willamette Valley and Cascade Mountain Wagon Road Company*, 14.

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of the road. Along the Santiam River there are in the aggregate some five or six miles where there are many mud holes needing to be filled and drains cut on the upper side...The fords on the Santiam and other streams mentioned are troublesome and in seasons of high water are dangerous. The descent on the east side of the Cascade Mountains is much less than on the western. But little grading has been done between the summit and Cache Creek; less from Cache Creek to Camp Polk; still less from Camp Polk to Crooked River...The line of road originally followed up the valleys of Crooked River and Ochoco Creek for about 25 miles, but since that location was made the country has been settled, the valleys have been fenced up, and the road made by the citizens and kept up by the county, now follows along the base of the hills generally, and the citizens of Prineville and vicinity have built bridges over Crooked River and Ochoco Creek near the town...⁷⁵

The rest of Prosser's description as the two men headed east becomes grimmer. The road he describes seems barely passable, rocky, washed out, or blocked by fallen trees and impassible fords, and, sometimes, the road simply disappears. As he explains "it seems to be almost an outrage that people should be compelled to go over such a road even with empty wagons."⁷⁶ As Prosser proclaims, "almost all the labor and money expended upon this road, either by the original builders or by the present company, have been devoted to the construction and improvement of that part of it which lies between the toll-gate...and Cache Creek." Yet, Prosser further proclaims:

Even here, as a matter of fact and law, they cannot be said to have complied with the act of Congress making the grant of land. The want of bridges...is a serious inconvenience to those who are obliged to use the road. Aside from this the road is a fair one, for a mountainous region, and in the dry season of the year teams of four horses can draw from 2500 to 3000 pounds by careful driving in the day-time when obstacles, short turns, etc., may be guarded against...the part of the road lying between Albany and the toll-gate...having been built and kept up by the county of Linn, cannot be properly claimed by the company, nor the lands for that division be honestly earned. From Cache Creek eastward to the State line it is very manifest that the terms of the grant have not been complied with...a liberal construction of the act of Congress...in view of all the facts and circumstances...they might be allowed the land they claimed between Albany and Camp Polk, or even between Albany and the Deschutes River, by a stretch of liberality, but certainly I can see no possible claim that can be just to anything beyond or east of that river. It is one of the chief causes of complaint amongst the settlers in all the region east of the mountains that they are unable to purchase the lands of the Road Company or make any contracts with reference thereto, in all that wide extent of territory lying between the Cascade Mountains and the Idaho line...West of the mountains, in Albany and its vicinity, the leading citizens were stockholders in the original company. These men secured their primary object, which was a road across the mountains, and subsequently sold their stock at a large advance upon its original cost. They are therefore naturally unwilling that the matter should be disturbed.⁷⁷

⁷⁵ House of Representatives, Executive Document, No. 131, 49th Congress, 1st Session (see footnote 40 for additional information); Clark, *History of the Willamette Valley and Cascade Mountain Wagon Road*, 68-69.

⁷⁶ House of Representatives, Executive Document, No. 131, 49th Congress, 1st Session (see footnote 40 for additional information); Clark, *History of the Willamette Valley and Cascade Mountain Wagon Road*, 69.

⁷⁷ House of Representatives, Executive Document, No. 131, 49th Congress, 1st Session (see footnote 40 for additional information); Clark, *History of the Willamette Valley and Cascade Mountain Wagon Road*, 70-71.

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Prosser's report was finalized on October 30, 1880 and forwarded to Washington.⁷⁸

Learning of the scathing contents of the report, the Company took measures to certify that they had fulfilled their requirements under the grant law. They collected several affidavits from people living near the road who could attest to its quality. However, the nine separate statements they gathered were mostly generated by people who lived west of the mountains (and had worked for the Company at some point), and thus supported the Company's claims. These affidavits were sent to Washington, D.C., in an attempt to intercept the Prosser report.⁷⁹

Having recently received both the Prosser report and the contradictory affidavits, the Commissioner of the General Land Office, on December 4, 1880, sent Secretary Schurz, both the report and the Company affidavits. Furthermore, he enclosed a letter which stated: "I am fully convinced that the pending lists of selection to the amount of more than 446,000 acres should not be certified or patented without further legislation. In my opinion the attention of Congress should be called to the matter with a view to the forfeiture of the grant, or the enforcement of a full compliance with its terms." In January, 1881, Secretary Schurz stated that he agreed with the Land Office that the matter should be taken before Congress.⁸⁰

The House Committee on Military Affairs heard the case sometime in early 1881. Prior to the hearings, the Committee received Prosser's report, nine affidavits supporting the Company, applicable acts of the Oregon state legislature and the U.S. Congress, the Oregon governor's certificates of completion, and various correspondence. The Committee concluded that they could not enact legislation regarding the matter and further proclaimed that the grant lands were lawfully vested in Weill and could not be forfeited by Congress, and that any dispute to this could only be resolved by "judicial proceeding." Essentially, because the land grant sections had been allotted by congressional law, certified by the governor, and the original owners had made a bonafide sale of both the Company and its land claims to supposedly innocent buyers, the case was quite difficult to prosecute. Without action by Congress, the Secretary of the Interior concluded that, since title to the lands was approved by the governor of Oregon, no further action could be taken. On July 5, 1882, the Secretary of the Interior ordered the Land Office to "proceed with certification of the lands and issuance of the patents." The Company received patents for nearly 441,000 acres of land in October, 1882.⁸¹

Nonetheless, the settlers still refused to abandon their claims. They pled with the state legislature to intervene on their behalf. After considerable protest by the affected residents, the 13th Legislative Assembly agreed to pursue the matter and ordered an investigation into the proceedings of the state's three major wagon road companies, the Willamette Valley and Cascade Mountain Wagon Road Company, the Dalles Military Road Company (which allegedly completed a road from the Dalles to Fort Boise under Congressional Land Grant around the same time the Company was carrying out its operations), and the Oregon Central Military Road Company (which was also entrusted with building a wagon road from Eugene to the states southeastern border) to see if each had complied

⁷⁸ Clark, *History of the Willamette Valley and Cascade Mountain Wagon Road*, 68; Amundson, *History of the Willamette Valley and Cascade Mountain Wagon Road Company*, 15.

⁷⁹ Clark, *History of the Willamette Valley and Cascade Mountain Wagon Road*, 72.

⁸⁰ Clark, *History of the Willamette Valley and Cascade Mountain Wagon Road*, 72.

⁸¹ Clark, *History of the Willamette Valley and Cascade Mountain Wagon Road*, 62; 66; 72-74; 78; Amundson, *History of the Willamette Valley and Cascade Mountain Wagon Road Company*, 16.

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with the grant law. All three road companies had received similar complaints by citizens that their roads (especially their eastern portions) were never completed.⁸²

The state's investigators traveled extensively over the alleged roads interviewing citizens and taking affidavits along the way—all of which supported the grievances of the Ochoco and Crooked River Valley settlers. Following the investigation, a report was submitted to the legislature in November, 1885. After reviewing these findings, the legislature sent a memorial to the U.S. Congress declaring that all three Companies had not complied with the grant law and called their actions "false and fraudulent." The memorial was presented to the 49th Congress by Oregon Senator John H. Mitchell in May, 1886. Subsequently, the Senate Committee on Public Lands "recommended and reported out a bill that directed the Attorney-General to institute and prosecute a suit or suits in the name of the United States against all persons, firms and corporations claiming to own or have an interest in the lands granted to the state of Oregon by the respective acts of Congress." However, while a bill was introduced to Congress during that session, no action was taken.⁸³

In July, 1887 the Secretary of the Interior ordered another investigation of the three roads and entrusted J.B. McNamee and G.C. Wharton with the task of examining the roads and producing a report for a second time. These two men subsequently toured the Company's road as well as the other two military roads (often accompanied by representatives of the road companies). In his report, submitted to the Secretary of state in February, 1888, McNamee states that the Company was making a considerable effort to improve the road both east of the Cascades as well as over the Santiam Pass. As he proclaimed, the road was "very much improved...over the Cascade Mountains, especially that portion crossing the lava-beds near Fish Lake." However, McNamee declared that, prior to recent improvements, it appeared as if no work had been done toward completing a road east of the cascades.⁸⁴

McNamee's report along with other relevant documentation concerning the ongoing case was submitted to President Cleveland by the Secretary of the Interior in mid-March, 1888. By letter later that month, the President asked Congress to prosecute the Company for fraud against the government and "honest settlers." The President further stated, "The roads have not been built, and yet an attempt is made to claim the lands under a title which depends for its validity entirely upon the construction of these roads."⁸⁵

In early March, 1889, Congress passed a bill which ordered the Attorney General to initiate a lawsuit against the three wagon road companies. The suit against the Company began in late August, 1889 and was held in U.S. Circuit Court in the District of Oregon. Judge Matthew P. Deady presided. The United States summed up its case by arguing that all of the lands granted to Oregon by the act of July, 1866, be returned to public domain as the patents had been approved under fraudulent circumstances. The suit argued that the road had never been completed or maintained according to the grant law. Furthermore, it declared that the governors' certifications "were obtained on the false and fraudulent representations of the wagon-road company, without examination on the part of

⁸² Clark, *History of the Willamette Valley and Cascade Mountain Wagon Road*, 79-81; Amundson, *History of the Willamette Valley and Cascade Mountain Wagon Road Company*, 17-18.

⁸³ Clark, *History of the Willamette Valley and Cascade Mountain Wagon Road*, 79-81; Amundson, *History of the Willamette Valley and Cascade Mountain Wagon Road Company*, 17-18.

⁸⁴ Clark, *History of the Willamette Valley and Cascade Mountain Wagon Road*, 82; Amundson, *History of the Willamette Valley and Cascade Mountain Wagon Road Company*, 19.

⁸⁵ Clark, *History of the Willamette Valley and Cascade Mountain Wagon Road*, 82-83; Amundson, *History of the Willamette Valley and Cascade Mountain Wagon Road Company*, 19.

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said governors... all of which was known to the defendants [Weill and Hogg et al] at the time they acquired an interest in these lands.”⁸⁶

However, Weill and Cahn, the Company’s legal advisor and record keeper, were not about to submit to these accusations. First, they argued that all of these issues had previously been taken before the Secretary of the Interior in 1882, at which time, after weighing both sides of the argument, the Secretary had elected to release the patents for over 440,000 acres of grant land to the Company, thus implying approval and recognition that the law had been fulfilled. Second, The Company proclaimed that they had innocently purchased the enterprise from the original owners without knowledge that there had been a failure to comply with the terms of the grant law, and, therefore, could not be held accountable for the actions of the previous stockholders.⁸⁷

Ultimately, the Company prevailed in Deady’s court largely due to the vagary of the grant law. The prosecution’s chief complaint was that the road had not been completed to specifications; however, it was generally unclear just what these specifications were. As Deady summarized in his decision:

The specific direction of the act on the subject is that the road shall be constructed so as to permit of its regular use as a wagon-road, and in such other special manner as the state of Oregon may prescribe. The State assigned the grant to the wagon-road company without any “special manner” in which the road should be constructed...It follows that the construction was only to be such as ‘to permit of its regular use as a wagon-road.’ Nothing could be more indefinite than that. Probably no two men in Oregon could have been found who would agree in all particulars as to what was necessary to constitute such a road.⁸⁸

The suits against the other wagon road companies were likewise dismissed for similar reasons.

When the three suits were appealed to the Supreme Court, they were heard together on March 6 and 9, 1891. In a decision made on May 25, 1891, the high court reversed the Circuit Courts’ dismissals, but did not rule on the principle matter and remanded the cases to the lower courts for another trial. In the three separate Circuit Court cases that followed, three different judges all found in favor of the wagon road companies. Judge Gilbert overheard the Company’s second Circuit Court trial which was concluded in December, 1892. The federal government made no further attempts to regain the grant lands from the Company.⁸⁹

The Company’s Internal Problems

Interestingly, amidst the years of federal legal battles there were some shady deals and internal legal struggles going on within the Company itself. In February, 1879, Weill, surely weary of the ongoing legal troubles, granted Hogg “full and irrevocable power, for a term of two years...in which to negotiate and conclude a sale of all lands, stocks and franchises” of the Company and “provided that no sale shall be made for less than \$445,000.”⁹⁰ Weill then moved from San Francisco to New York, far from Hogg’s subsequent dealings. However, Hogg, illegally and

⁸⁶ Clark, *History of the Willamette Valley and Cascade Mountain Wagon Road*, 84.

⁸⁷ Clark, *History of the Willamette Valley and Cascade Mountain Wagon Road*, 85.

⁸⁸ Clark, *History of the Willamette Valley and Cascade Mountain Wagon Road*, 86.

⁸⁹ Clark, *History of the Willamette Valley and Cascade Mountain Wagon Road*, 87-90; Amundson, *History of the Willamette Valley and Cascade Mountain Wagon Road Company*, 21.

⁹⁰ Clark, *History of the Willamette Valley and Cascade Mountain Wagon Road*, 66.

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without Weill's permission in September, 1880, reached well outside of his authority and deeded all of the Company's grant lands to the Willamette Valley and Coast Railroad Company, of which Hogg's own Oregon Pacific Railroad Company owned the vast majority of its stock. Hogg, as President of the latter corporation, then mortgaged all of the grant lands to a New York bank which then "sold bonds secured by the mortgage." Therefore, both railroad companies and the bank claimed an interest in the grant lands.⁹¹ It appears that Hogg's intention in brokering this deal was to help him finance a railroad which would connect his Corvallis to Yaquina Bay track to Ontario. In the tumultuous years that followed, Hogg attempted to extend this railroad over the Santiam route. Starting in the summer of 1886, the Oregon Pacific began the process of building rail from Albany into the Cascades. Ultimately, this scheme failed as the farthest east Hogg's railroad was extended was to what is presently known as Idanha, Oregon, in the Cascade foothills. However, several disconnected sections of railroad were also built as far east as Big Lake near present-day Hogg Rock.⁹²

When Weill moved to Paris from New York in the early 1890s, he transferred all of his interests in the grant lands to Charles Altschul as trustee for the owners. Altschul then brought suit against Hogg, along with the two railroad companies and the New York banking firm which had bonded the lands, in District Court in 1894. The Judge, Charles B. Bellinger, found that Hogg had knowingly attempted to defraud Weill and voided all of Hogg's convoluted transactions, and thus returning all equity to Altschul. However, by then, the Oregon Pacific Railroad had been bankrupt for nearly four years. Hogg died in 1896.⁹³

Thus, the SWR constrained settlement. Hogg's maneuvers had prevented anyone from obtaining clear title to any of the grant lands in central Oregon for well over a decade (since February, 1879). Prosser noted that the reasons the new owners of the Company had provided for their unwillingness to sell land to settlers was because, they had bonded all of their land holdings for sale in a single transaction which was to be concluded by January 1, 1881 (the two year time limit granted to Hogg by Weill for selling the Company). The Company continued to contend that after that date, if they had not found a buyer for the Company, they would "be prepared to sell, in any desirable quantity, and at a reasonable price." Unfortunately, according to Clark, "Hogg would cloud the title to the lands for 13 more years" when he attempted to finance his railroad.⁹⁴ Indeed, at least in its odd sections, the road effectively closed settlement of the region for many years; yet, paradoxically, it must also be credited with opening the region.⁹⁵

Settlement Continues and the Company is Sold

By 1894, with Hogg's convoluted schemes out of the way, the lands were again available for sale. Several land sales were made in the Ochoco and Crooked River valleys during this time and mostly to former residents of the Willamette Valley. The first appears to have been made to John Powell in December, 1893. Another was made to William Foster in April, 1894 for just over 642 acres. From 1894 to 1898 over 7000 acres were sold by the Company in this area. However, due to the nature of the land grants, there were also some 1000 leases in force by

⁹¹ Clark, *History of the Willamette Valley and Cascade Mountain Wagon Road*, 90.

⁹² Tonsfeldt, *Oregon Pacific*, Section 7, Page 1 and Section 8, Page 1 and 17-18; Clark, *History of the Willamette Valley and Cascade Mountain Wagon Road*, 108.

⁹³ Tonsfeldt, *Oregon Pacific*, Section 8, Page 1 and 17-18; Clark, *History of the Willamette Valley and Cascade Mountain Wagon Road*, 91.

⁹⁴ Clark, *History of the Willamette Valley and Cascade Mountain Wagon Road*, 71; 92-93.

⁹⁵ Amundson, *History of the Willamette Valley and Cascade Mountain Wagon Road Company*, 24.

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the Company along the road. The Company continued to sell off its lands at a steady pace for the next twelve years.⁹⁶

However, the SWR's popularity dramatically decreased in May of 1900, when the Columbia Southern Railroad extended services to Shaniko, thus providing central Oregon with a more efficient and cost effective means of shipping wool and other raw materials as well as receiving finished products and supplies. Nonetheless, the SWR remained a viable livestock route, and fruit from the Willamette Valley continued to be transported along the SWR to the Deschutes River Basin for several more years.⁹⁷

Little information exists concerning road use and maintenance during much of the early twentieth century. However, one local story from 1904 shows that the road continued to serve as a viable travel route for at least some of this time. In mid October, 1904 the Stevens family (with two wagons and four horses) made a trip via the SWR to central Oregon to visit family in the area. The journey was chronicled in the diary of Millie Stevens and she made entries for most days of the trip.

The Stevens family left Lebanon for the mountains on October 15 traveling over what Millie refers to as "some very rough road." That night, the group camped along the SWR just east of Foster. On the 16th, a Sunday, the party moved further into the mountains and "passed by a place where several deer had been killed by hunters." Later they passed by a man who was carrying a dead deer on his back. That evening the party received word that several inches of snow had accumulated in the mountains to the east. The party was able to reach the Mountain House the following day and ate "fresh beef" for dinner. According to Millie, "that night the barn was nearly full of horses and people too."⁹⁸

There is a three-day lapse of time in Millie's account and we can reasonably assume that the party was delayed by snow. Millie resumed her travel account on October 20. She states: "We are now before what is called Seven Mile Hill. The menfolks decided to take the four horses and take the big wagon up [to the top of the hill] and leave us women and children at the camp. We spent the day in cleaning up and doing some cooking. I baked bread at the bachelor's house. Boys got back about three o'clock and we had dinner." The family resumed travel the next day. With the party's large wagon already stored atop Seven Mile Hill, they harnessed the horses to their smaller wagon and the whole party made the trek up the steep incline. As Millie observes, "I ride [in the wagon] for a little while and after awhile...I and the children get ahead and run off from the wagon. We walk all the way up the hill although I get very tired I will not give up, and we finally get to the summit, eating snow all the way." That night the group camped at Fish Lake. The next day, the party prepared for the journey up Sand Mountain. Just like at Seven Mile Hill, the party's larger wagon was transported up the hill first and stored. The following morning the whole party began the climb up Sand Mountain and arrived at Big Lake that evening. The family ate dinner on the shores of Big Lake. After dinner, they continued eastward for some distance and camped at a place called Grahams (likely near Cache Creek). Millie proclaimed, "We are now in Eastern Oregon." The following day (October 24), the party arrived in Sisters and drove "all the afternoon through the desert." Millie stated "the dust was something terrible." They camped that night by the Deschutes River.⁹⁹

⁹⁶ Clark, *History of the Willamette Valley and Cascade Mountain Wagon Road*, 92-93; Amundson, *History of the Willamette Valley and Cascade Mountain Wagon Road Company*, 22.

⁹⁷ Clark, *History of the Willamette Valley and Cascade Mountain Wagon Road*, 107.

⁹⁸ Millie Stevens. "A Record of My Trip to Eastern Oregon" On file with the Willamette National Forest.

⁹⁹ Millie Stevens, "A Record of My Trip to Eastern Oregon"

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While interesting, Millie's account of the journey along the SWR was surely not unique. Instead, her experiences should be understood as typical for any SWR traveler during the road's period of significance. While Millie's story represents one of the few remaining early twentieth century accounts of travel along the road, it can be assumed that the route continued to serve both travelers and commercial interests during this period. There were, quite simply, few other viable options.

In May, 1910, the Oregon and Western Colonization Company (OWCC) of Saint Paul, Minnesota, made an offer to purchase the Company's assets. The OWCC was founded by W.B. Davidson and Louis W. Hill. Hill was the son of famous railroad tycoon, James J. Hill. The OWCC's interest in the grant lands was a response to a growing promotional campaign throughout the country to settle the West. The Company, through their lawyer C.E.S. Wood, sold the OWCC some 794,000 acres of land including the SWR for a total of \$6 million. It was, up to that point, the largest private real estate transaction that had ever been completed in the U.S. The Company officially met for the last time in Portland on September 30, 1910. Shortly following the 1910 land purchase, the OWCC began a national advertising campaign which proclaimed the "800,000 acres of lands in Central Oregon were available on cheep and easy terms."¹⁰⁰

However, the OWCC's purchase was only for the Company's lands, not the road, except, of course, for the portion between Cascadia and Cache Creek. The stretches from Cascadia to Albany and from Cache Creek to Ontario were relinquished to their respective counties. Presumably, the OWCC made this decision because they did not want to assume responsibility for the upkeep of these problematic sections, and because local communities tended to maintain their own segments of the wagon road, just as they always had. However, the OWCC continued to maintain the SWR at a loss for several years. Records fail to show exactly how the OWCC contributed to road maintenance during this period. However, in 1915, an OWCC principle wrote that "the road had not only been a great responsibility but we have had to expend on the upkeep several times the revenue derived from it during the last four years." We can only assume that the OWCC did this to maintain the vital connections that had been established between the Willamette Valley and Central Oregon, which likely increased central Oregon's land values. However, this cannot be known with certainty.¹⁰¹

The SWR Helps Usher in a New Era of Transportation

The coming of the automobile would also diminish the viability of the SWR. Yet, the historic wagon road, in perhaps one of the most significant episodes in transportation history, hosted the very technology that would foster the SWR's eventual decline. On June 20, 1905, the first automobile ever to cross the continent from east to west used the SWR en route to the Willamette Valley. The now famous auto race was part of a promotional campaign for the Lewis and Clark Exposition happening that year in Portland. Furthermore, the race's promoters (the National Good Roads Association) also hoped that the event would generate public interest for establishing a system of national highways from east to west. The race was a competition between two 1904 Oldsmobile curved dash Runabouts called "Old Steady" and "Old Scout." The winner of the race, which ran from Columbus Circle in New York City to

¹⁰⁰ Clark, *History of the Willamette Valley and Cascade Mountain Wagon Road*, 93-97; Amundson, *History of the Willamette Valley and Cascade Mountain Wagon Road Company*, 22.

¹⁰¹ Amundson, *History of the Willamette Valley and Cascade Mountain Wagon Road Company*, 22-23.

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the Lewis and Clark Exposition in Portland, was to receive \$1000 plus trip expenses.¹⁰²

The race began on May 8, 1905 with Dwight B. Huss and mechanic, Milford Wigle, operating Old Scout, and Percy Megargel and mechanic, Bart Stanchfield, operating Old Steady. After leaving Missouri, the two cars made their way across the Oregon Trail for much of their journey. Interestingly, both drivers encountered wagon trains heading to Oregon all along the Trail. Anticipating the drivers' course, the Good Roads Association supplied gas, oil, and tires, which were shipped by railroad to "various locations along the route." It was preplanned that both cars would enter the valley via the SWR. In fact, for overland travel, the SWR remained the superior passage across the Cascades. However, both drivers would later recall that the trip down the SWR was the most harrowing leg of the whole journey. As Harrison notes, "going downhill on the west side of the Cascades was a challenge. Old Scout had to be pulled back onto the road with a block and tackle. Old Steady started to skid. Later, Percy Megargel commented, 'you who have experienced some skidding on smooth asphalt pavements have no idea of the sensation of a skid down fifty percent grade in the Cascade Mountains.'" In this instance, Megargel and Stanchfield were thrown from their car. "The car finally came to rest hanging over a precipice." Ironically, a "passing covered wagon pulled it back onto the road." As Huss attempted to descend Seven Mile Hill, Old Scout's brakes failed and he was forced to drag a tree behind the car to slow it down. Wigle rode atop the tree trunk for additional braking. As Nye explains, when his father, J.L. Nye saw the "contraption of iron and tin approaching, which came swiftly and had an ugly snort to it," the long-time gate keeper, who had presumably seen all their was to see coming over the SWR, was taken aback. When the vehicle rolled up and Huss offered to pay the toll, Nye told him that "he would have to class his outfit as a 'road hog' and since such animals [automobiles] were not mentioned, on his toll sheet, he would have to pass him through the same as other hogs at the 3 cent rate." After reaching the Willamette Valley, both cars had an easy drive north to Portland and the Exposition. Huss and Wigle arrived on June 11, a full eleven days before Megargel and Stanchfield. The trip from New York City had taken 44 days.¹⁰³

In general, most automobiles were not built to travel over a route like the SWR. When McKenzie Highway 242 was constructed in 1920, the automobile-friendly road rendered the SWR nearly obsolete. However, while the McKenzie Highway was a major improvement in transportation between the Willamette Valley and central Oregon, the route was always closed during the winter. In 1922 the OWCC again invested in road maintenance in anticipation of reestablishing a viable Santiam toll road between Sweet Home and Cache Creek. However, with considerable pressure from citizens to make the route public, in 1924, Linn County negotiated with the OWCC to purchase the road's right-of-way for public use. In 1925, the SWR was sold to Linn County and was later obtained by the State Highway Commission. In 1927, the State Legislature approved the creation of the South Santiam Highway. The next year, plans specified that seventeen miles of paved road would be extended from Lebanon to Shea Hill. Shortly thereafter, plans were made to pave road from Cascadia to Fish Lake Ranger Station to the east.¹⁰⁴

In 1938, Highway 22 was opened, which generally followed Hogg's failed railroad. It was not until 1939 that Highway 20, the South Santiam Highway, was opened. This Highway utilized a portion of the old SWR roadbed. Those portions of the SWR that were not paved into highway continued to be utilized by the U.S. Forest Service for

¹⁰² Harrison, First Auto Race, in *Linn County Historical Society Newsletter*, 29.

¹⁰³ Harrison, First Auto Race, in *Linn County Historical Society Newsletter*, 29-30; Nye, "The Santiam Pass," 7.

¹⁰⁴ Mary Gallagher and Pat Dunn, *The City of Lebanon Historical Context Statement*, cited in Harrison, *Linn County Historical Society Newsletter*, 32; Nye, "The Santiam Pass," 8; Clark, *History of the Willamette Valley and Cascade Mountain Wagon Road*, 108; Guminski et al, *Historic Preservation Study*, 29; Spray, *Willamette Valley to Central Oregon: Significant Transportation Dates*, April, 2007.

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access roads. Because Highway 20 utilizes some of the original SWR corridor, these segments should be considered a modern expression of the historic road.¹⁰⁵

As the SWR had long been Oregonians' most popular route over the mountains, the completion of the new highway caused many to celebrate. There were several days of festivities and dedications associated with the "reopening" of the road, including a symbolically significant dedication at Lost Prairie, the place where Wiley's party became lost during their first attempt to find the old Indian and trapper trail through the mountains. The opening of the new road again solidified the link between the Willamette Valley and Central Oregon and rejuvenated communities like Sweet Home and Sisters, as both economies had long depended on the SWR's travelers. Furthermore, where once multiple days were required to complete the trip over the SWR, the new highway made this, at most, a few hours by car, and it was made traversable year round by the Oregon Department of Transportation (ODOT). Unfortunately, much of the built environment (ranches, toll gates, stores, roadhouses, and hotels) associated with the SWR was no longer viable and fell into disuse. Ultimately, most of these features would be wiped from the landscape, but much of the road and its corridor remains.¹⁰⁶

CONCLUSION

Some Considerations Regarding Mythology and Human-Environmental Interaction

The stories often told of Andrew Wiley and his party, breaching the seemingly impenetrable Cascades and then blazing a trail through the rugged terrain, indeed convey the reality that he, through considerable hardship, helped make possible the road which ultimately united Oregon. However, the very romanticism associated with Wiley's discovery is really a carryover of nineteenth-century pioneer mythology, and not a nuanced interpretation of history. These descriptions of the past are themselves mostly Euro-American cultural memorials. They are given meaning, not necessarily for their historical accuracy, but because they provide meaning to the lives of local citizens. Therefore, perhaps the most significant aspect of the SWR is the mythology it has established within the local community. Indeed, this mythology itself has a history, and this history is significant.

However, the history of the SWR is not simply Wiley, or Elkins, or Hogg, or Barnes; it is also the story of everyday people, most of whom, unfortunately, have left few historical records. Therefore, the SWR serves as a monument to the unknown thousands who traversed the landscape between the two tollgates in order to claim new homes or expand Willamette Valley enterprises.

Furthermore, the SWR's history is not a chronicle of how humankind triumphed over nature (as much of Euro-American pioneering mythology often espouses), but, instead, it serves as a prime example of interconnected and codependent human-environmental interaction. Indeed, ideas, like Wiley's choice to explore the Indian trail along the Santiam River's geographic depression, are never mere products of the isolated human intellect; instead, all ideas are formed within an environmental context and this can clearly be shown throughout the process of finding, building, and operating the SWR. The natural landscape provided road builders with the type of environment most conducive to serve as a passage through the mountains. Moreover, locating this passage was simple logic for anyone accustomed to outdoor life. The Santiam Pass was not simply "discovered," or "blazed," instead, it was the

¹⁰⁵ Clark, *History of the Willamette Valley and Cascade Mountain Wagon Road*, 108; Guminski et al, *Historic Preservation Study*, 29; Spray, *Willamette Valley to Central Oregon: Significant Transportation Dates*, April, 2007.

¹⁰⁶ Guminski et al, *Historic Preservation Study*, 29.

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most logical place to find a usable route to Central Oregon. Wiley did not find the Pass by trekking into the vast unknown. As environmental historian Linda Nash once proclaimed “our narratives should emphasize that human intentions do not emerge in a vacuum, that ideas often cannot be clearly distinguished from actions, that so-called human agency cannot be separated from the environments in which that agency emerges. It is worth considering how our stories might be different if human beings appeared not as the motor of history but as partners in a conversation with a larger world, both animate and inanimate, about the possibilities of existence.”¹⁰⁷

After we place the seemingly disconnected human mind back into the world, we realize that the road was both a product of human social and economic need and environmental facilitation and constraint. The SWR provided a means to transport goods and livestock to both markets and grazing lands in central Oregon. Furthermore, it encouraged settlement in the region by allowing secure access to the Valley’s superior produce and manufacturing. However, as the Cascades were largely impassible throughout most of the state, except for the specific route along the Santiam River, this natural depression through the Cascades provided Willamette Valley residents with the means to reap the benefits on the central Oregon Landscape. While Oregon was officially granted statehood in 1859, it really became a cohesive body in 1866 when both human artifice and environmental agency produced the SWR.

While this chronicle of people and landscapes is gradually being lost through adverse use of what remains of the old SWR, parts of the story can still be found written in the ruts and the surrounding terrain. And although the prevailing myths sustain our curiosity, it is important to move beyond these triumphal tails and remember the common people and the landscape; the remaining SWR can indeed provide us with “traces or residues of their past.”¹⁰⁸ Of course, we will not find the complete picture of what happened along the SWR, nor will we ever understand its full significance; all we have are the stories and signs of passing.

¹⁰⁷ Linda Nash, “The Agency of Nature or the Nature of Agency?” *Environmental History*, Vol. 10, No. 1, (Tacoma, WA: American Society for Environmental History, 2005), np.

¹⁰⁸ Joyce Appleby, Lynn Hunt, and Margaret Jacob, *Telling the Truth About History* (New York: W.W. Norton & Company, 1994), 234.

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- 1984 *Green Peter, Oregon.* 7.5-minute topographic quadrangle.
- 1994 *Harter Mountain, Oregon.* 7.5-minute topographic quadrangle.
- 1997 *Mount Washington, Oregon.* 7.5-minute topographic quadrangle.
- 1988 *Santiam Junction, Oregon.* 7.5-minute topographic quadrangle.
- 1997 *Three Fingered Jack, Oregon.* 7.5-minute topographic quadrangle.
- 1994 *Upper Soda, Oregon.* 7.5-minute topographic quadrangle.

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VERBAL BOUNDARY DESCRIPTION

Although the SWR spanned all the way from Albany to Bend, this National Register of Historic Places Nomination is specifically concerned with the road's segments located on National Forest land (Deschutes and Willamette National Forests), between the Cache Creek toll station and the toll station three miles east of Sweet Home, a distance of approximately 45.7 miles. However, there are a few small parcels of private land along this section of the road that are not included in this historic district. Therefore, the total length of the district's segments is approximately 38 miles. The length of road located between these boundaries represents the portions of the original road with the highest historical integrity. The road varies in width from 15-50 feet along its length. However, the vast majority of roadway is 15-20 feet wide. The road corridor is 30 feet wide (15 feet wide from the centerline in either direction) with two exceptions: the Sand Mountain and Big Lake Segments, which are 50 feet wide (25 feet wide from the centerline in either direction). Along much of these two non-contributing segments the corridor has been widened beyond 50 feet. The total approximate acreage of the SWR Historic District is 139.363 acres.

Segments located on national forest lands include portions of T 13S R 2E (section 36), T 13S R 3E (sections 34-36), T 13S R 4E (sections 25-27, 30-34, and 36), T 13S R 5E (sections 31, 32, 35, and 36), T 13S R 6E (sections 25-27 and 31-34), T14S R 5E (sections 1-5, and 9), T 13S R 7E (sections 29, 30, and 32-36), T 14S R 7E (section 1), T 14S R 7 ½ E (sections 1-4, and 12), and T 14S R 8E (sections 7, 8, 9, 15, and 16). These sections are located on the Green Peter, Cascadia, Upper Soda, Harter Mountain, Echo Mountain, Santiam Junction, Three Fingered Jack, and Mount Washington USGS 7.5' topographical quadrangles. Of the legal locations listed above, private property segments not included in this nomination include portions of T 13S R 4E section 34, T 13S R 3E section 36, as well as portions of T 13S R 4E sections 25 and 26, and T 13S R 5E section 5. See Documents, pages 4-60.

BOUNDARY JUSTIFICATION

The boundary includes those road segments and road-related features that have historically been part of the Santiam Wagon Road.

UTM REFERENCES

UTM coordinates progress counter clockwise from west to east.

Green Peter, Oregon, 1:24,000 (Cascadia Segment)

1. 10/ 538685 E/ 4915420 N
2. 10/ 539020 E/ 4915420 N
3. 10/ 539020 E/ 4915200 N
4. 10/ 538685 E/ 4915200 N

Cascadia, Oregon, 1:24,000 (Highway 20 Segment; Gordon Road Segment)

5. 10/ 544900 E/ 4916285 N
6. 10/ 548300 E/ 4916285 N
7. 10/ 548290 E/ 4916590 N

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Upper Soda, Oregon, 1:24,000 (Gordon Road Segment [cont.]; Longbow/Walton Ranch Segment; Yukwah Segment; House Rock Segment)

- 8. 10/ 550390 E/ 4916590 N
- 9. 10/ 550400 E/ 4916590 N
- 10. 10/ 552520 E/ 4916590 N
- 11. 10/ 552495 E/ 4916900 N
- 12. 10/ 556350 E/ 4916900 N
- 13. 10/ 557690 E/ 4916550 N

Harter Mountain, Oregon, 1:24,000 (House Rock Segment [cont.]; Toll Creek Segment; Sevenmile Segment; Burnside Segment; Tombstone Segment)

- 14. 10/ 559875 E/ 4916550 N
- 15. 10/ 559870 E/ 4915480 N
- 16. 10/ 561115 E/ 4915480 N
- 17. 10/ 561100 E/ 4915250 N
- 18. 10/ 566070 E/ 4915250 N
- 19. 10/ 565900 E/ 4916015 N
- 20. 10/ 568400 E/ 4916015 N
- 21. 10/ 568370 E/ 4917410 N

Echo Mountain, Oregon, 1:24,000 (Tombstone Segment [cont.]; Toad Creek Segment; Fish Lake Segment; Lava Field Segment)

- 22. 10/ 574680 E/ 4917410 N
- 23. 10/ 574640 E/ 4918070 N
- 24. 10/ 575900 E/ 4918070 N
- 25. 10/ 575990 E/ 4918030 N
- 26. 10/ 579480 E/ 4918030 N
- 27. 10/ 579480 E/ 4916710 N

Santiam Junction, Oregon, 1:24,000 (Lava Field Segment [cont.]; Eno Road Segment; Sand Mountain Segment)

- 28. 10/ 583440 E/ 4916710 N
- 29. 10/ 583440 E/ 4916590 N
- 30. 10/ 586600 E/ 4916690 N
- 31. 10/ 586600 E/ 4915590 N

Three Fingered Jack, Oregon, 1:24,000 (Sand Mountain Segment [cont.]; Big Lake Segment)

- 32. 10/ 592000 E/ 4914880 N
- 33. 10/ 591990 E/ 4914495 N

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Mount Washington, Oregon, 1:24,000 (Big Lake Segment [cont.]; Cache Creek Segment)

- 34. 10/ 595090 E/ 4913970 N
- 35. 10/ 595070 E/ 4913630 N
- 36. 10/ 598900 E/ 4913630 N
- 37. 10/ 598900 E/ 4911760 N
- 38. 10/ 595070 E/ 4911760 N
- 39. 10/ 595090 E/ 4913580 N

Three Fingered Jack, Oregon, 1:24,000 (Sand Mountain Segment; Big Lake Segment [cont.])

- 40. 10/ 592050 E/ 4913970 N
- 41. 10/ 592000 E/ 4914360 N

Santiam Junction, Oregon, 1:24,000 (Lava Field Segment; Eno Road Segment; Sand Mountain Segment [cont.])

- 42. 10/ 586600 E/ 4914640 N
- 43. 10/ 586600 E/ 4915030 N
- 44. 10/ 583440 E/ 4915030 N
- 45. 10/ 583440 E/ 4915490 N

Echo Mountain, Oregon, 1:24,000 (Tombstone Segment; Toad Creek Segment; Fish Lake Segment; Lava Field Segment [cont.])

- 46. 10/ 579390 E/ 4915720 N
- 47. 10/ 579480 E/ 4916530 N
- 48. 10/ 575990 E/ 4916530 N
- 49. 10/ 575900 E/ 4917200 N
- 50. 10/ 574640 E/ 4917200 N
- 51. 10/ 574680 E/ 4915690 N

Harter Mountain, Oregon, 1:24,000 (House Rock Segment; Toll Creek Segment; Sevenmile Segment; Burnside Segment; Tombstone Segment [cont.])

- 52. 10/ 568370 E/ 4915690 N
- 53. 10/ 568400 E/ 4915030 N
- 54. 10/ 565900 E/ 4915030 N
- 55. 10/ 566070 E/ 4913570 N
- 56. 10/ 561100 E/ 4913570 N
- 57. 10/ 561115 E/ 4914730 N
- 58. 10/ 559870 E/ 4914730 N
- 59. 10/ 559875 E/ 4915365 N

Santiam Wagon Road
Name of Property

Linn and Deschutes Co., Oregon
County and State

NPS Form 10-900-a

OMB Approval No. 1024-0018

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Upper Soda, Oregon, 1:24,000 (Gordon Road Segment; Longbow/Walton Ranch Segment; Yukwah Segment; House Rock Segment [cont.])

- 60. 10/ 557690 E/ 4915365 N
- 61. 10/ 556350 E/ 4916091 N
- 62. 10/ 552495 E/ 4916091 N
- 63. 10/ 552520 E/ 4915900 N
- 64. 10/ 550390 E/ 4915900 N
- 65. 10/ 550400 E/ 4915875 N

Cascadia, Oregon, 1:24,000 (Highway 20 Segment; Gordon Road Segment [cont.])

- 66. 10/ 548290 E/ 4915875 N
- 67. 10/ 548300 E/ 4915550 N
- 68. 10/ 544900 E/ 4915540 N

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INDEX TO PHOTOGRAPHS

Name of Property: Santiam Wagon Road
City or Vicinity: Cascadia vcty; Sisters vcty
County: Linn; Deschutes **State:** Oregon
Photographer: Breton Friel and John Ferguson
Date Photographed: June 17, 2009

Description of Photograph(s) and number:

- 1 of 16. Segment 1, Contributing [Cascadia Management Segment].
Linn County.
- 2 of 16. Segment 3, Contributing [Gordon Road Management Segment].
Linn County.
- 3 of 16. Segment 4, Contributing [Longbow/Walton Ranch Management Segment].
Linn County.
- 4 of 16. Segment 6, Contributing [House Rock Management Segment].
Linn County.
- 5 of 16. Segment 7, Contributing [Toll Creek Management Segment].
Linn County.
- 6 of 16. Segment 8, Contributing [Seven Mile Management Segment].
Linn County.
- 7 of 16. Segment 9, Contributing [Burnside Management Segment].
Linn County.
- 8 of 16. Segment 10, Contributing [Tombstone Management Segment].
Linn County.
- 9 of 16. Segment 11, Contributing [Toad Creek Management Segment].
Linn County.
- 10 of 16. Segment 12, Contributing [Fish Lake Management Segment].
Linn County.

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- 11 of 16. Segment 13, Contributing [Lava Field Management Segment].
Linn County.
- 12 of 16. Segment 14, Contributing [Eno Road Management Segment].
Linn County.
- 13 of 16. Segment 15, Non-Contributing [Sand Mountain Management Segment].
Linn County.
- 14 of 16. Segment 16, Non-Contributing [Big Lake Management Segment].
Linn and Deschutes County
- 15 of 16. Segment 17, Contributing [Cache Creek Management Segment].
Deschutes County.
- 16 of 16. Segment 17, Contributing, Cache Creek Toll Station [Cache Creek Management Segment].
Deschutes County.

Santiam Wagon Road
Name of Property

Linn and Deschutes Co., Oregon
County and State

NPS Form 10-900-a

OMB Approval No. 1024-0018

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DOCUMENTS

1. General location map of the Willamette Valley Cascade Mountain Military Road, 1 page.
2. General location map of the Santiam Wagon Road, 1 page.
3. General location map of the Santiam Wagon Road, 1 page.
4. Detailed Segment maps, 57 pages

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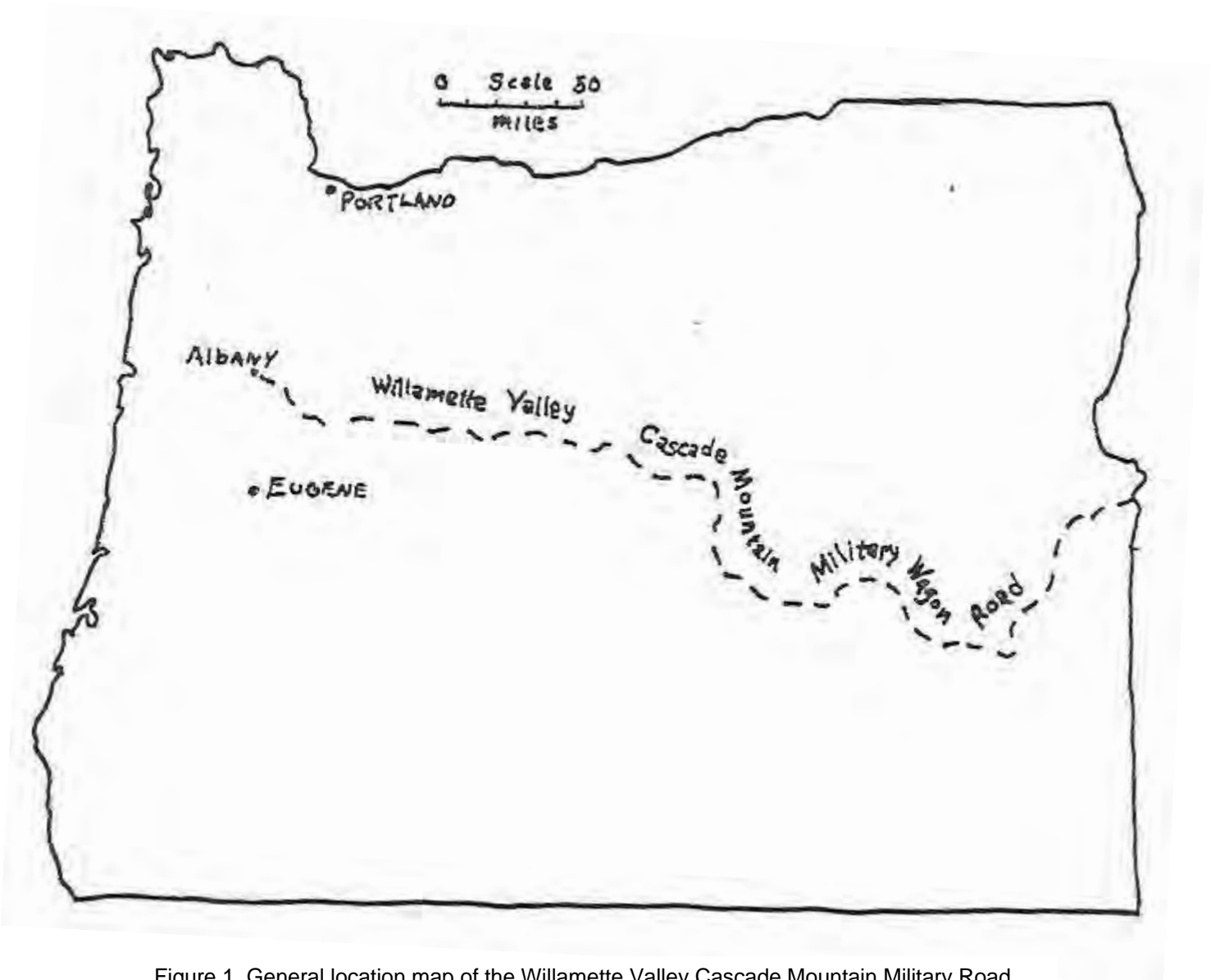


Figure 1. General location map of the Willamette Valley Cascade Mountain Military Road. Taken from, "Santiam Wagon Road, Trail Establishment Report, Willamette National Forest," National Recreation Trail, US Department of Agriculture, Forest, Pacific Northwest Region, undated.

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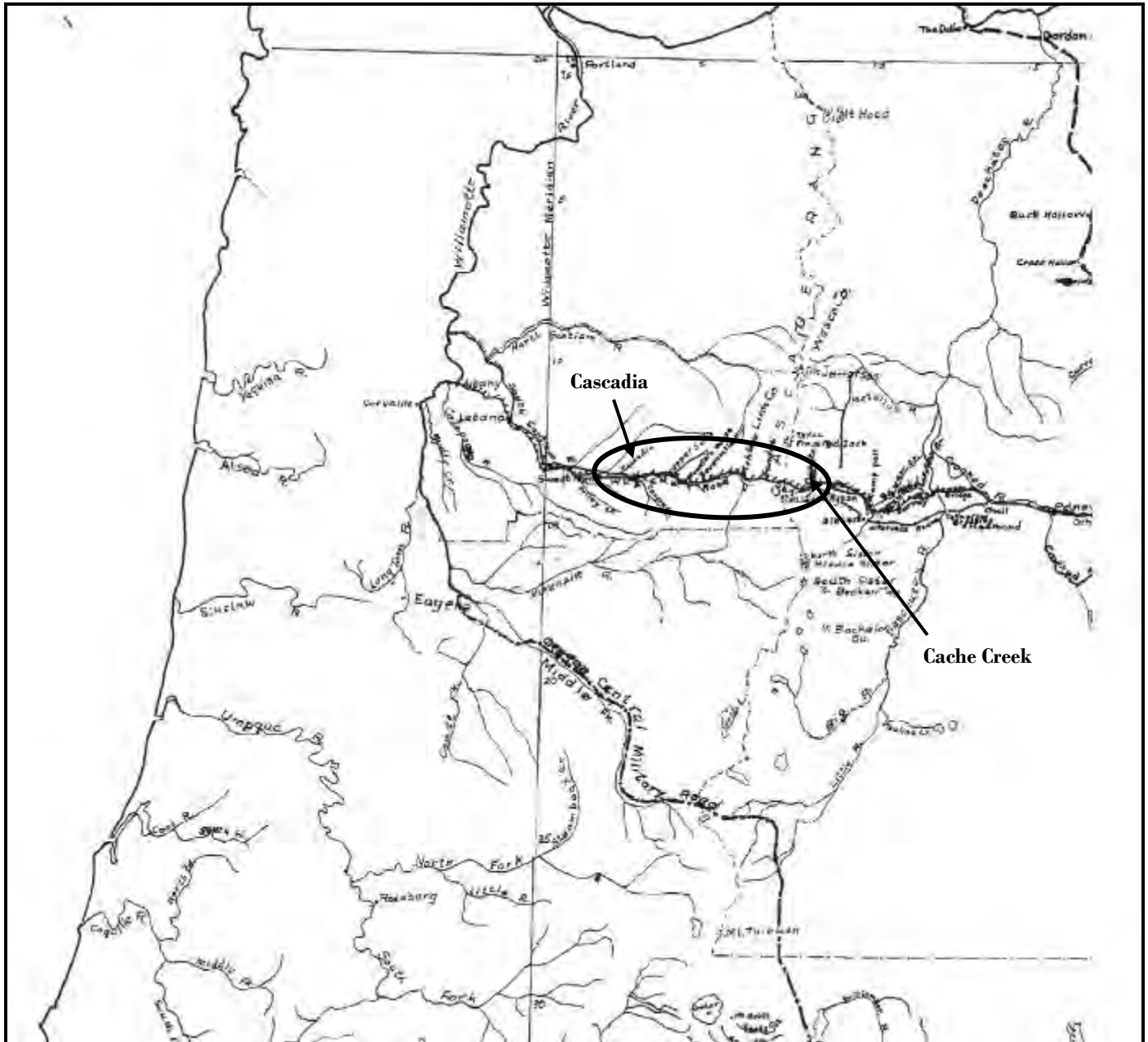


Figure 2, General location map of the SWR courtesy of Cleon L. Clark, *History of the Willamette Valley and Cascade Mountain Wagon Road*, (Bend, OR: Deschutes County Historical Society, 1987)

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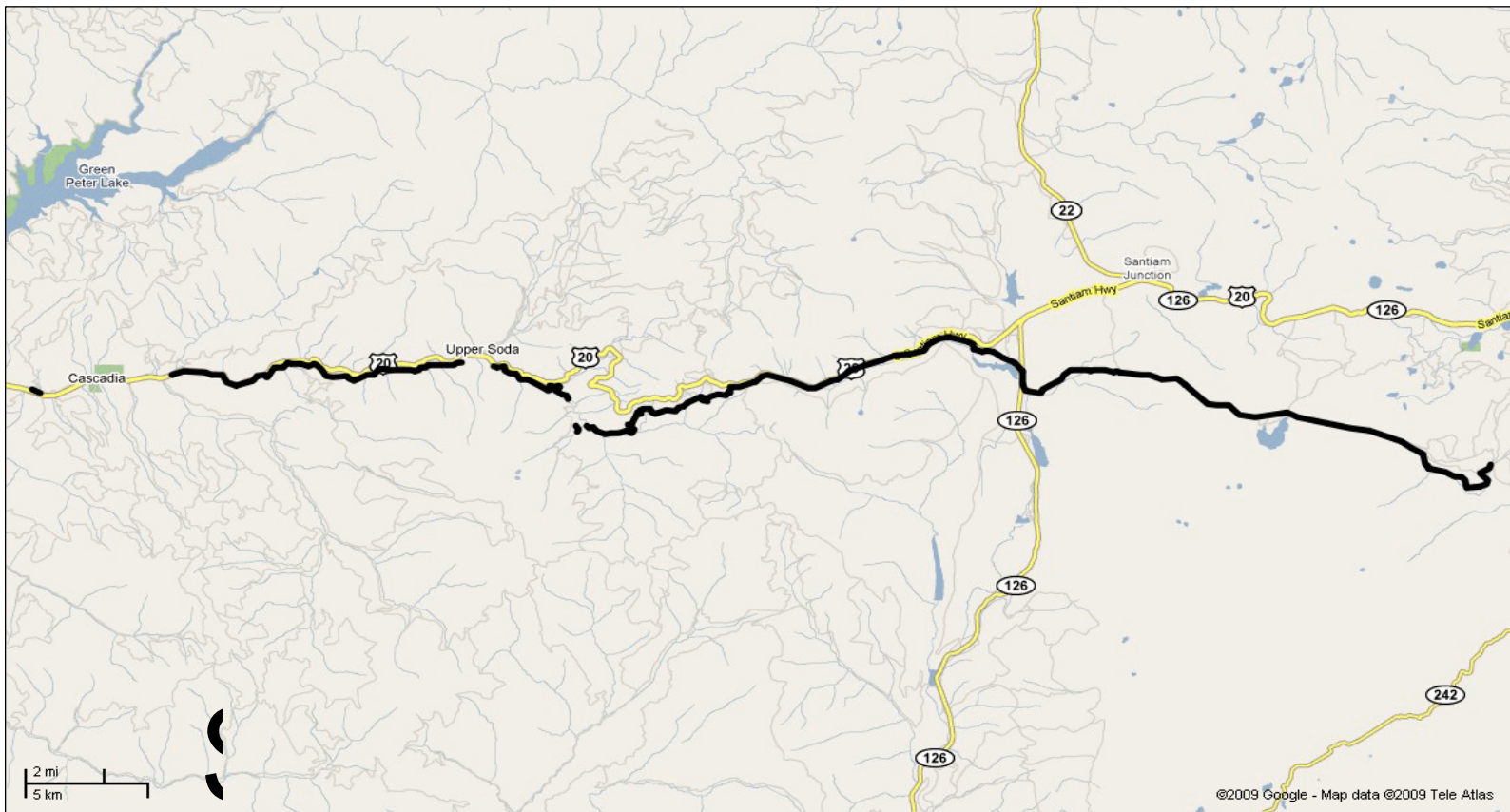


Figure 3. General location map of the Santiam Wagon Road on USDA Forest Service property in Linn and Deschutes counties (courtesy of Google Maps).

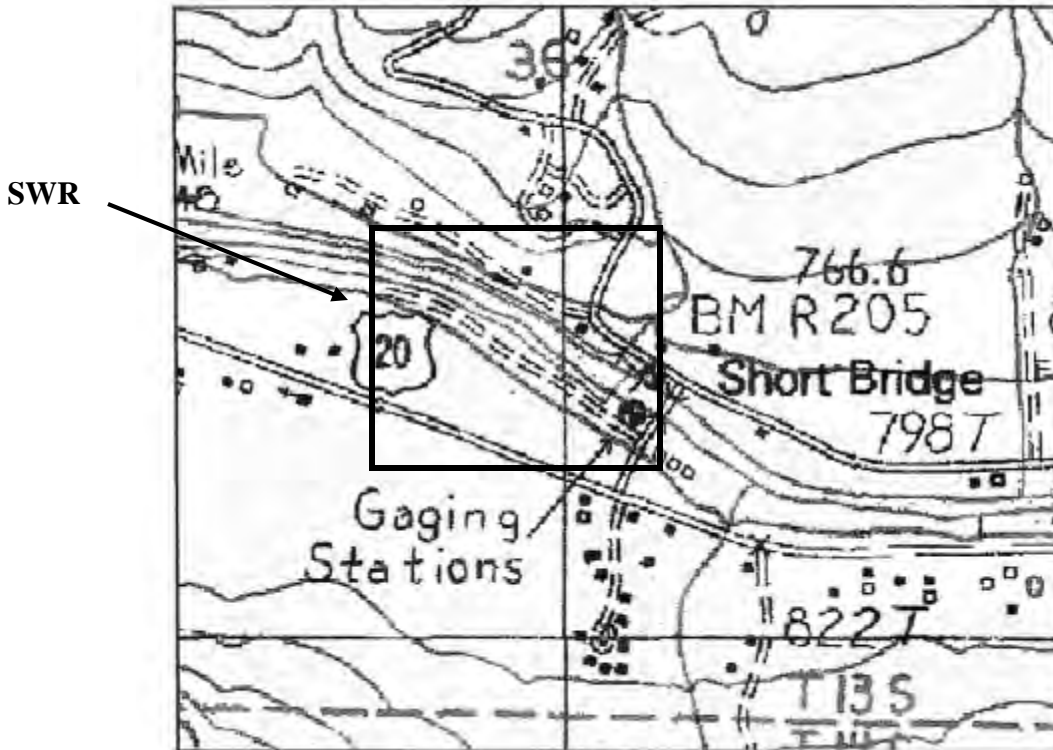
United States Department of the Interior
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The following maps provide detailed views of each contributing/non-contributing SWR National Register Segment. See Section 7 for detailed descriptions of each Segment.

(1) Cascadia Segment (Contributing)



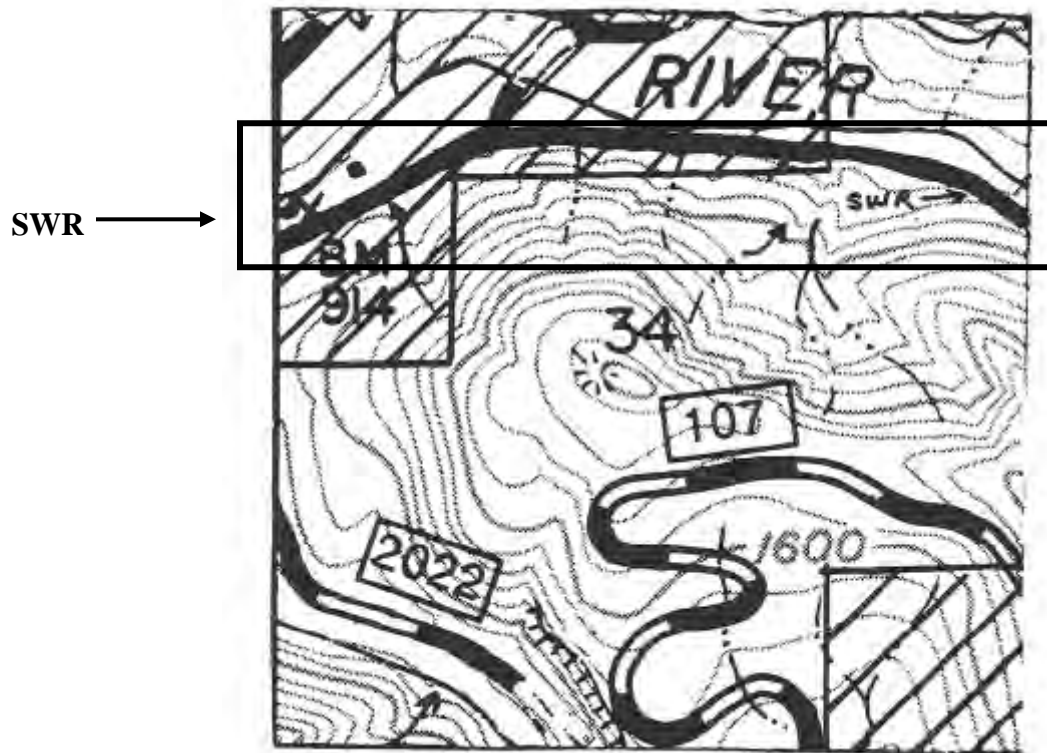
T 13S R 2E section 36
Green Peter 7.5' USGS Quad

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(2) Highway 20 Segment (Non-Contributing)



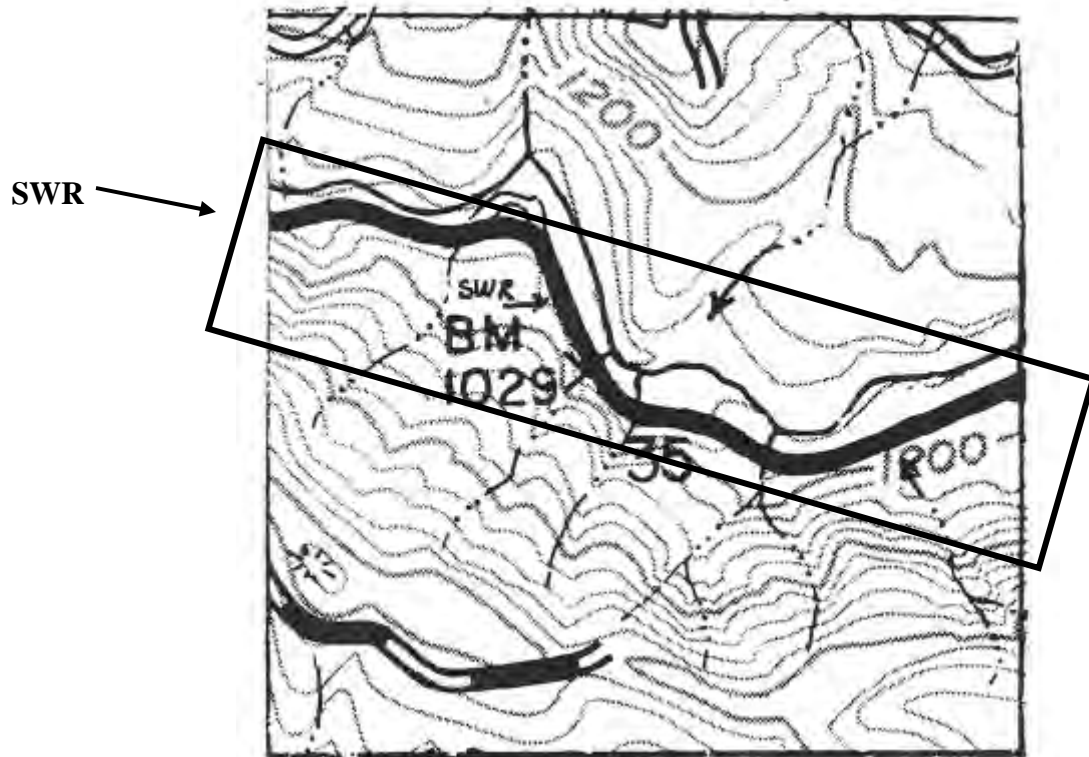
T 13S R 3E Section 34
Cascadia 7.5' USGS Quad.

The SWR passes through the north half of this section under Highway 20.

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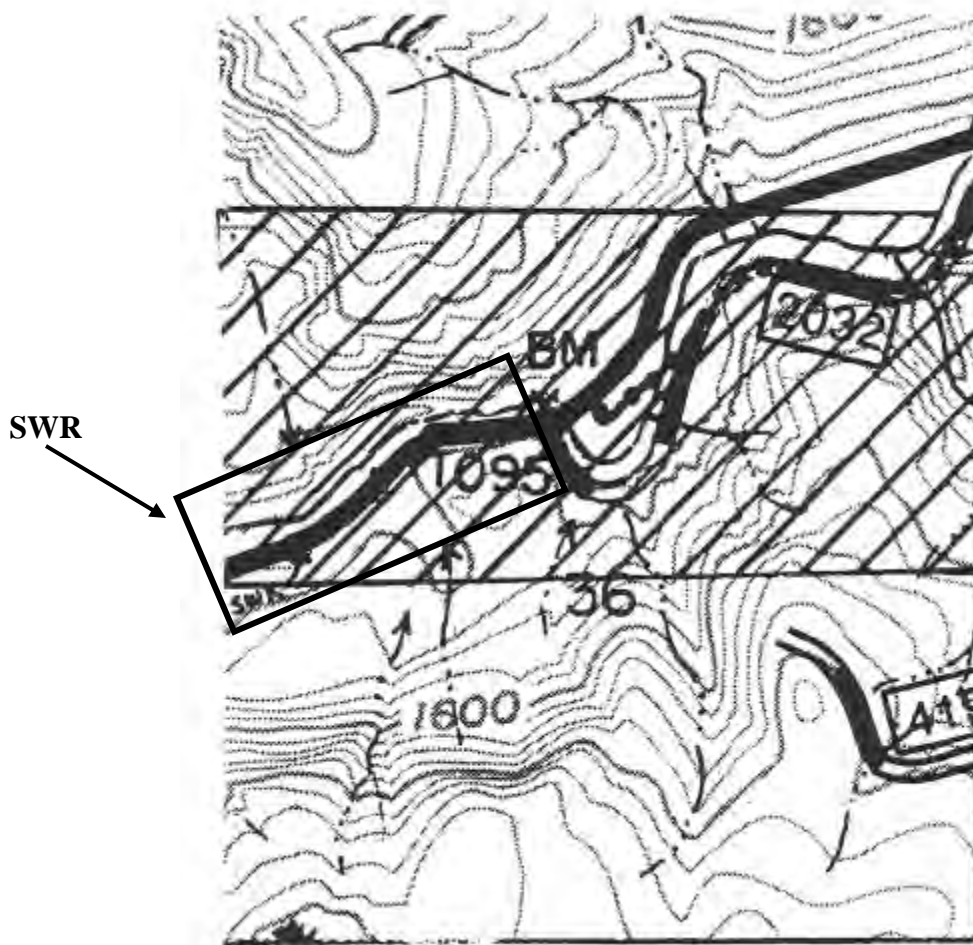
T 13S R 3E section 35
Cascadia 7.5' USGS Quad.

The SWR passes through the center of this section under Highway 20

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T 13S R 3E section 36
Cascadia 7.5' USGS Quad.

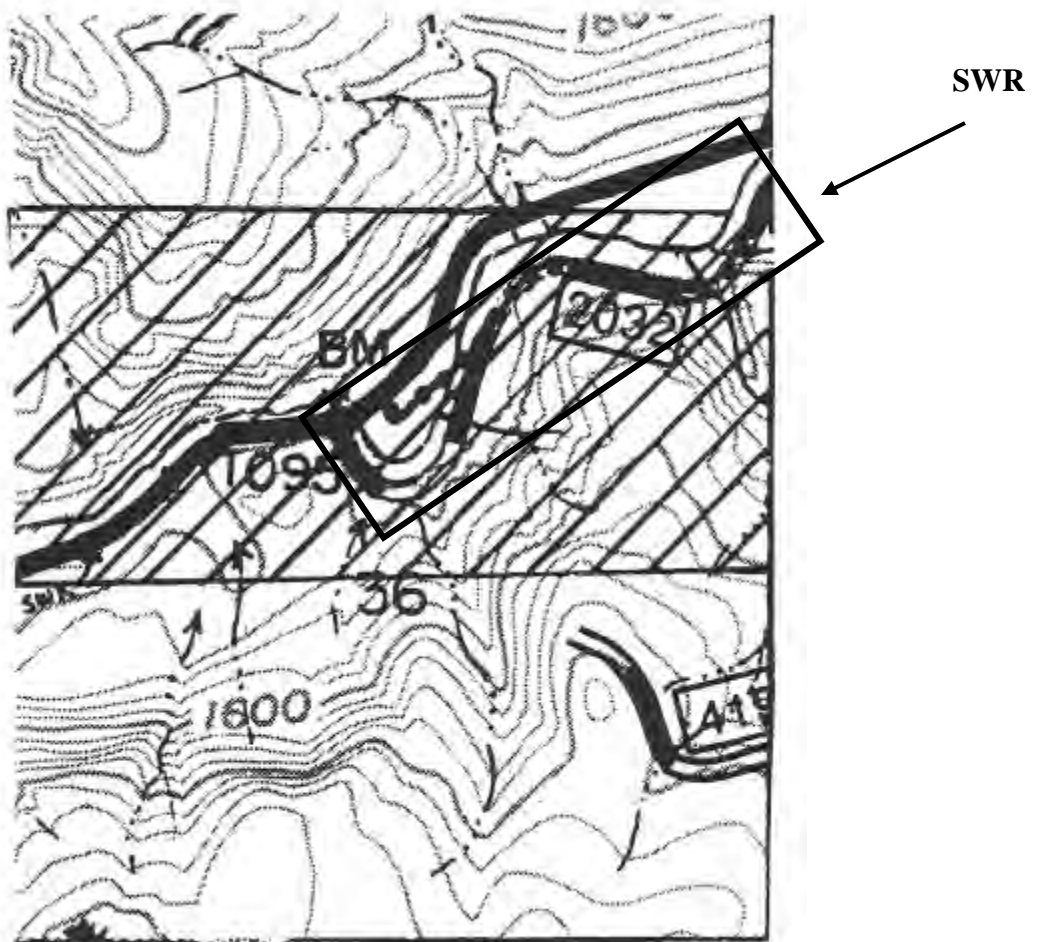
The SWR is under Highway 20 for the first .5 miles of this section. This portion of the Highway 20 Segment is on private land and is therefore not part of the historic district

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(3) Gordon Road Segment (Contributing)



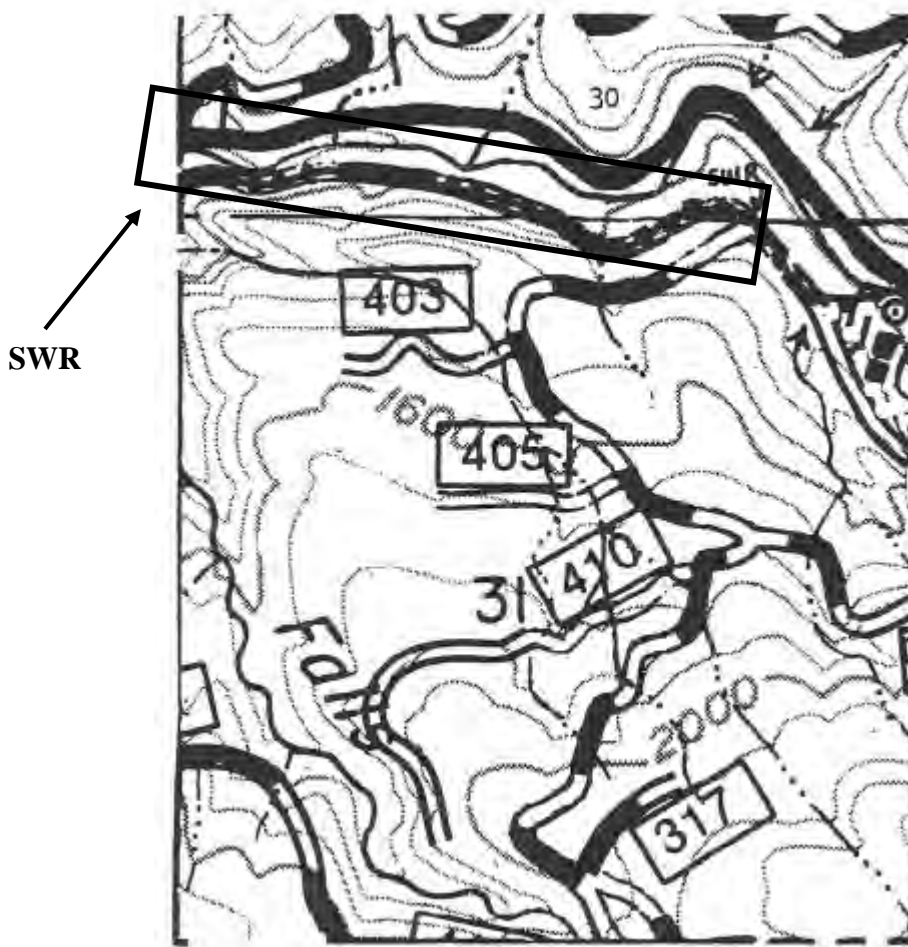
T 13S R 3E section 36
Cascadia 7.5' USGS Quad.

The SWR is under leaves Highway 20 in this section and extends along what is presently Forest Service Road 2032 (Gordon Road). However, this portion of the Gordon Road Segment is on private land and is therefore not part of the historic district

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T 13S R 4E sections 30 and 31
Cascadia and Upper Soda 7.5' USGS Quads.

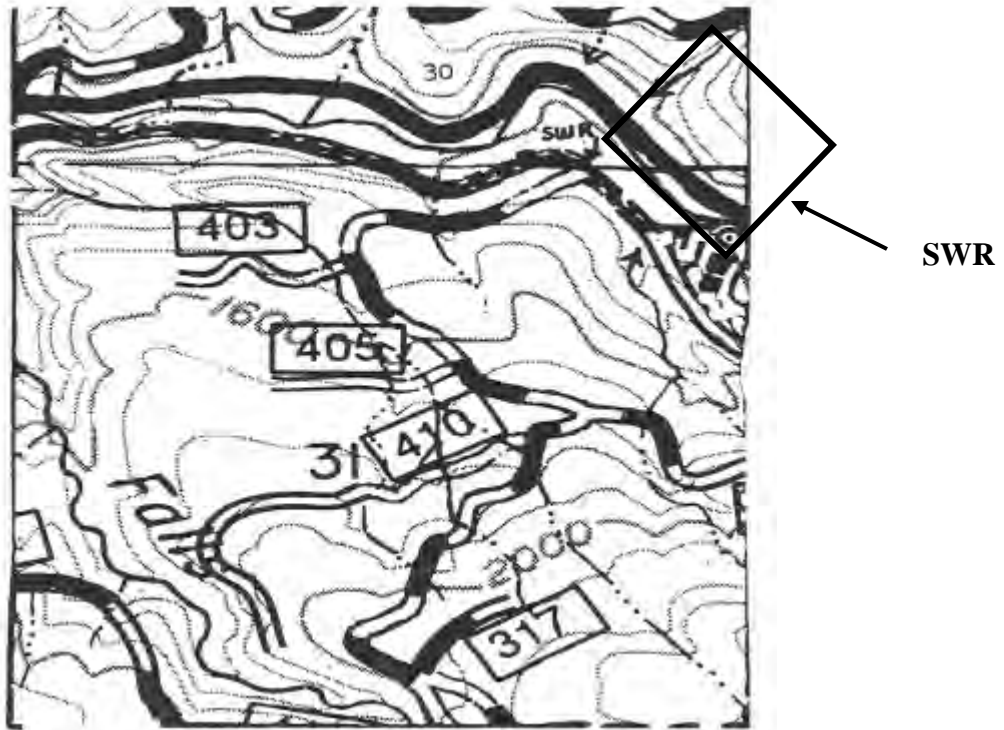
The SWR passes through the southwest corner of section 30 and then through the northeast corner of section 31 along Forest Service Road 2032

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(4) Longbow/Walton Ranch Segment (Contributing)



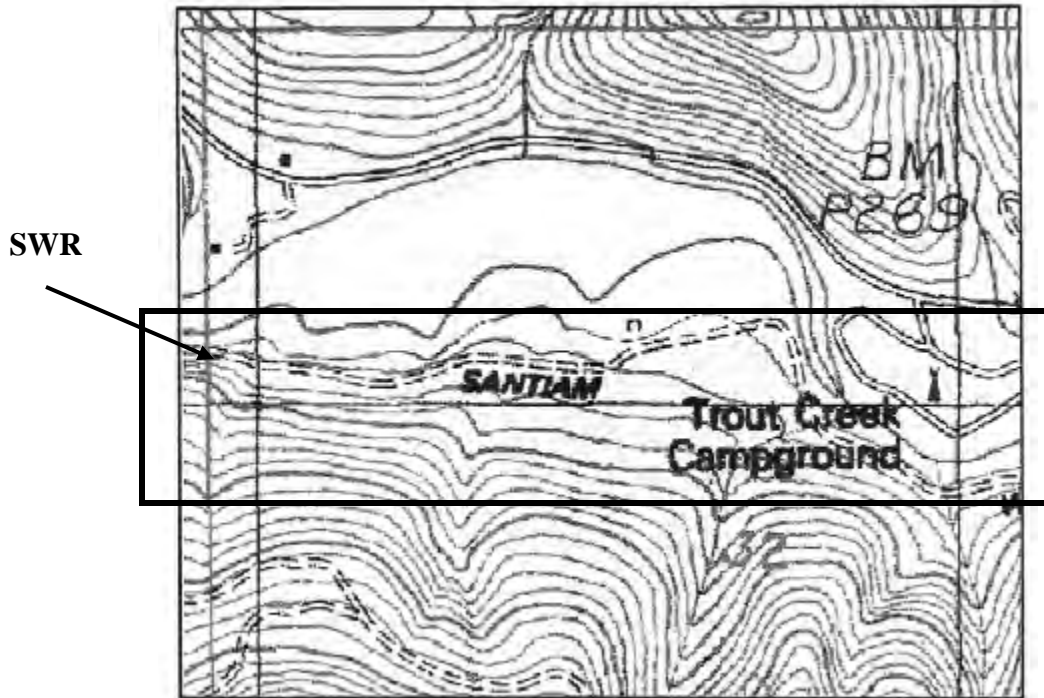
T 13S R 4E sections 31
Upper Soda 7.5' USGS Quad.

The SWR passes through the northeast corner of section 31 along Forest Service Road 302

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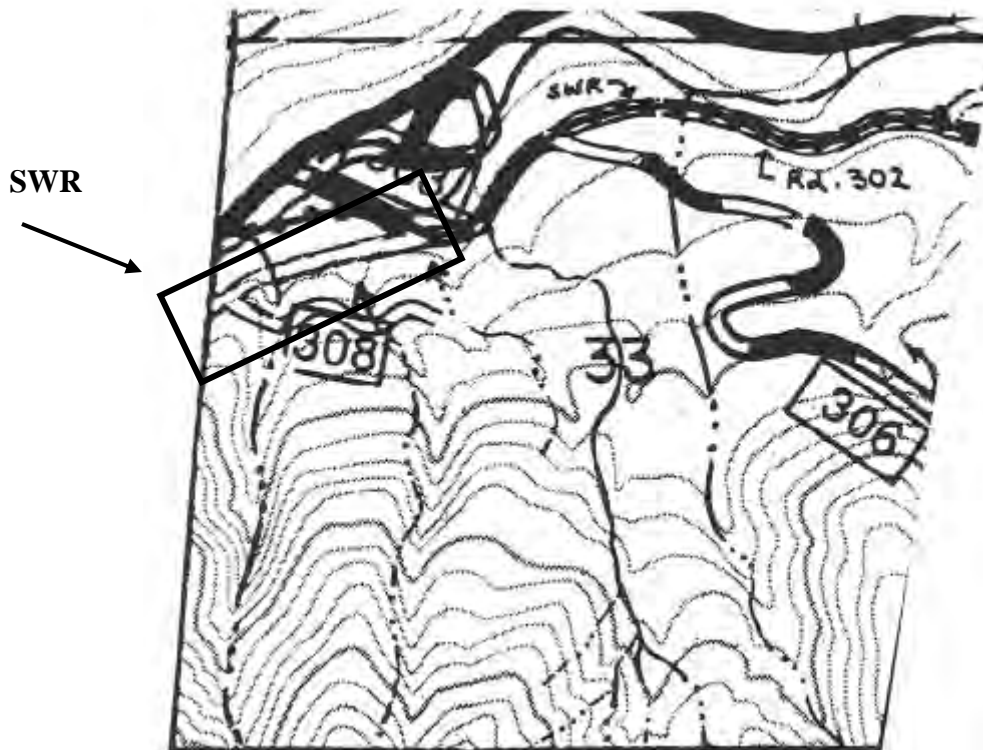
T 13S R 4E sections 32
Upper Soda 7.5' USGS Quad.

The SWR continues along Forest Service Road 302

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T 13S R 4E sections 33
Upper Soda 7.5' USGS Quad.

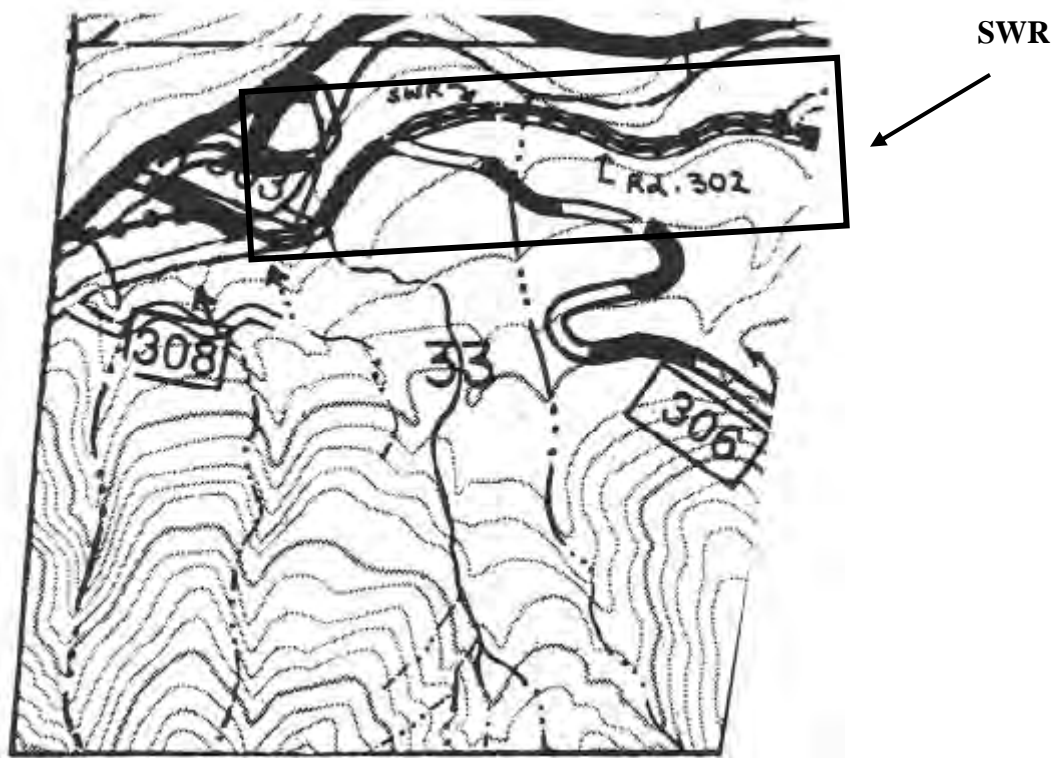
The SWR passes through the north half of this section along 302 until the Yukwah Bridge.

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(5) Yukwah Segment (Contributing)



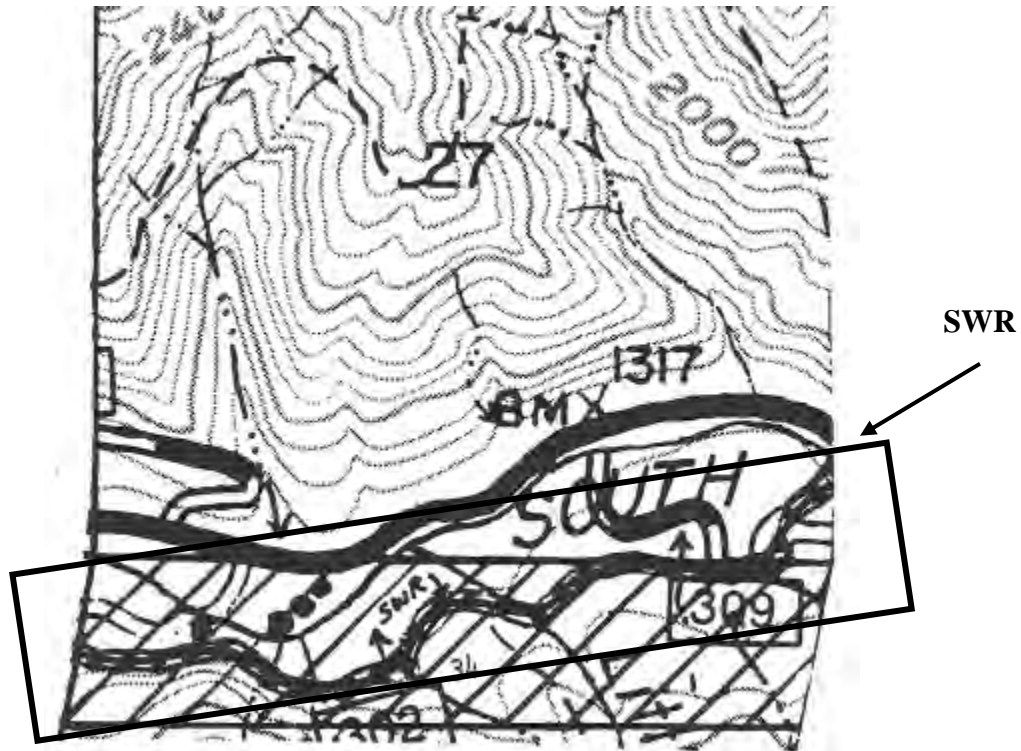
T 13S R 4E sections 33
Upper Soda 7.5' USGS Quad.

The SWR passes through the north half of this section along 302 east of the Yukwah Bridge.

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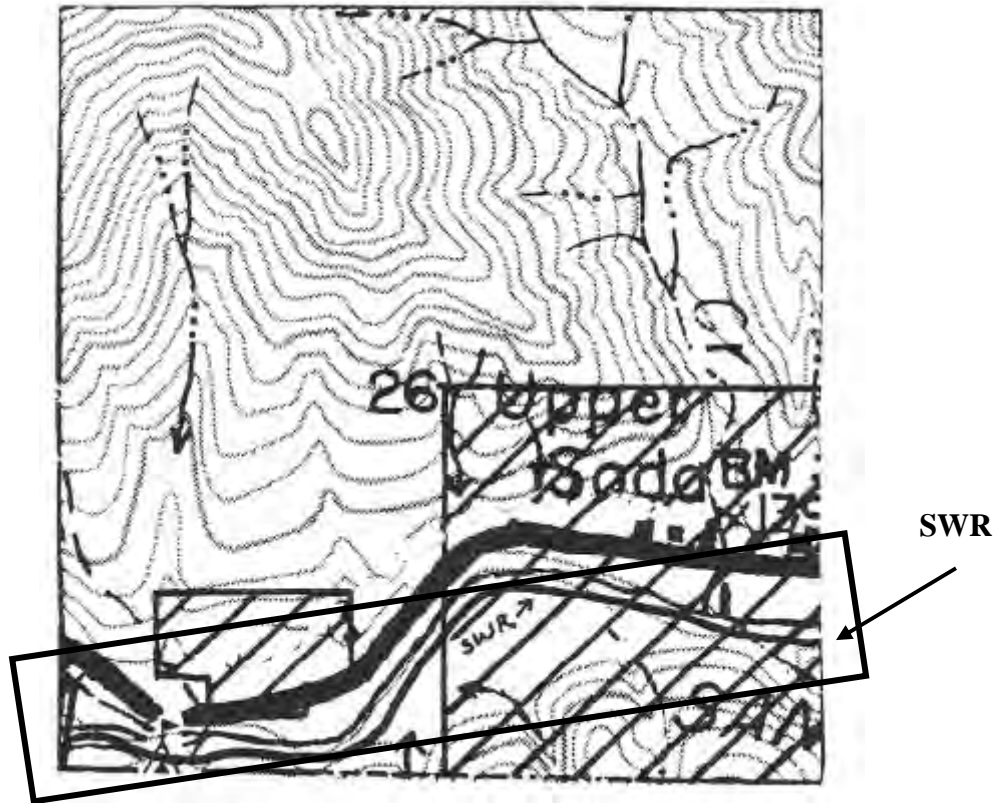
T 13S R 4E sections 27 and 34
Upper Soda 7.5' USGS Quad.

The SWR continues through the north half of section 34 and then passes through the southeast corner of section 27. The portion of the SWR within section 34 is on private land and is therefore not part of the historic district.

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T 13S R 4E sections 26
Upper Soda 7.5' USGS Quad.

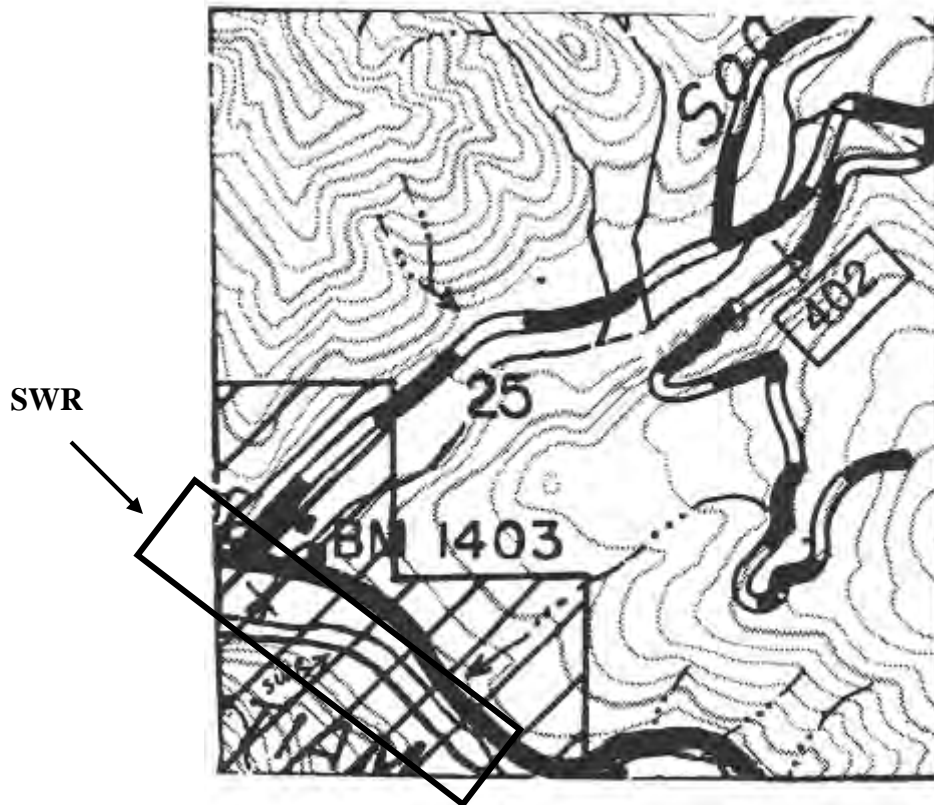
The SWR passes through the south half of this section. It goes through Fernview Campground and then heads east through private land. This eastern portion is therefore not part of the historic district.

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(6) House Rock Segment (Contributing)



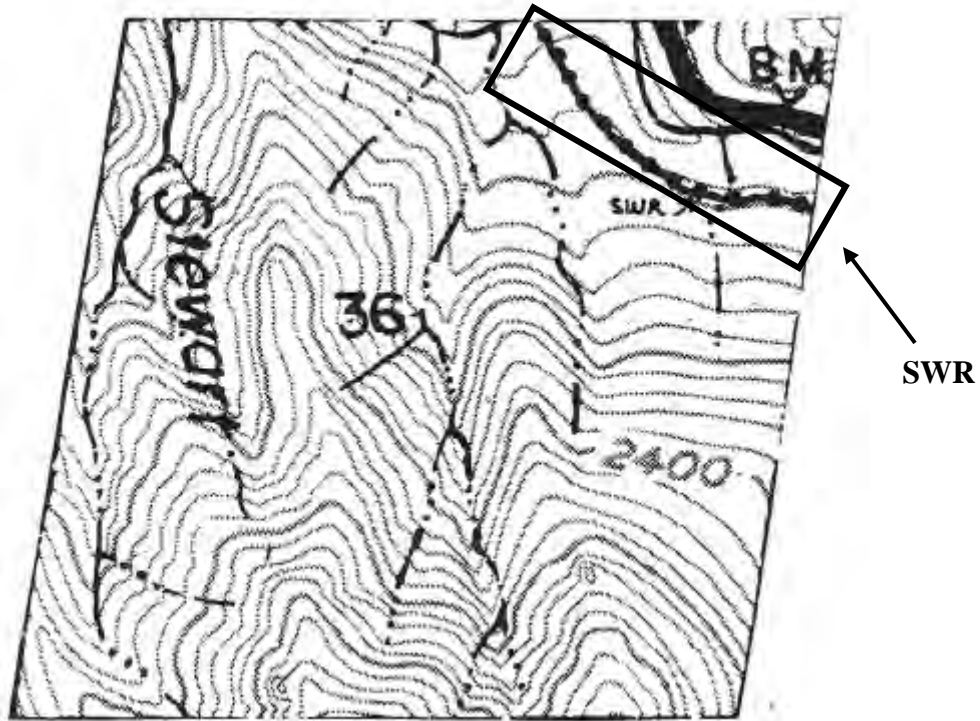
T 13S R 4E section 25
Upper Soda 7.5' USGS Quad.

The SWR passes through the southwest corner of this section on private land and is therefore not part of the historic district.

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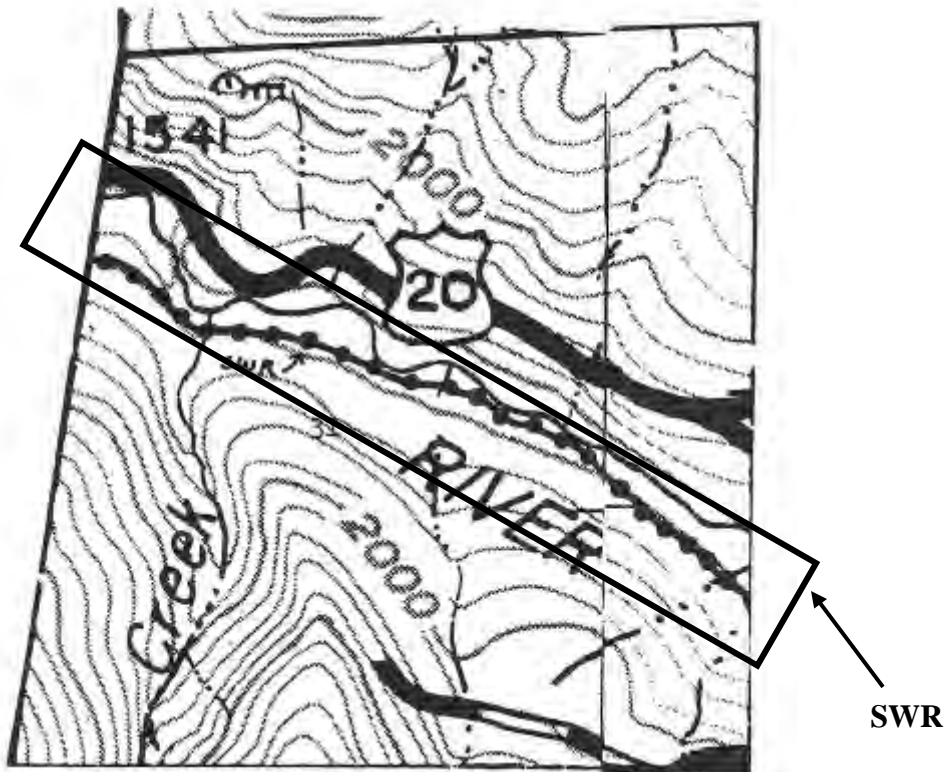
T 13S R 4E section 36
Upper Soda 7.5' USGS Quad.

The SWR passes through the northwest corner of this section.

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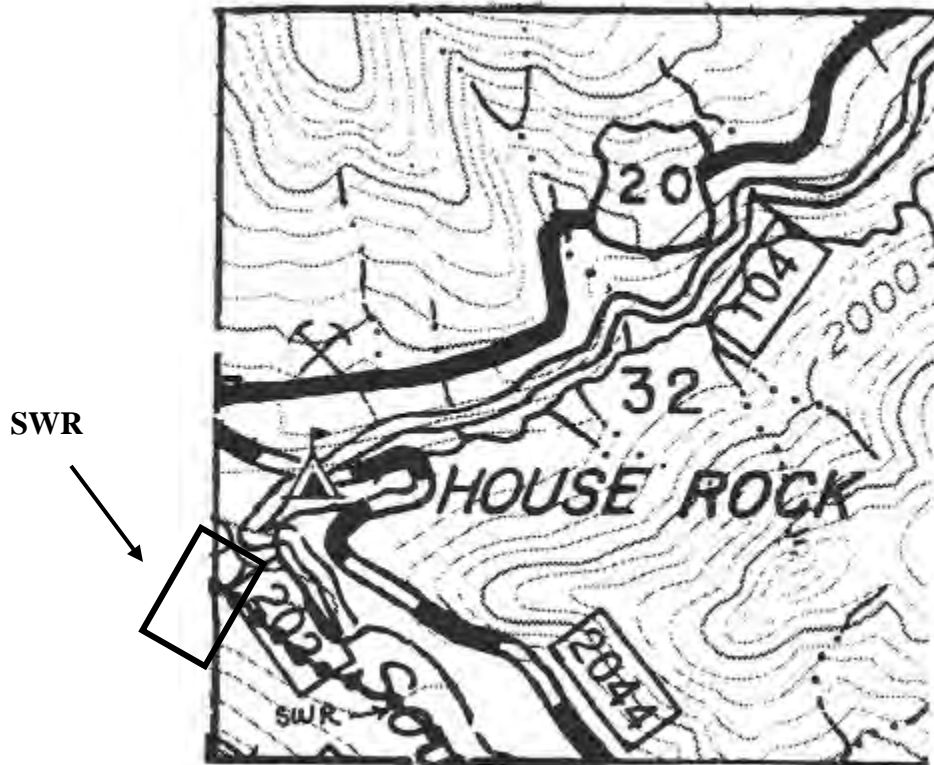
T 13S R 5E section 31
Harter Mountain 7.5' USGS Quad.

The SWR passes through the center of this section from the northwest to the southeast.

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T 13S R 5E section 32
Harter Mountain 7.5' USGS Quad.

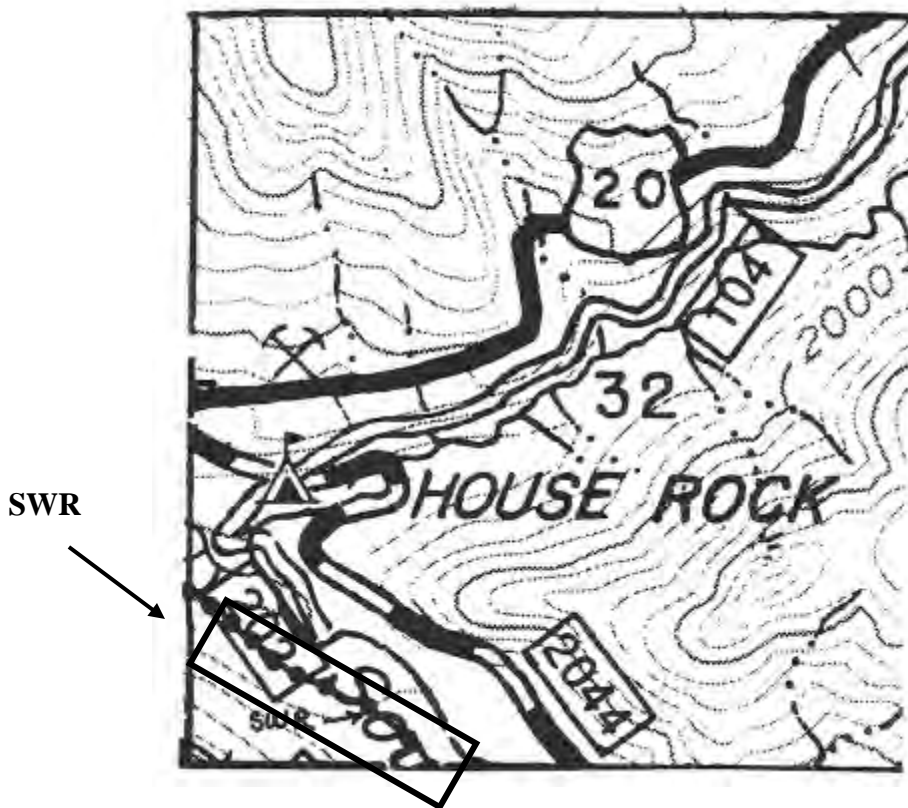
The SWR passes through the southwest corner of this section near the House Rock Campground

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(7) Toll Creek Segment (Contributing)



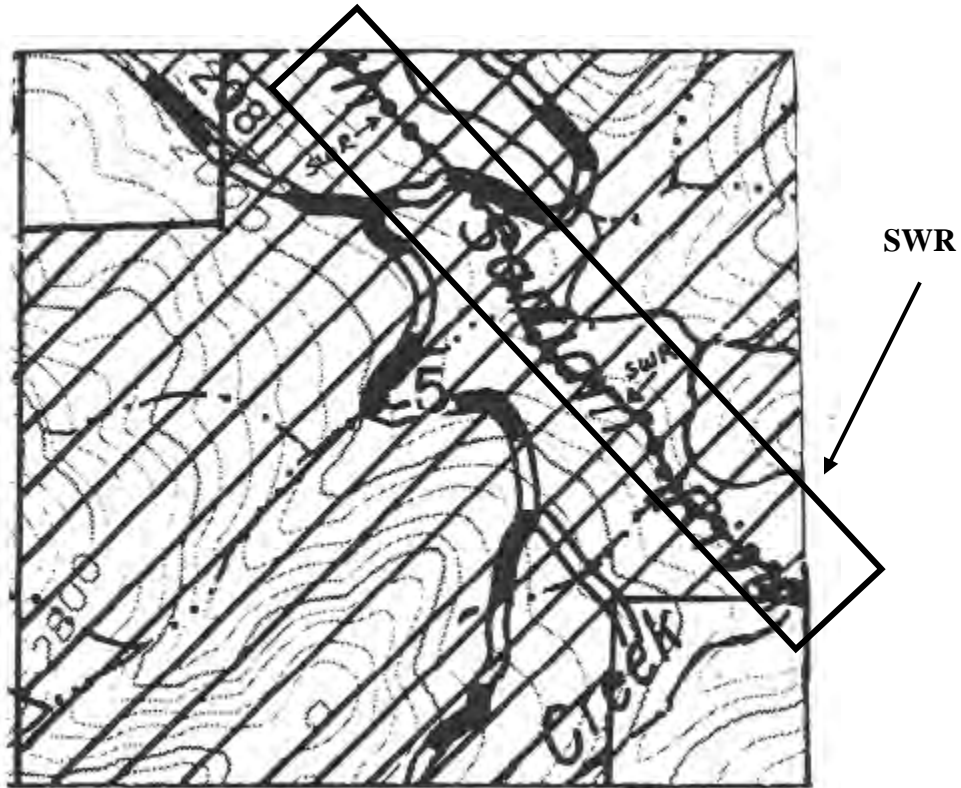
T 13S R 5E section 32
Harter Mountain 7.5' USGS Quad.

The SWR passes through the southwest corner of this section near the House Rock Campground.

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T 14S R 5E section 5
Harter Mountain 7.5' USGS Quad.

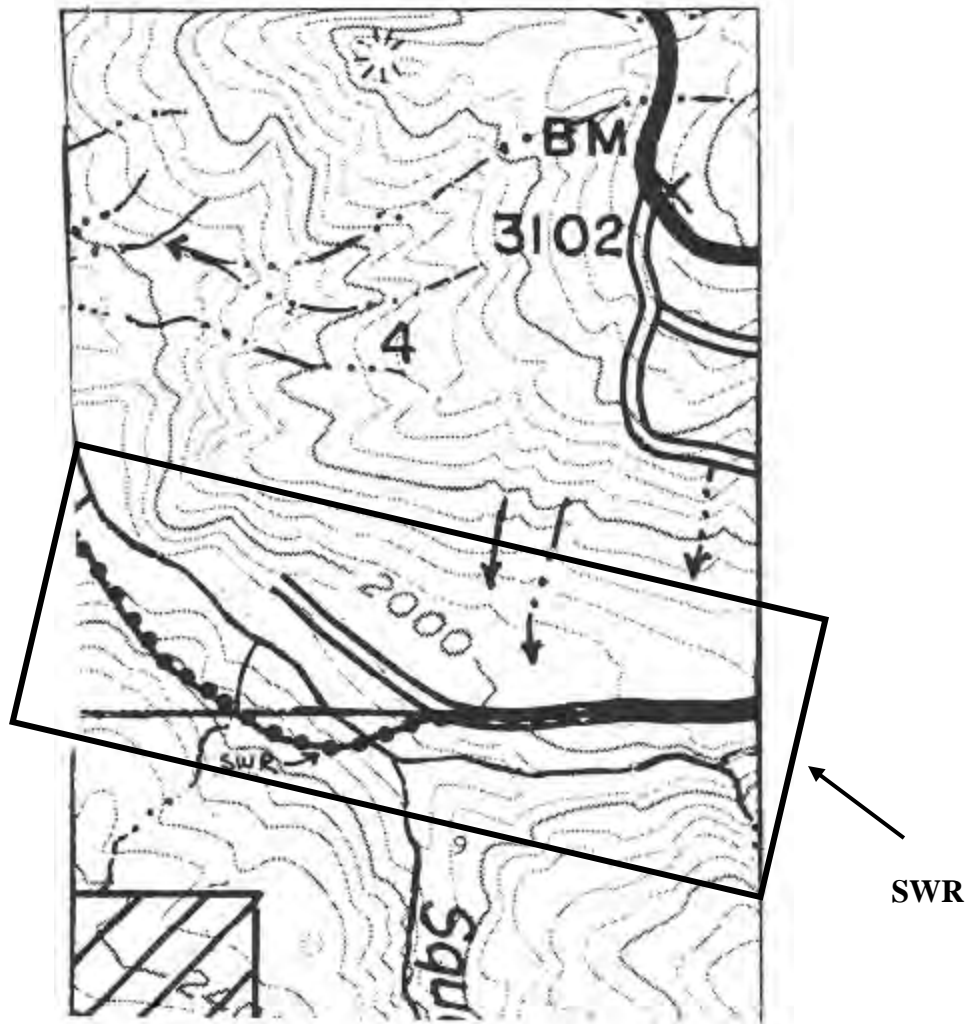
The SWR passes through the northeast and southeast quarters of this section, which is on private land and, therefore, not included in the historic district.

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(8) Seven Mile Segment (Contributing)



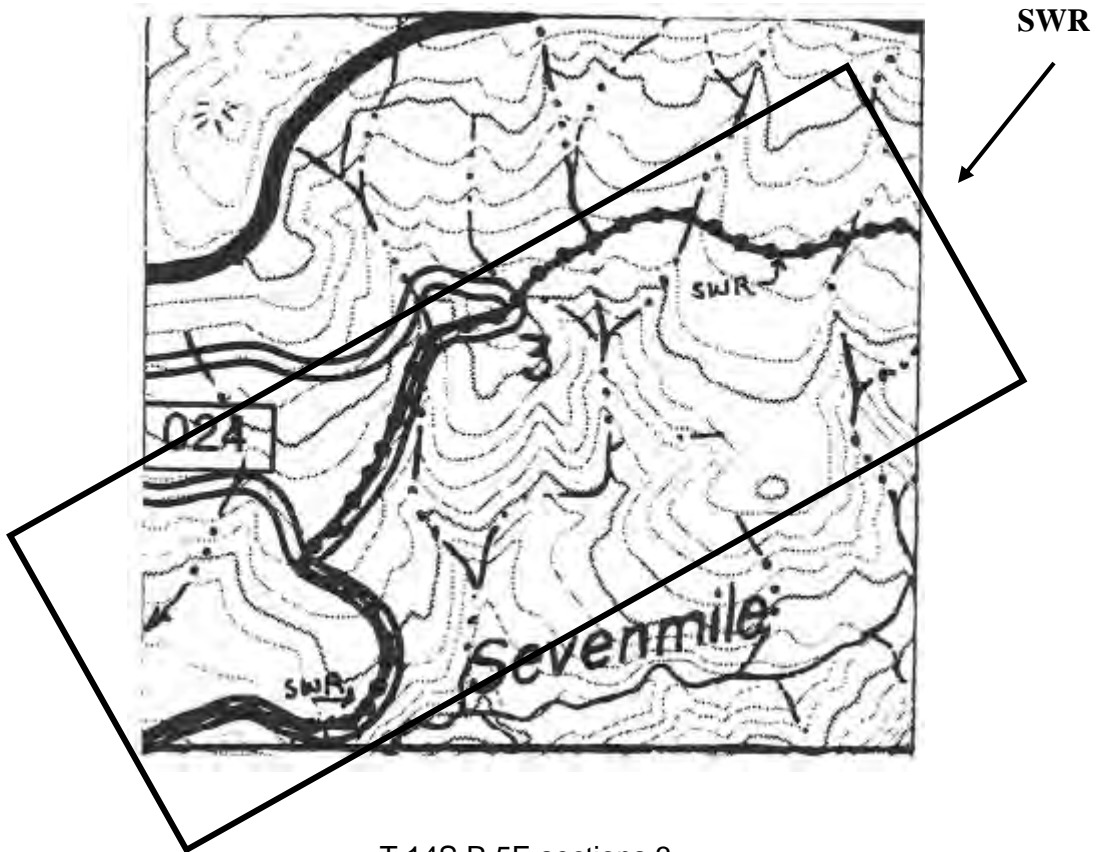
T 14S R 5E sections 4 and 9
Harter Mountain 7.5' USGS Quad.

The SWR passes through the southwest corner of section 4, and then passes through the north half of section 9.

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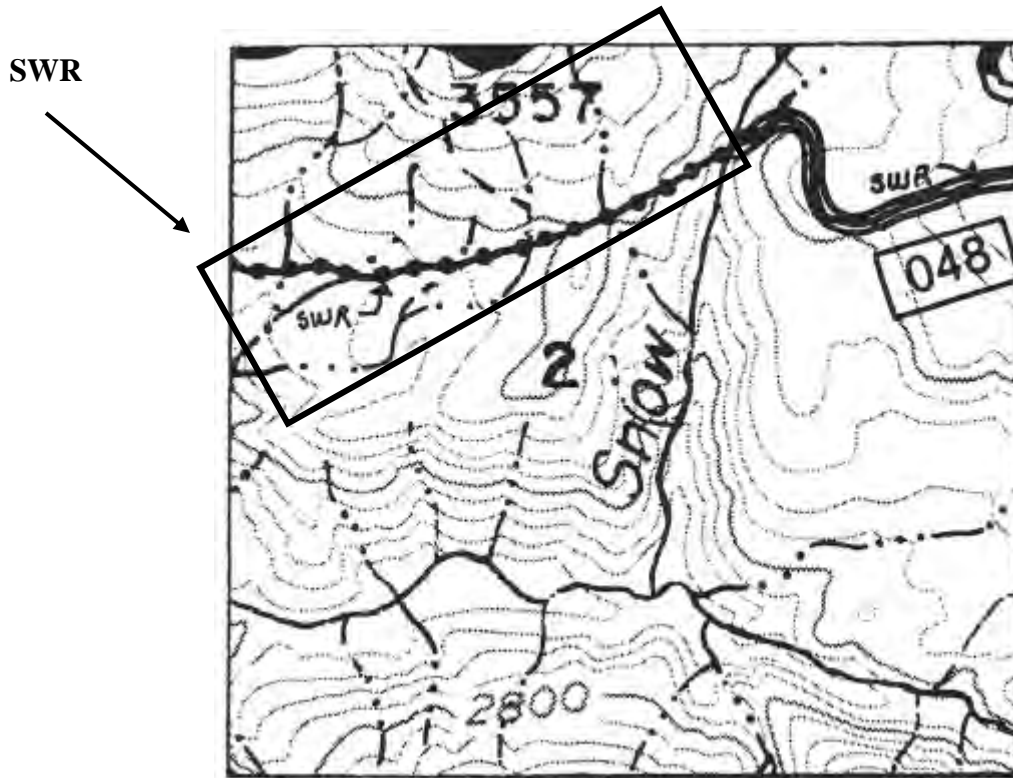
T 14S R 5E sections 3
Harter Mountain 7.5' USGS Quad.

The SWR passes through this section heading from southwest to northeast.

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T 14S R 5E sections 2
Harter Mountain 7.5' USGS Quad.

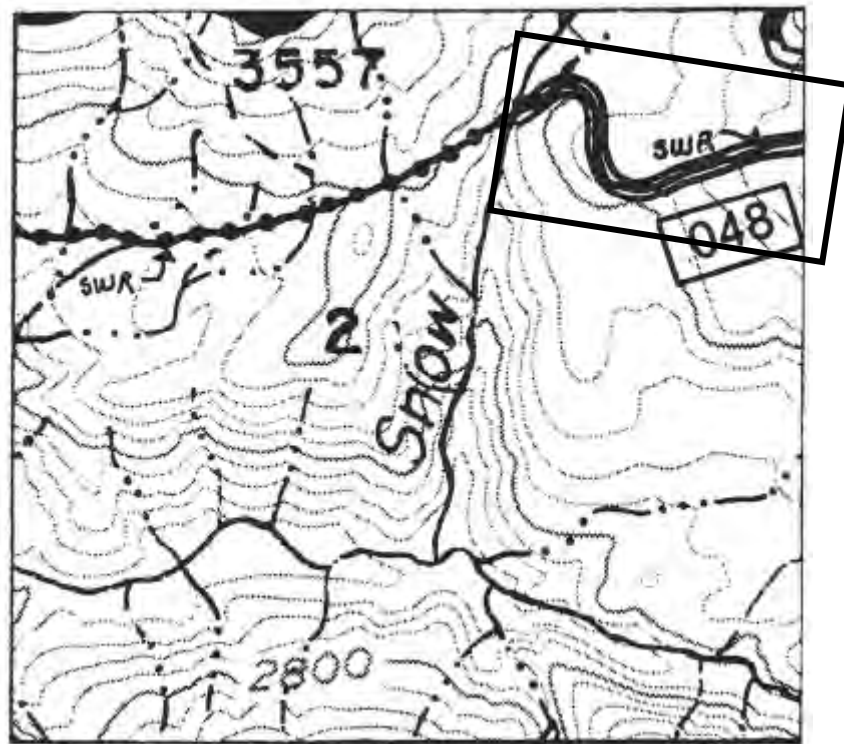
The SWR passes through the north half of this section.

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(9) Burnside Segment (Contributing)



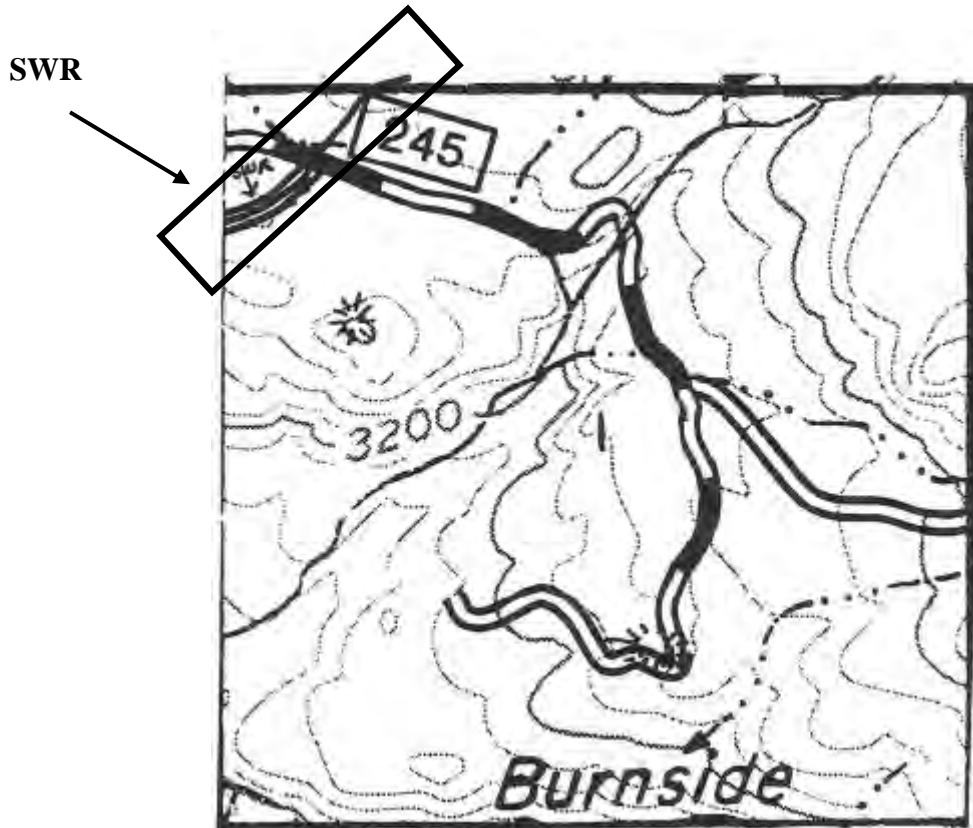
T 14S R 5E sections 2
Harter Mountain 7.5' USGS Quad.

The SWR passes through the north half of this section.

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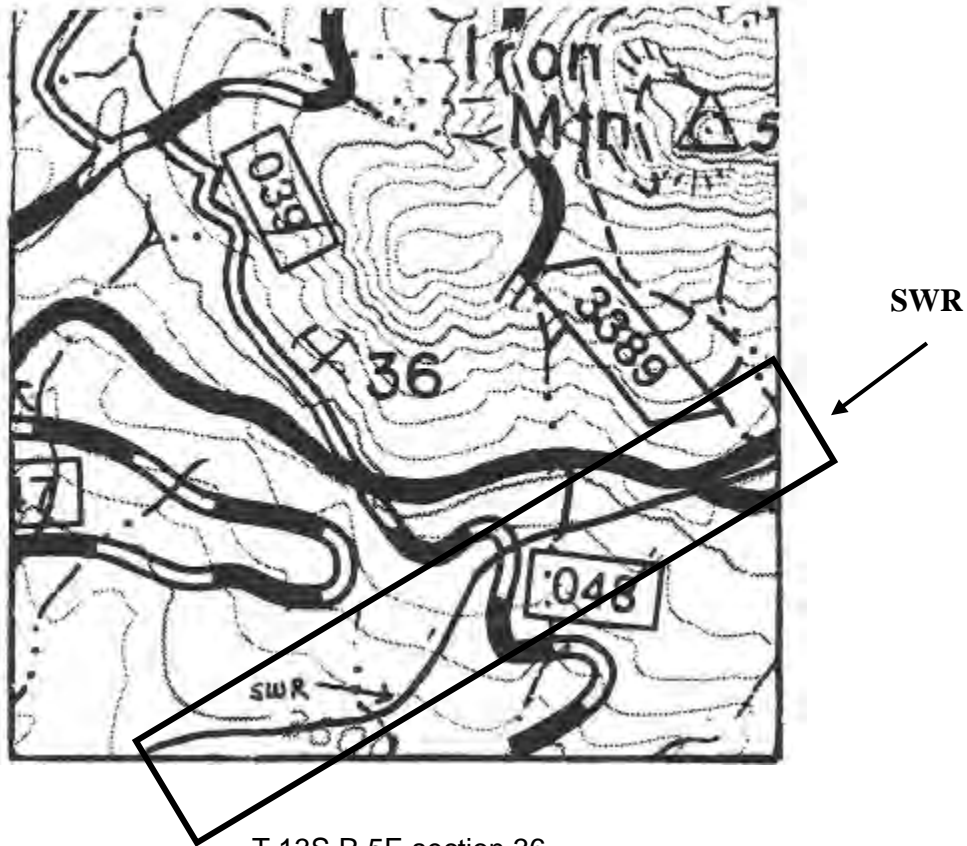
T 14S R 5E section 1
Harter Mountain 7.5' USGS Quad.

The SWR passes through the northwest corner of this section.

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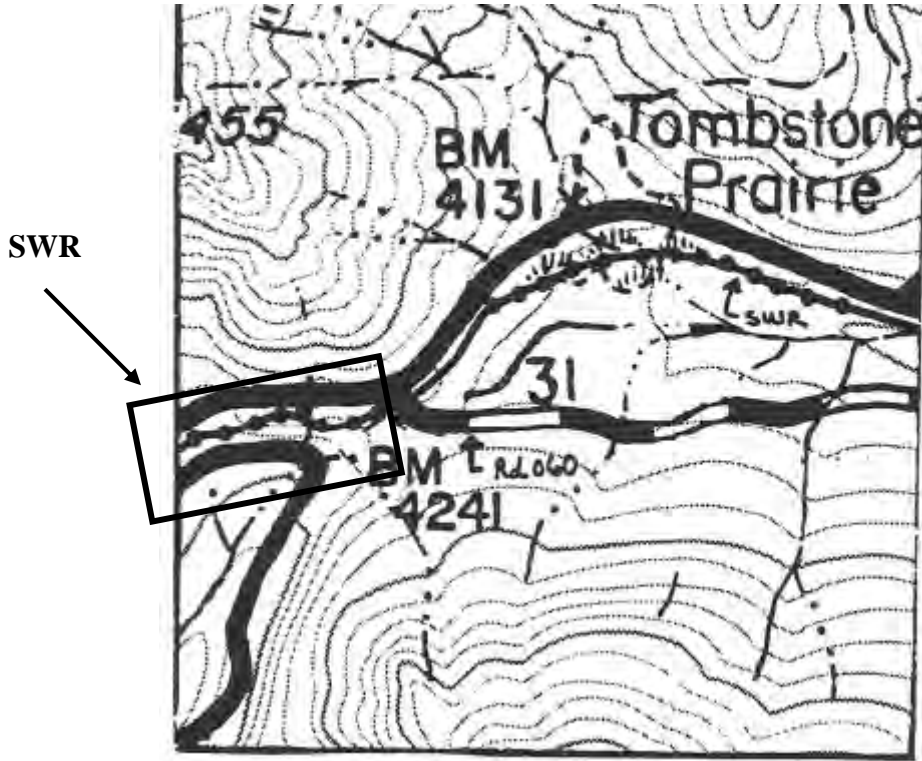
T 13S R 5E section 36
Harter Mountain 7.5' USGS Quad.

The SWR passes through the southeast corner of this section

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T 13S R 6E section 31
Harter Mountain 7.5' USGS Quad.

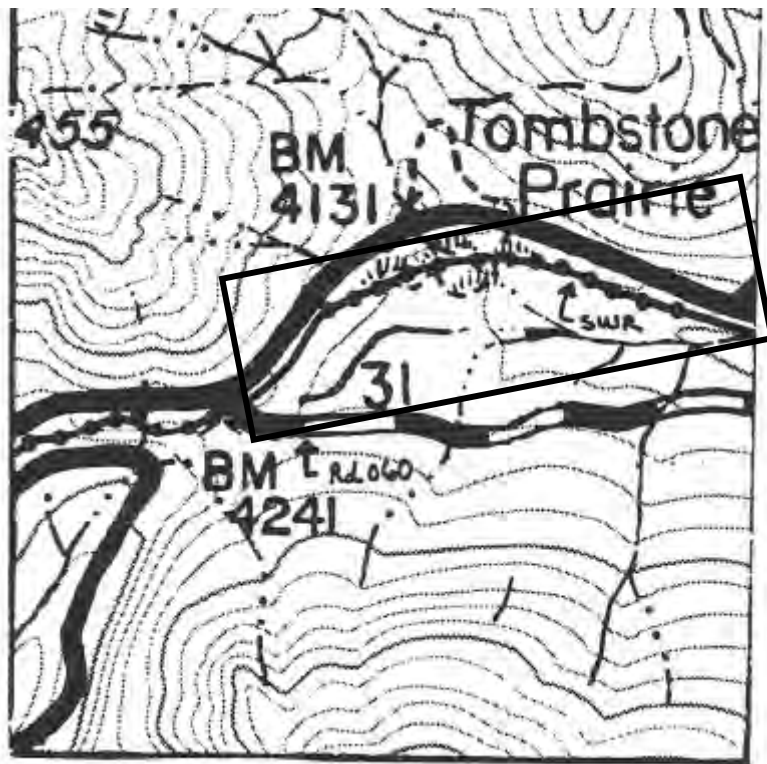
The SWR passes through the center of this section

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(10) Tombstone Segment (Contributing)



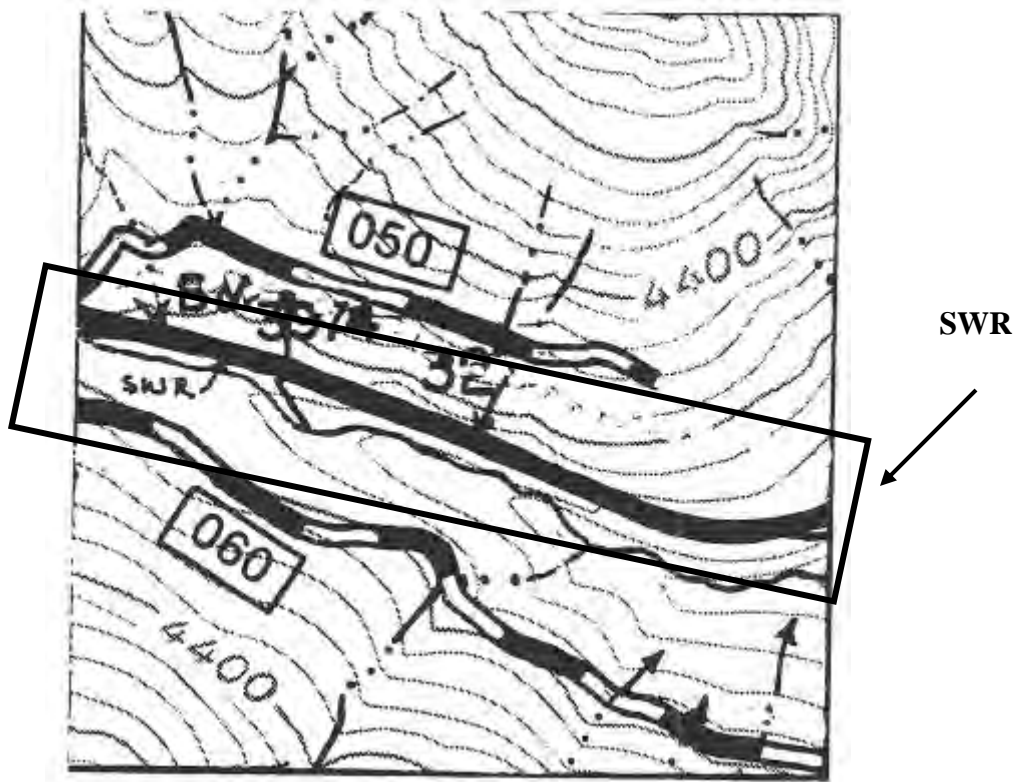
T 13S R 6E section 31
Harter Mountain 7.5' USGS Quad.

The SWR passes through the center of this section

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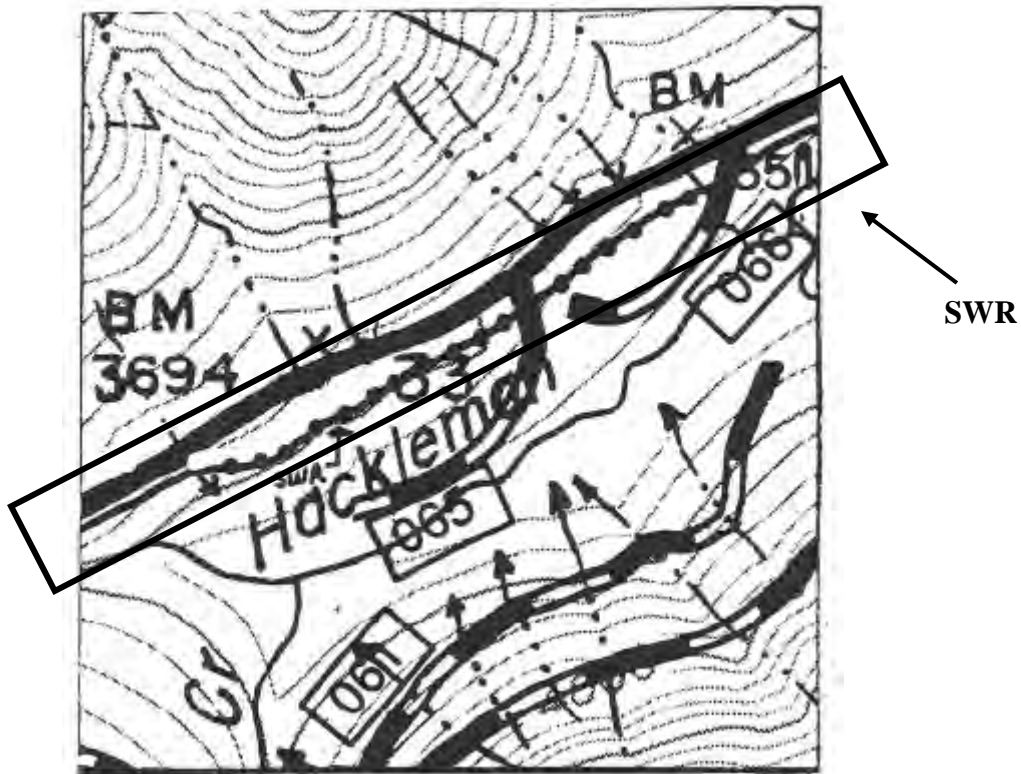
T 13S R 6E section 32
Harter Mountain 7.5' USGS Quad.

In this section, the SWR is under Highway 20 road fill for the first .8 miles heading east. The road is finally visible in the southwest quarter.

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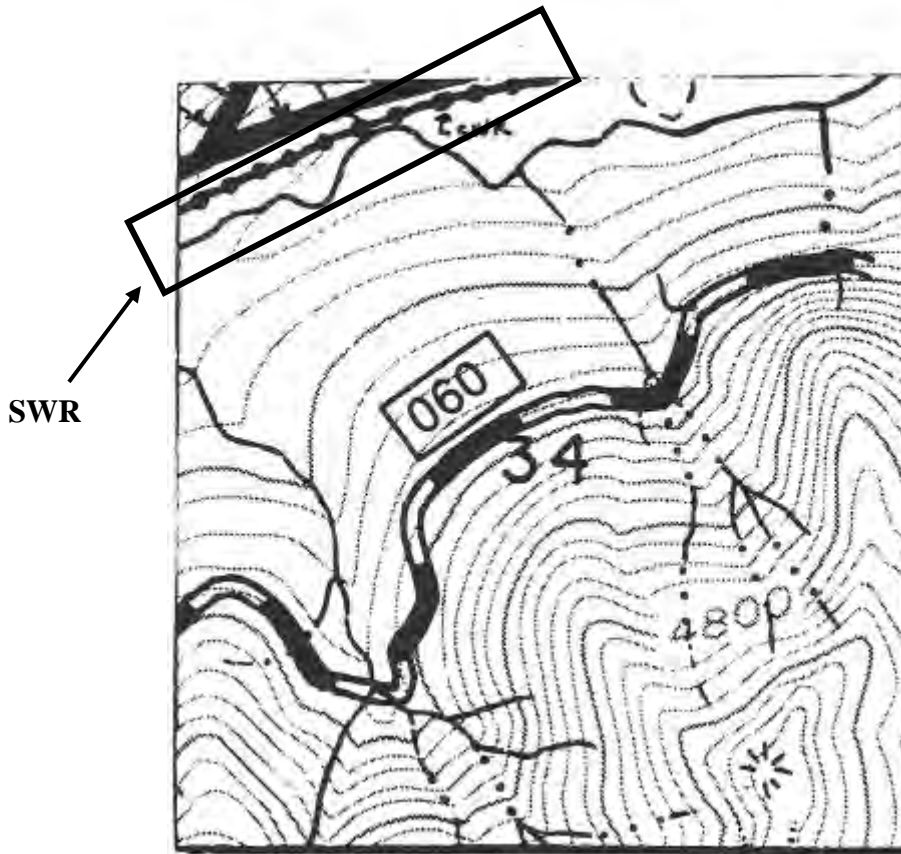
T 13S R 6E section 33
Echo Mountain 7.5' USGS Quad.

The SWR passes through this section from the southeast to the northwest.

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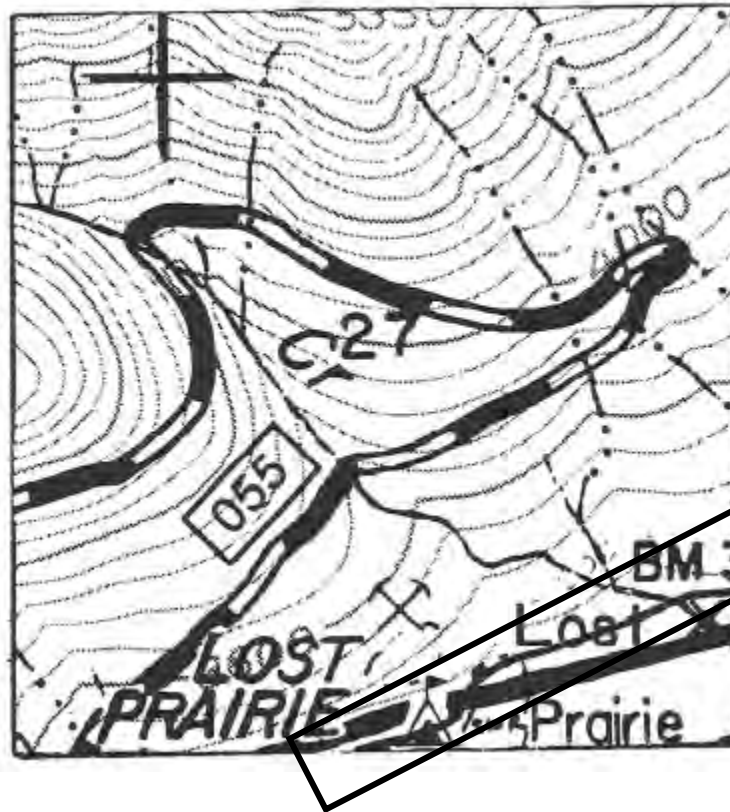
T 13S R 6E section 34
Echo Mountain 7.5' USGS Quad.

The SWR passes through the northwest corner of this section

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T 13S R 6E section 27
Echo Mountain 7.5' USGS Quad.

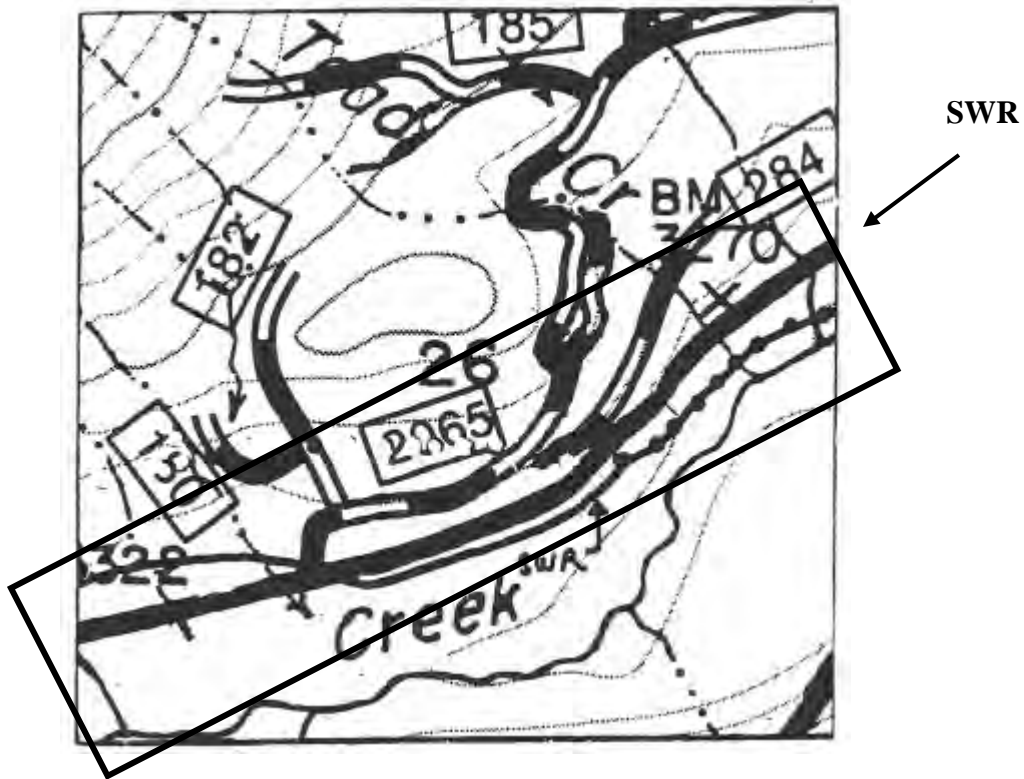
The SWR passes through Lost Prairie Campground and crosses Highway 20 then continues northeast

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(11) Toad Creek Segment (Contributing)



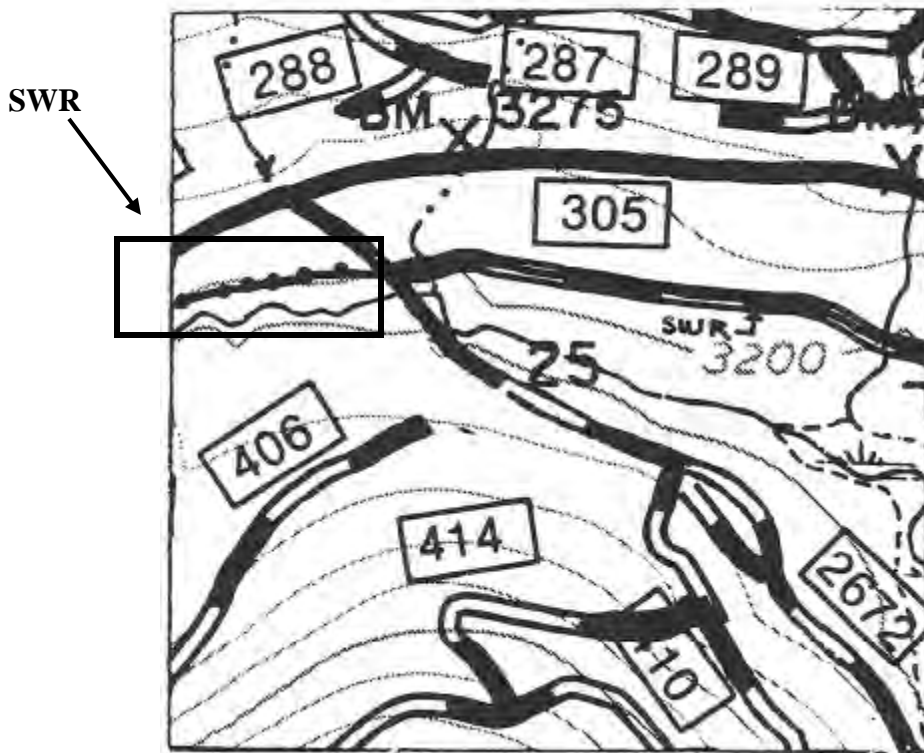
T 13S R 6E section 26
Echo Mountain 7.5' USGS Quad.

The SWR continues on the north side of Highway 20 until it meets Road 2065, it then crosses the highway and continues east.

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T 13S R 6E section 25
Echo Mountain 7.5' USGS Quad.

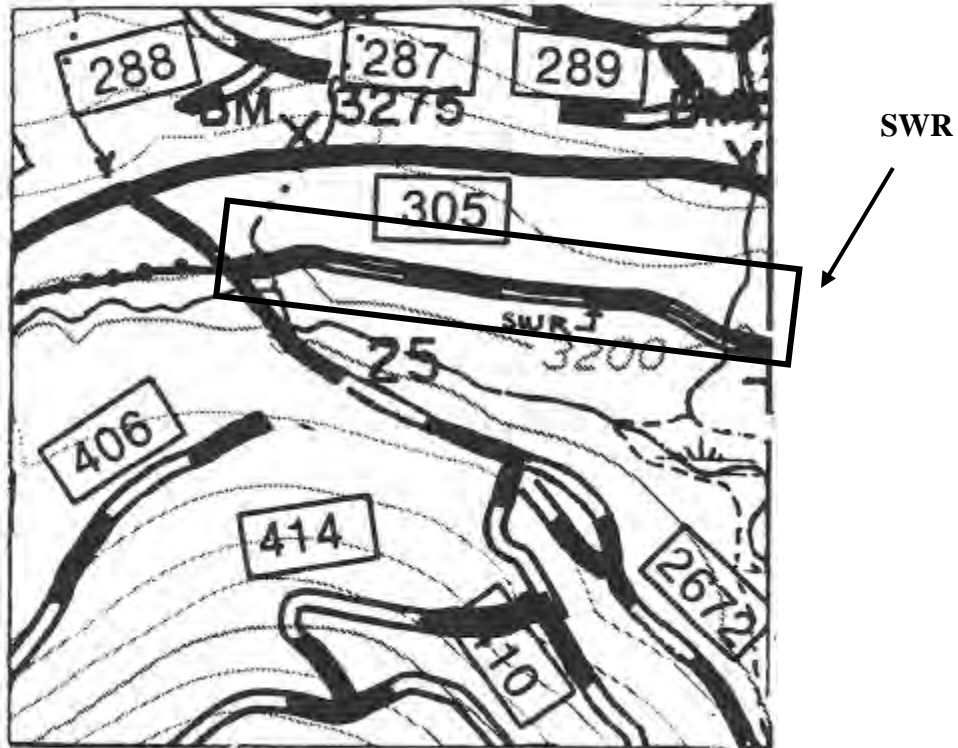
The SWR passes through the north half of this section.

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(12) Fish Lake Segment (Contributing)



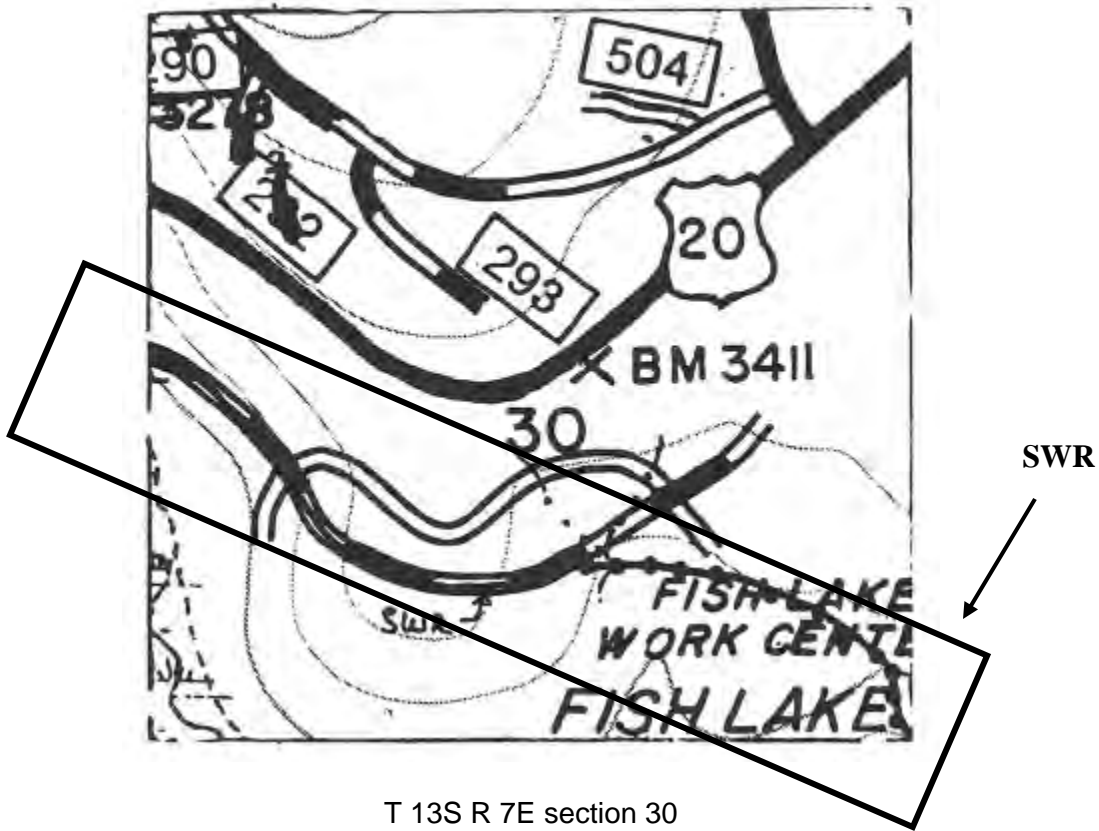
T 13S R 6E section 25
Echo Mountain 7.5' USGS Quad.

The SWR passes through the north half of this section.

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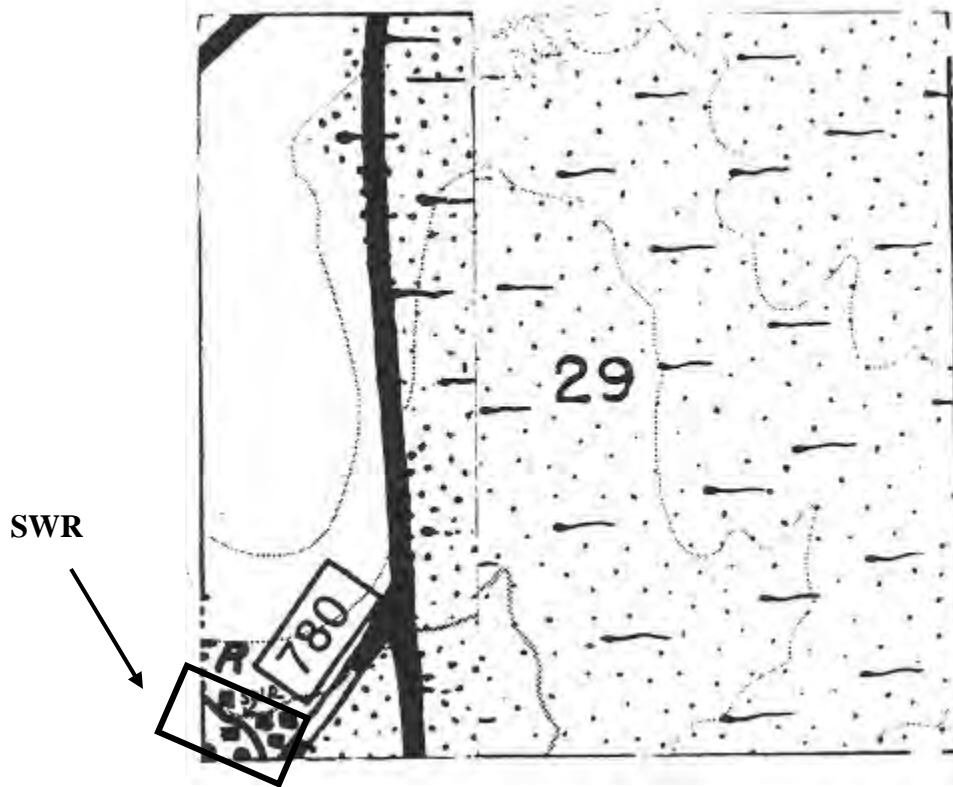
T 13S R 7E section 30
Echo Mountain 7.5' USGS Quad.

The SWR passes through this section from the northwest to the southeast.

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T 13S R 7E section 29
Echo Mountain 7.5' USGS Quad.

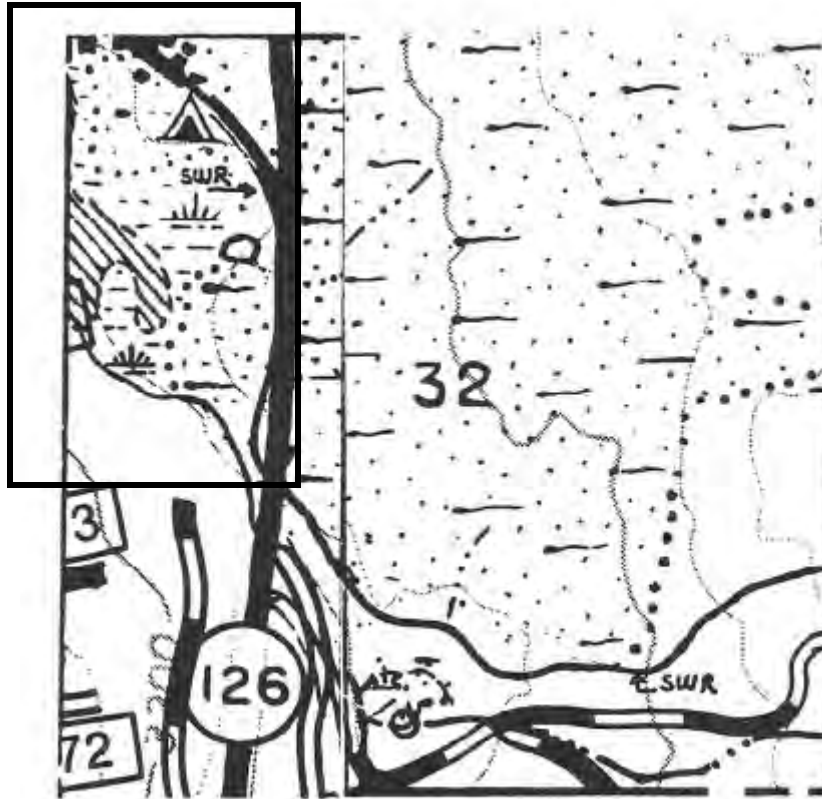
The SWR passes through the southwest corner of this section. The SWR passes by the gravesite of Charity Ann Noble and enters into Fish Lake Guard Station.

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SWR



T 13S R 7E section 32
Echo Mountain 7.5' USGS Quad.

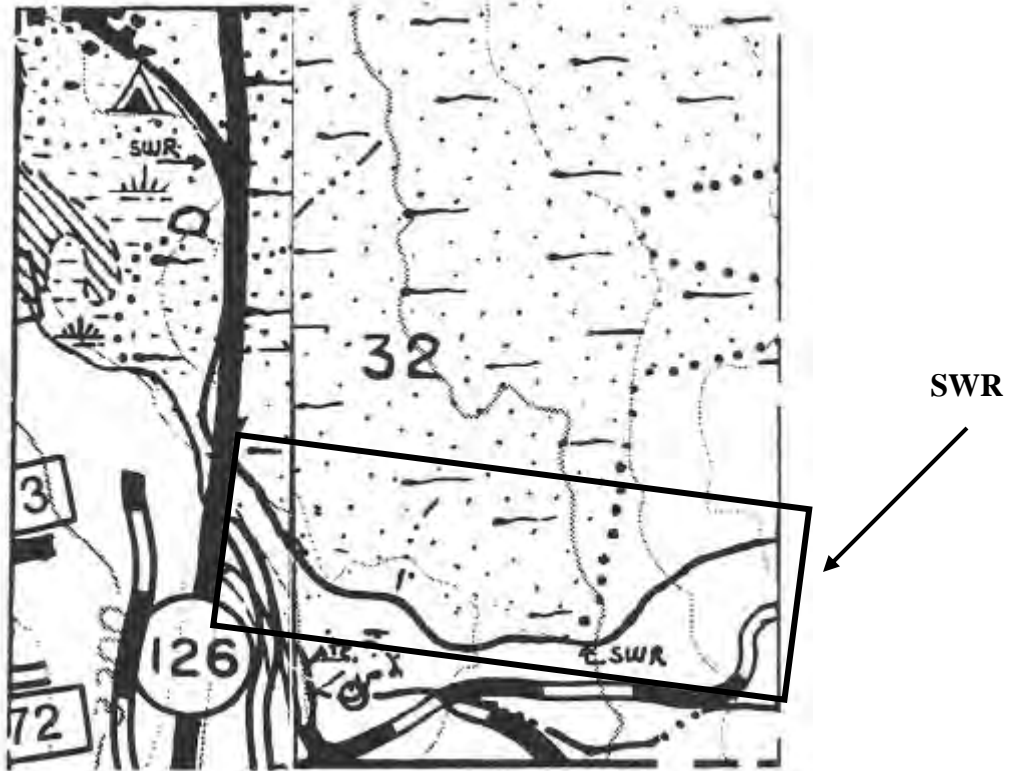
The SWR continues through Fish Lake Guard Station and turns south along Highway 126. It then crosses the highway and heads east through a lava flow.

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(13) Lava Field Segment (Contributing)



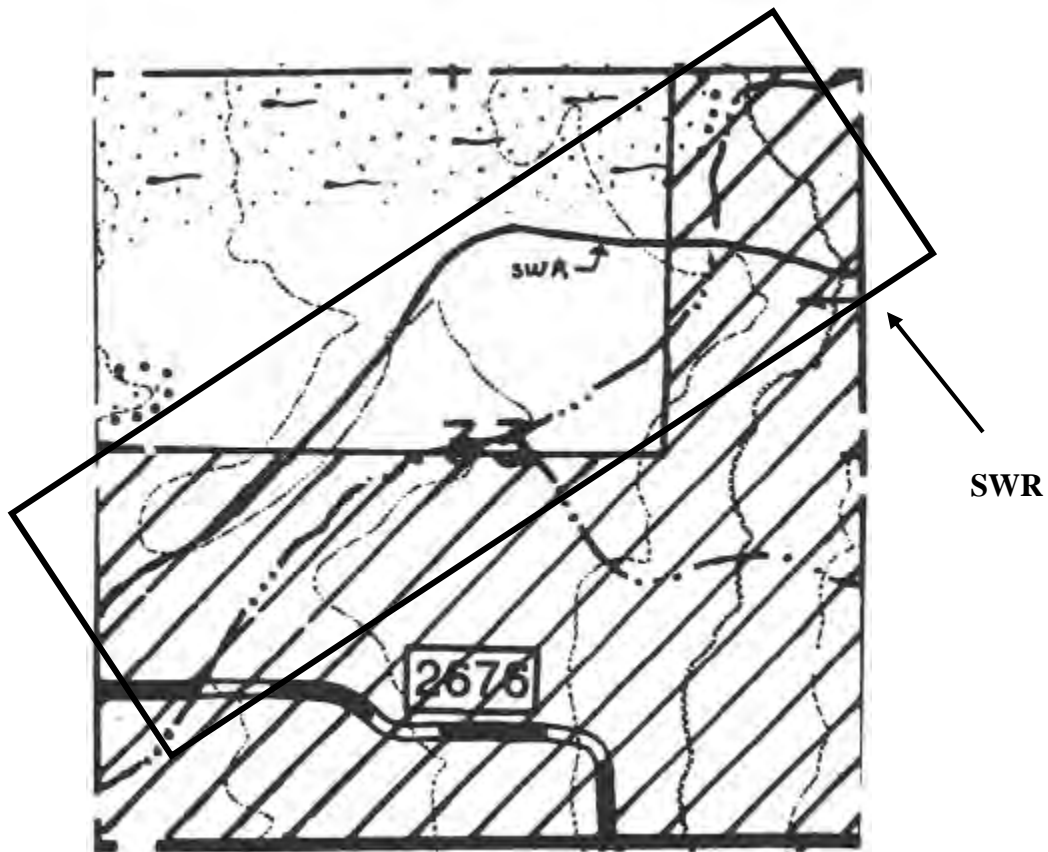
T 13S R 7E section 32
Echo Mountain 7.5' USGS Quad.

From Highway 126 the SWR heads east through a lava flow.

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T 13S R 7E section 33
Santiam Junction 7.5' USGS Quad.

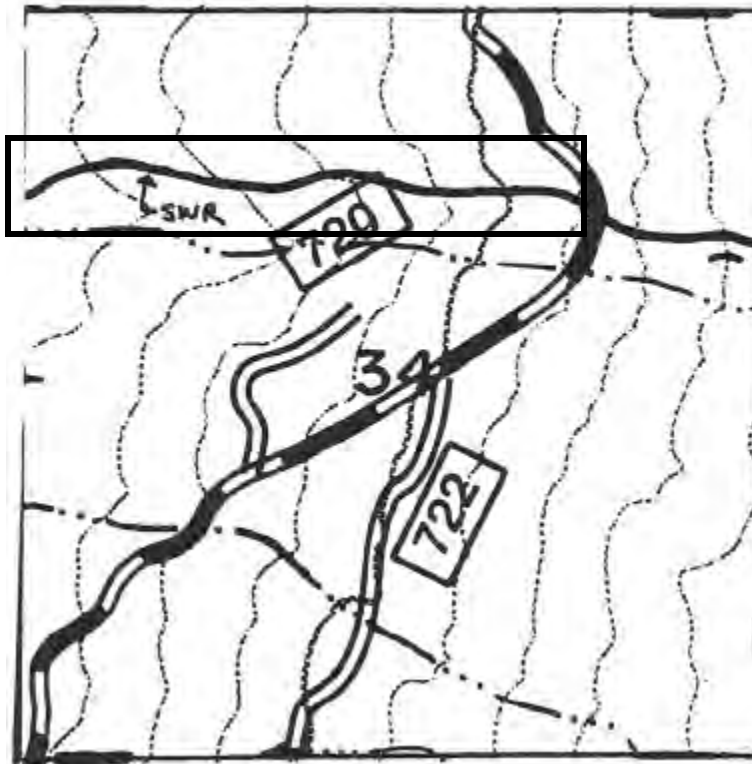
The SWR passes through this section from southwest to northeast.

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SWR



T 13S R 7E section 34
Santiam Junction 7.5' USGS Quad.

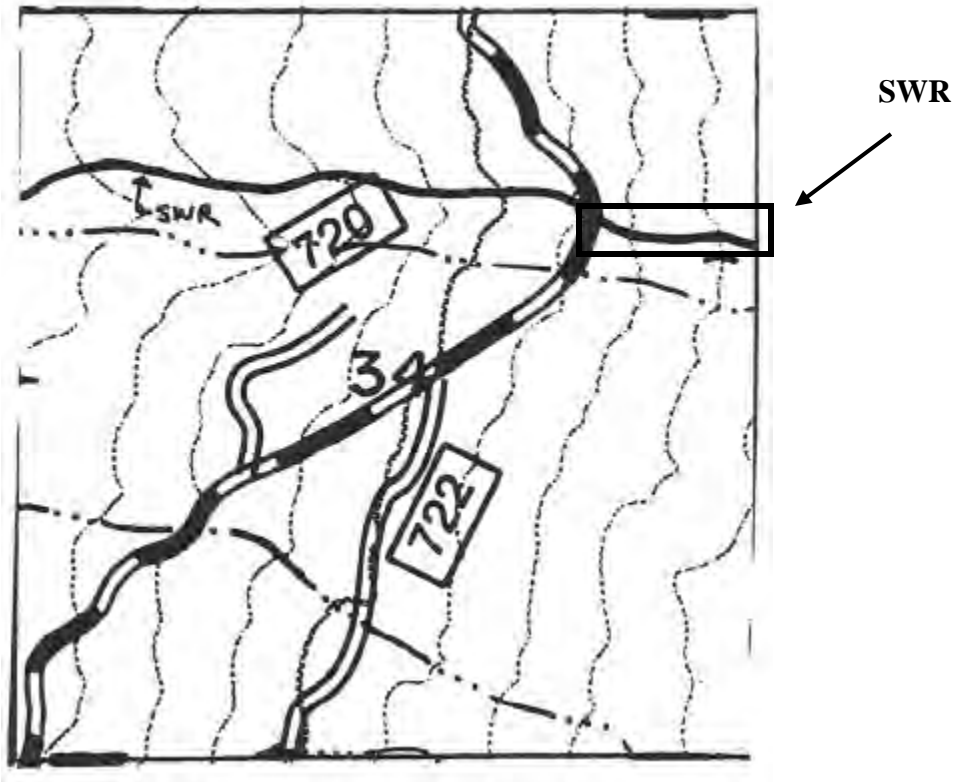
The SWR passes through the north half of this section.

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(14) Eno Road Segment (Contributing)



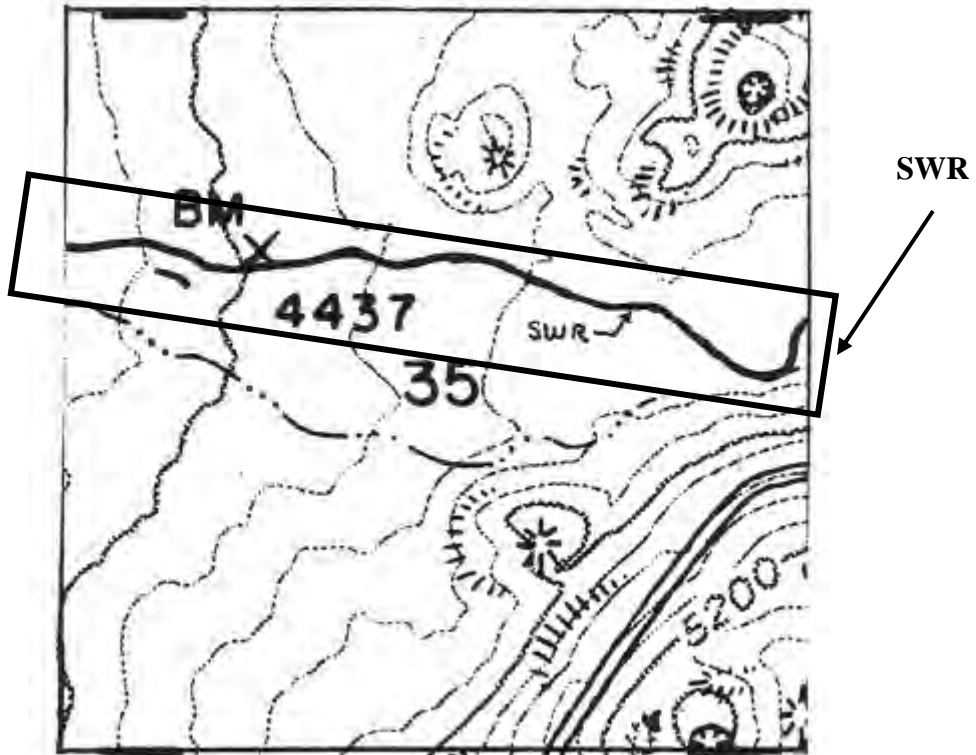
T 13S R 7E section 34
Santiam Junction 7.5' USGS Quad.

The SWR passes through the north half of this section.

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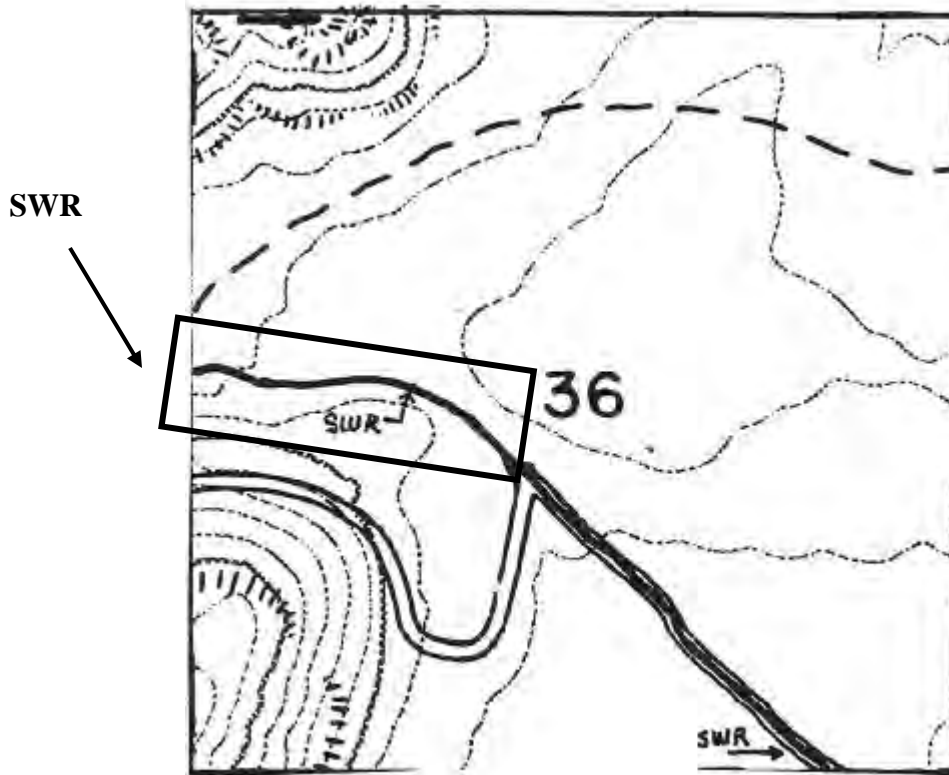
T 13S R 7E section 35
Santiam Junction 7.5' USGS Quad.

The SWR passes through the north half of this section.

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T 13S R 7E section 36
Santiam Junction 7.5' USGS Quad.

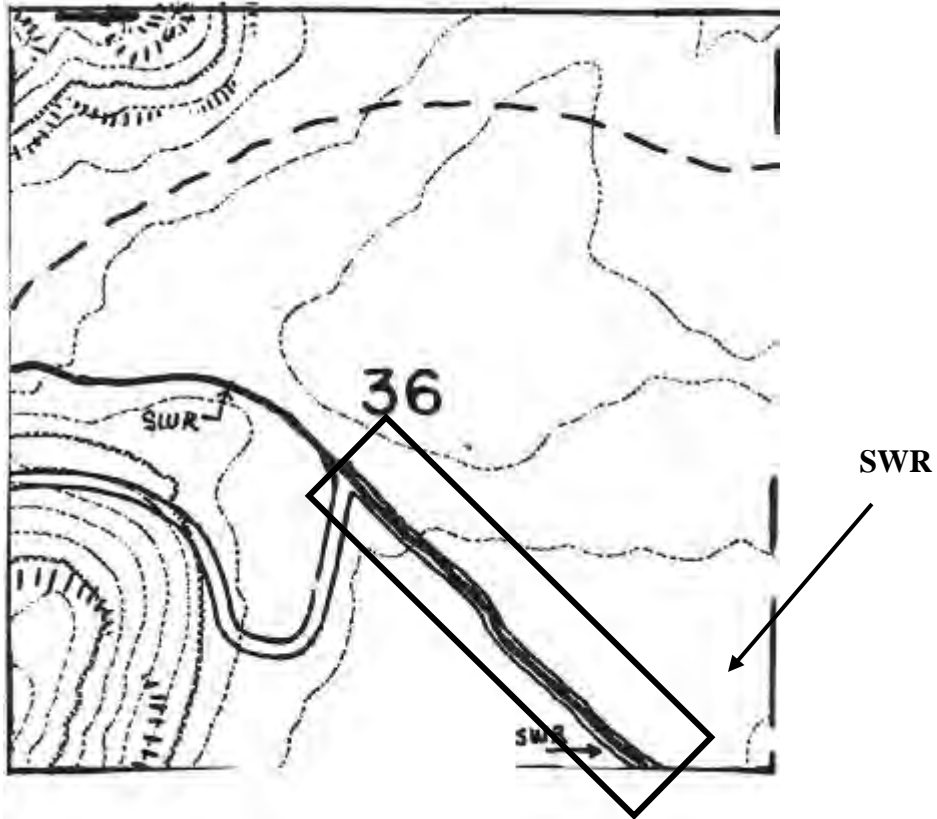
The SWR passes through this section from the northwest to the southeast.

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(15) Sand Mountain Segment (Non-Contributing)



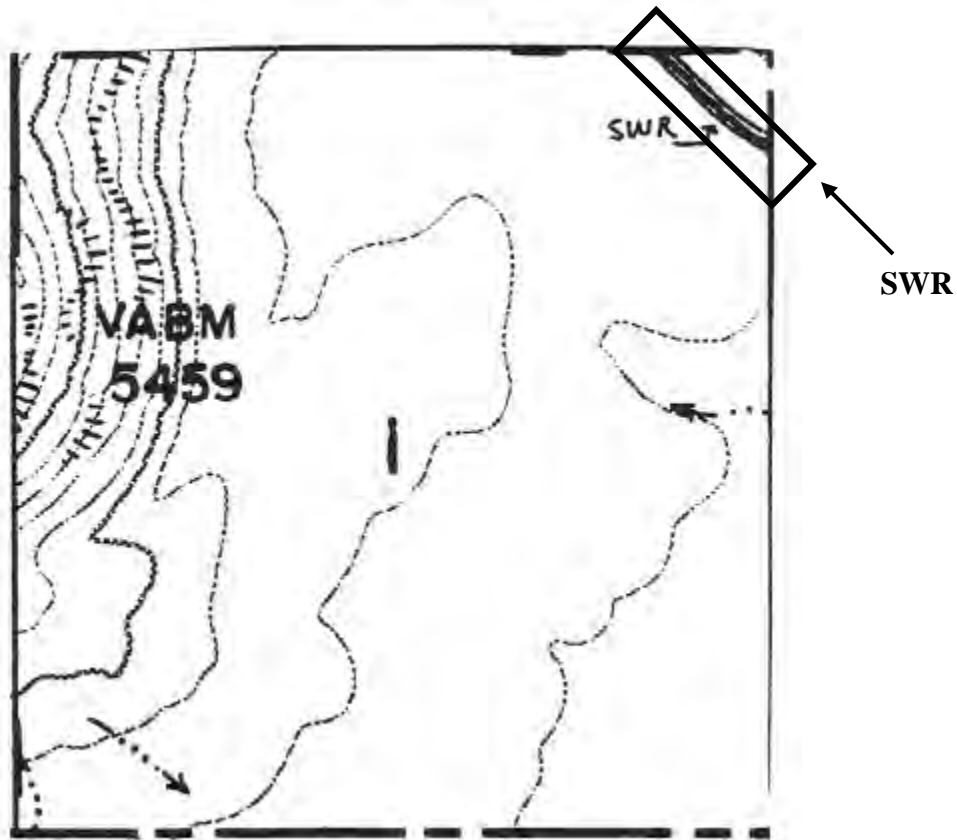
T 13S R 7E section 36
Santiam Junction 7.5' USGS Quad.

The SWR passes through this section from the northwest to the southeast.

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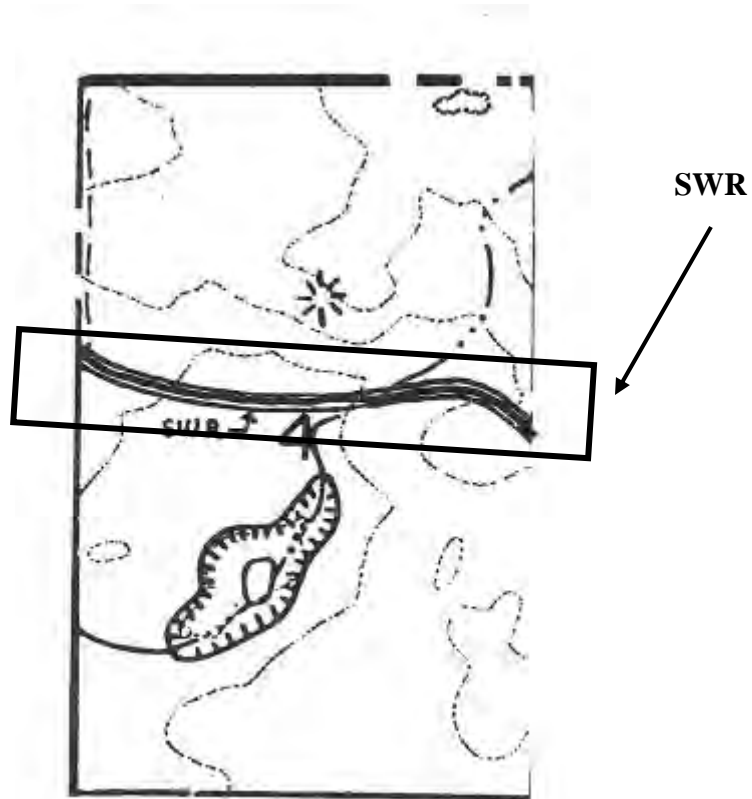
T 14S R 7E section 1
Santiam Junction 7.5' USGS Quad.

The SWR passes through the northeast corner of this section.

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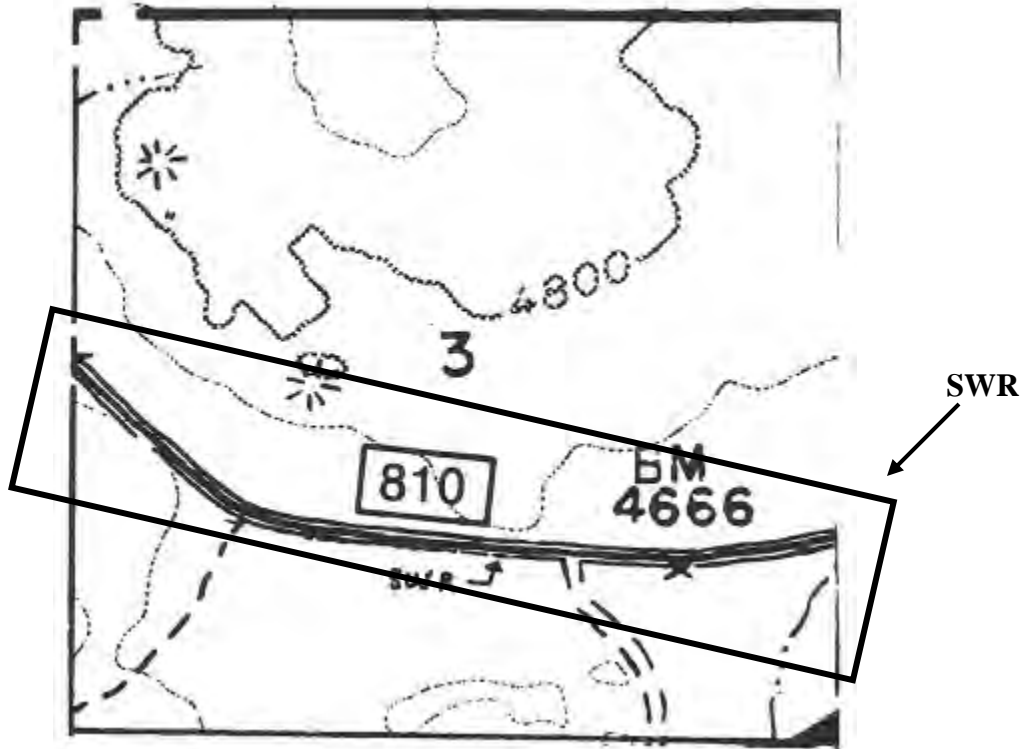
T 14S R 7 1/2 E section 4
Three Fingered Jack 7.5' USGS Quad.

The SWR passes through the center of this section.

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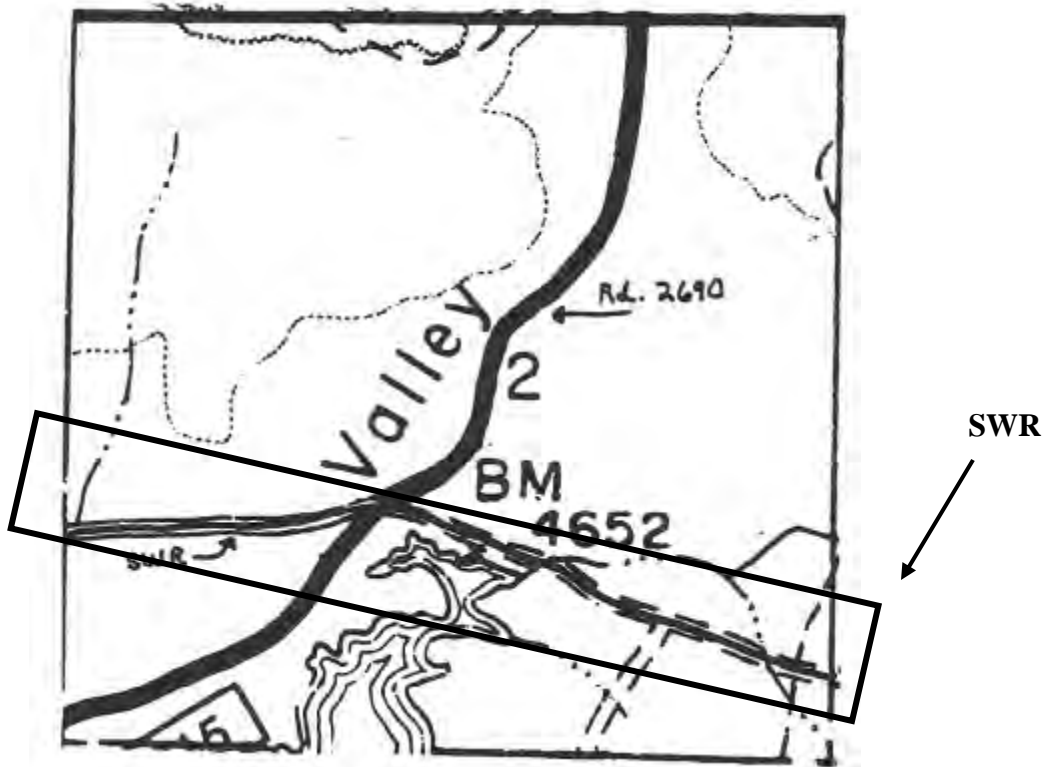
T 14S R 7 1/2 E section 3
Three Fingred Jack 7.5' USGS Quad.

The SWR passes through the south half of this section.

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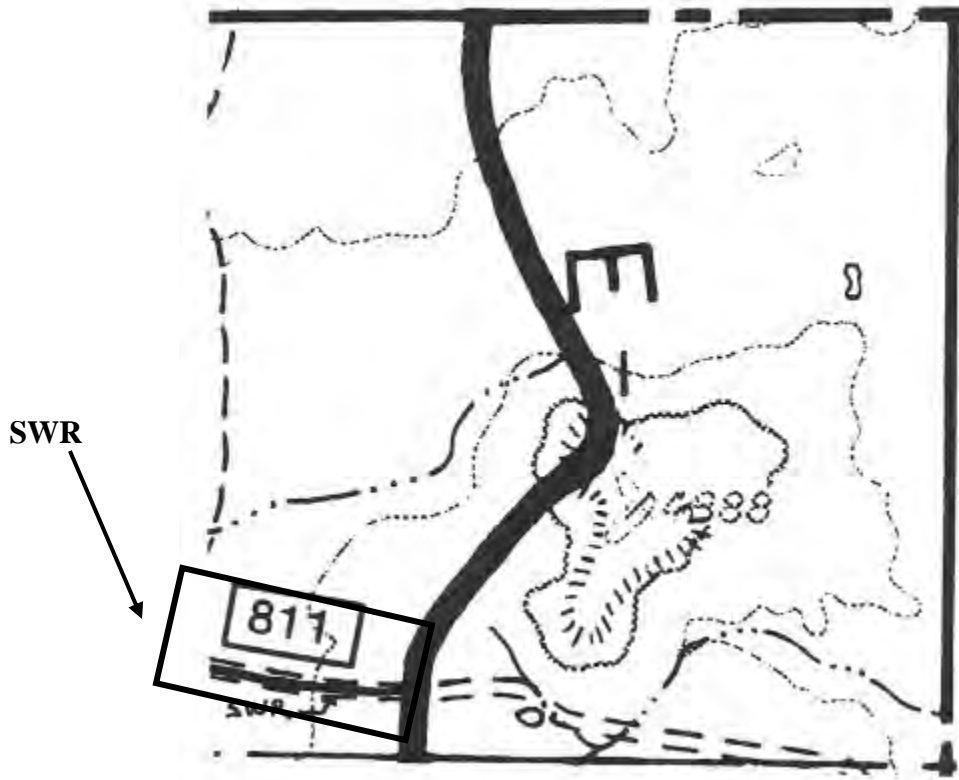
T 14S R 7 ½ E section 2
Three Fingred Jack 7.5' USGS Quad.

The SWR passes through the south half of this section.

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T 14S R 7 ½ E section 1
Three Fingred Jack 7.5' USGS Quad.

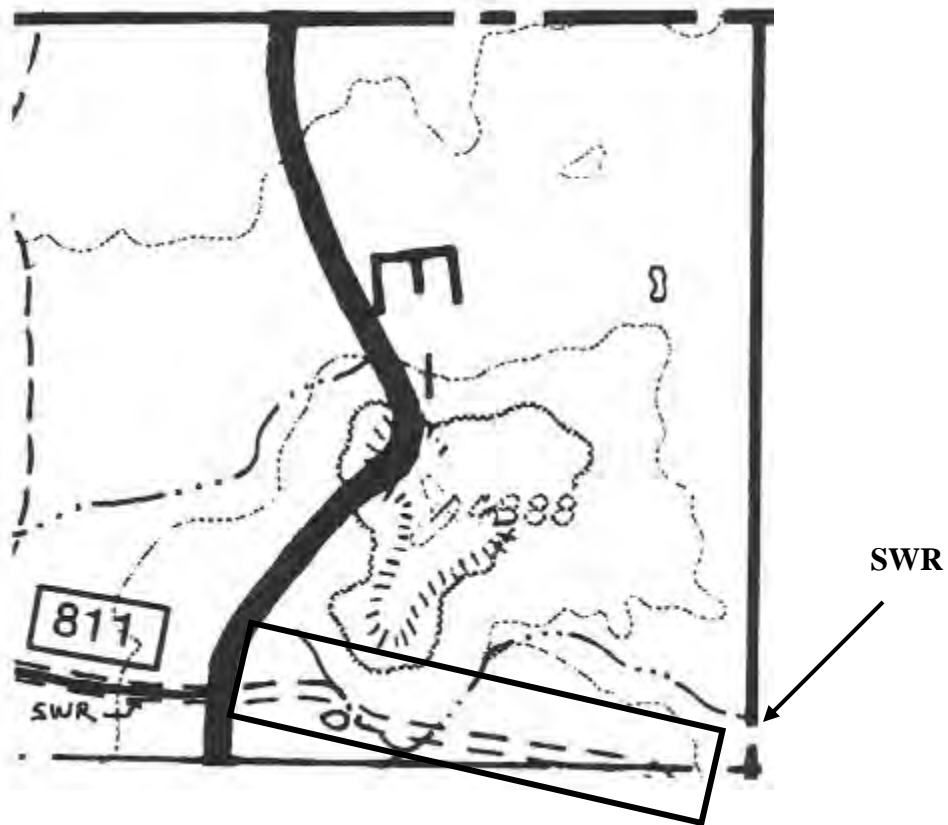
The SWR passes through the south half of this section. In the southwest quarter, the wagon road crosses the boundary between the Willamette National Forest and the Deschutes National Forest.

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(16) Big Lake Segment (Non-Contributing)



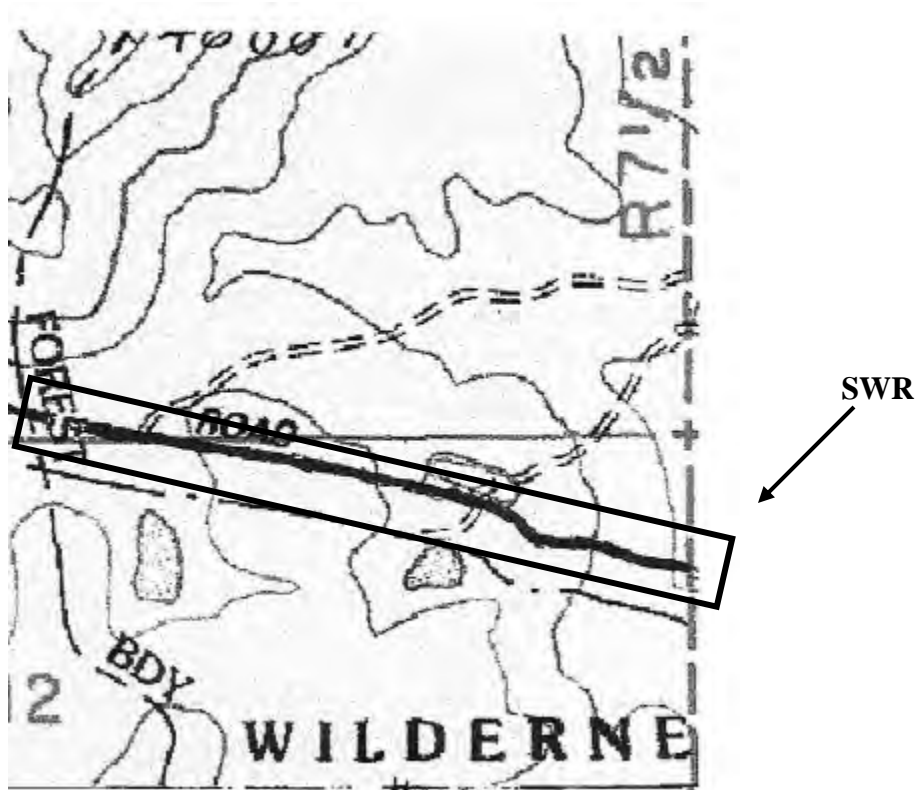
T 14S R 7 1/2 E section 1
Three Fingers Jack 7.5' USGS Quad.

The SWR passes through the south half of this section. In the southwest quarter, the wagon road crosses the boundary between the Willamette National Forest and the Deschutes National Forest.

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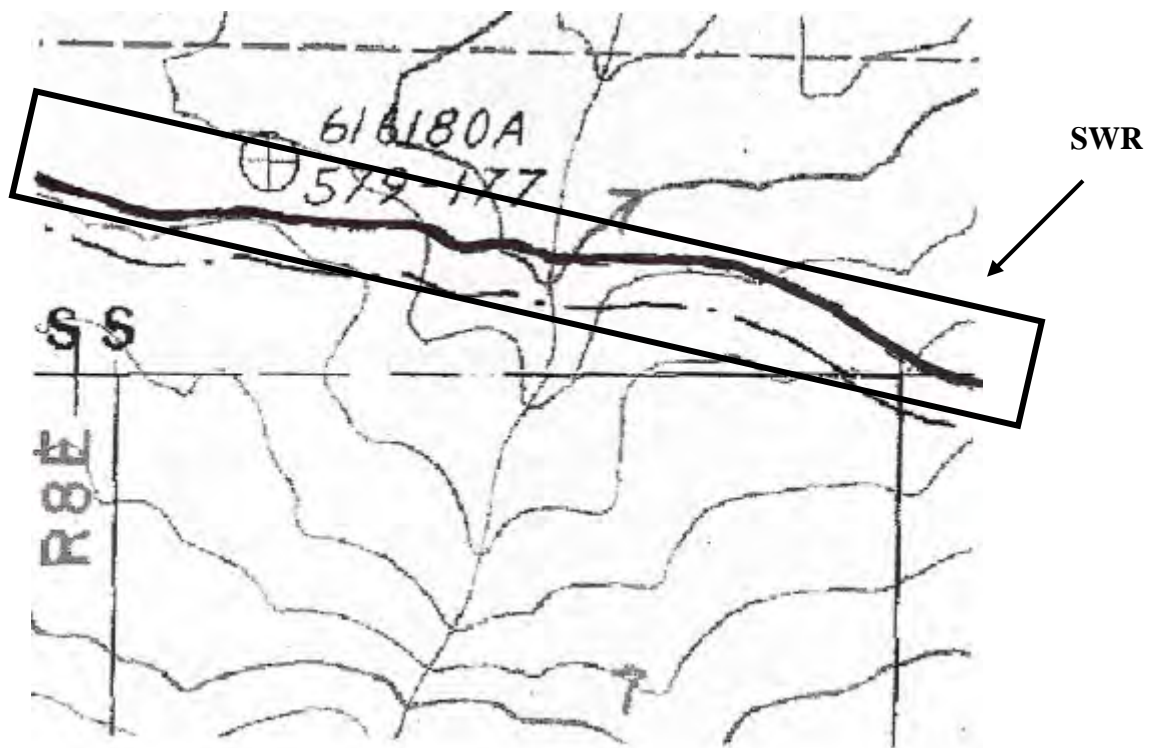
T 14S R 7 ½ E section 1 and 12
Three Fingred Jack 7.5' USGS Quad.

The SWR passes from the south east quarter of section 1 to the northeast quarter of section 12.

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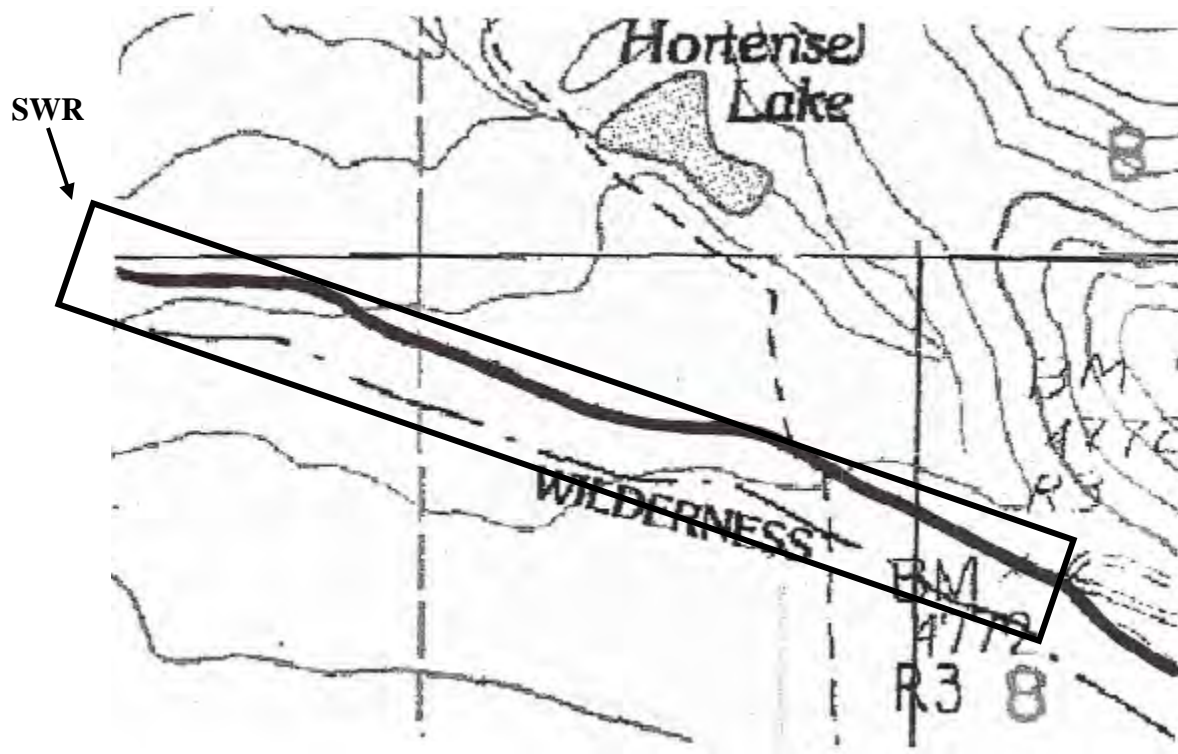
T 14S R 8E section 7
Three Fingered Jack and Mt. Washington 7.5' USGS Quads.

The SWR passes through the northern half of this section.

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T 14S R 8E sections 7 and 8
Mt. Washington 7.5' USGS Quads.

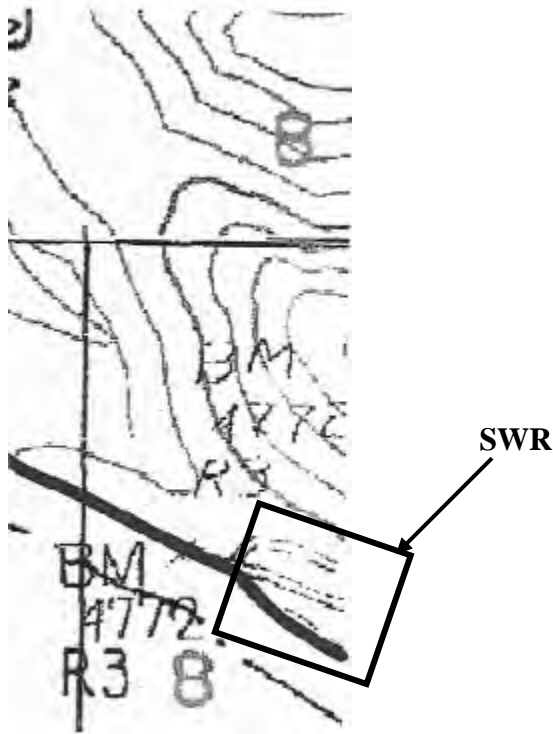
The SWR passes from the northern half of section 7 to the center of section 8.

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(17) Cache Creek Segment (Contributing)



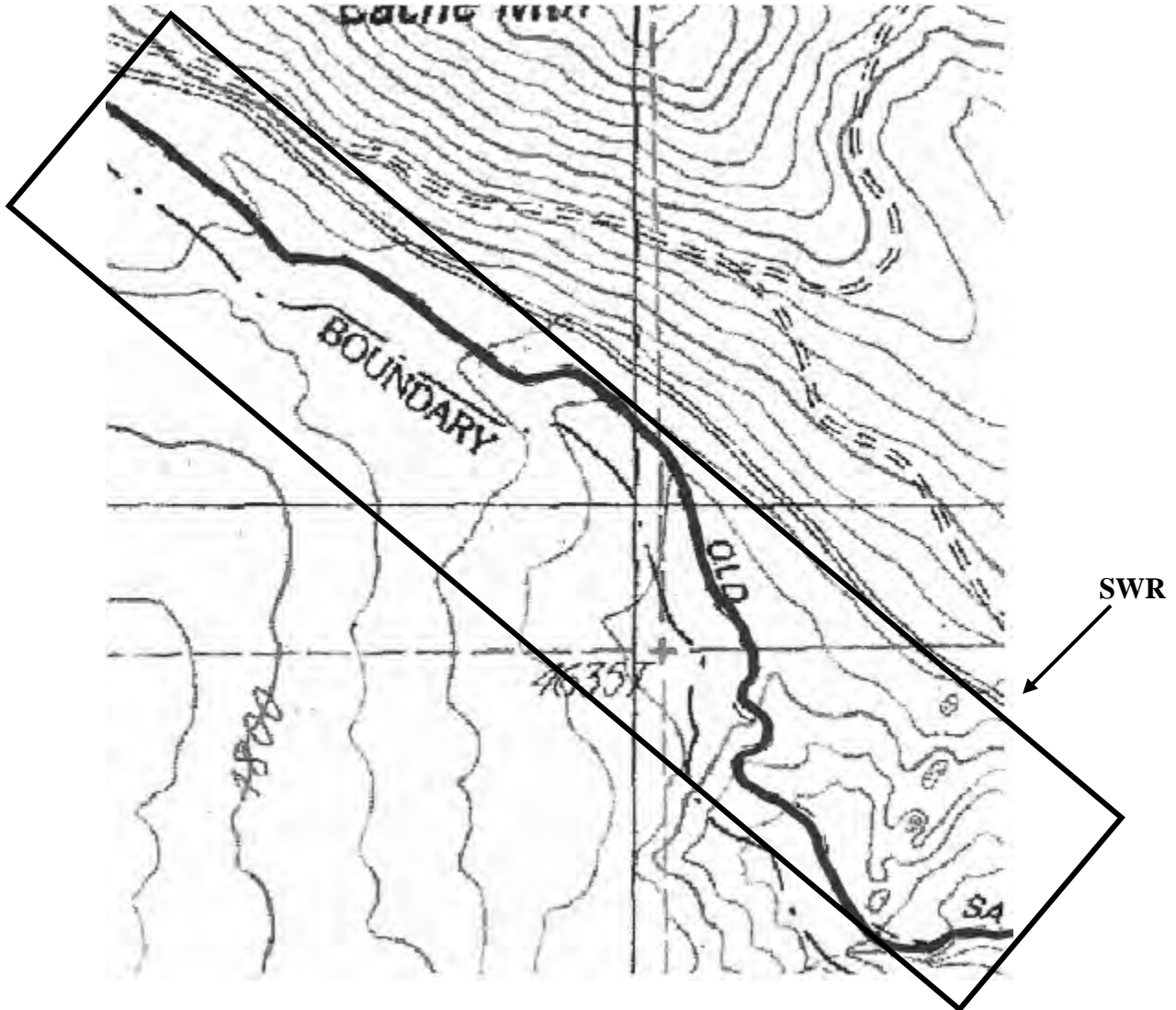
T 14S R 8E section 8
Mt. Washington 7.5' USGS Quads.

The SWR passes southeast through the center of section 8.

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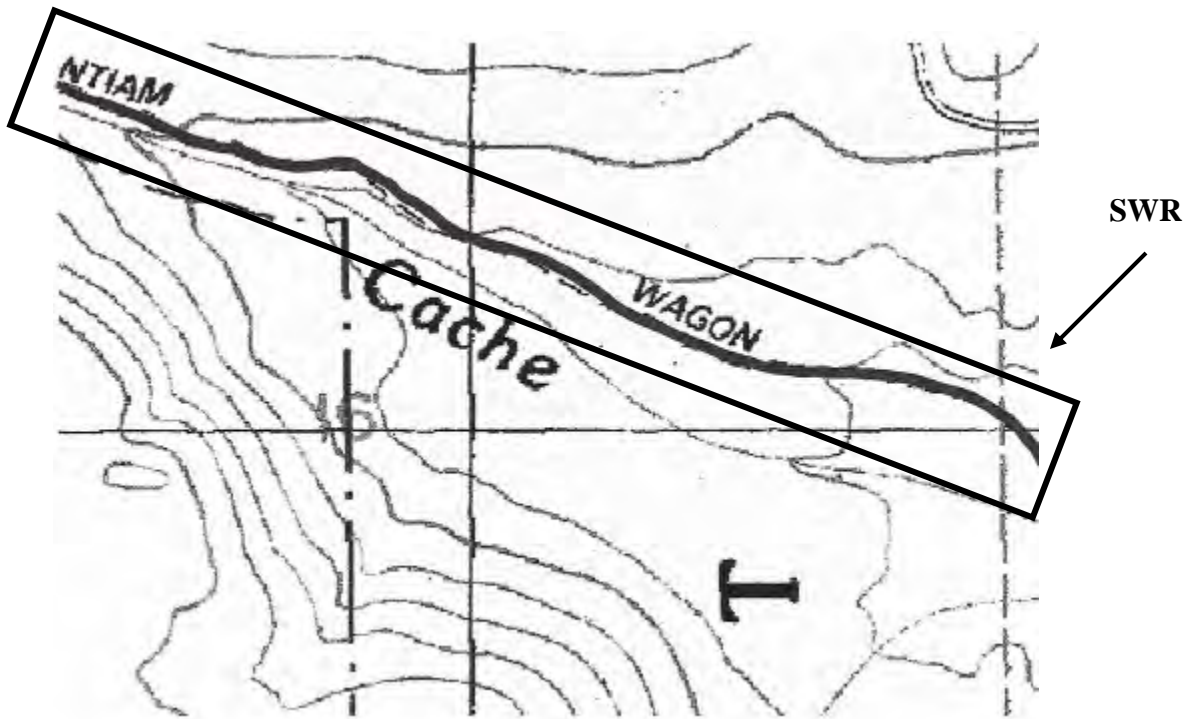
T 14S R 8E section 8, 9, and 16
Mt. Washington 7.5' USGS Quads.

The SWR passes southeast through section 8 and through the southwest corner of section 9. It enters the northwest corner of section 16.

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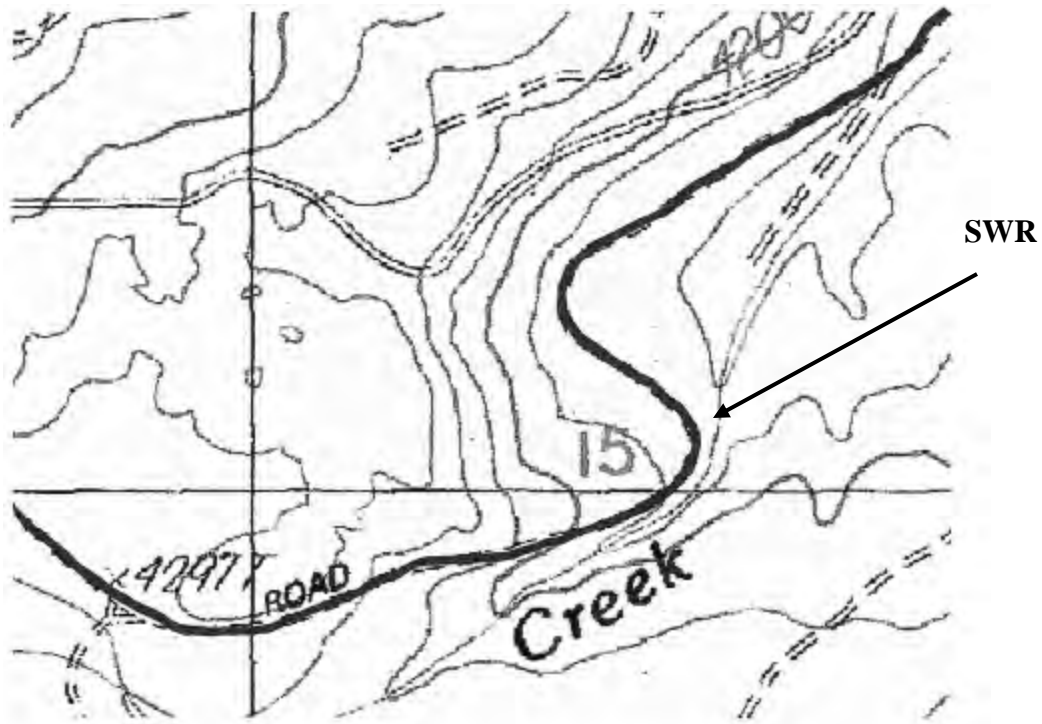
T 14S R 8E section 16 and 15
Mt. Washington 7.5' USGS Quads.

The SWR passes southeast across the northern half of section 16 into section 15.

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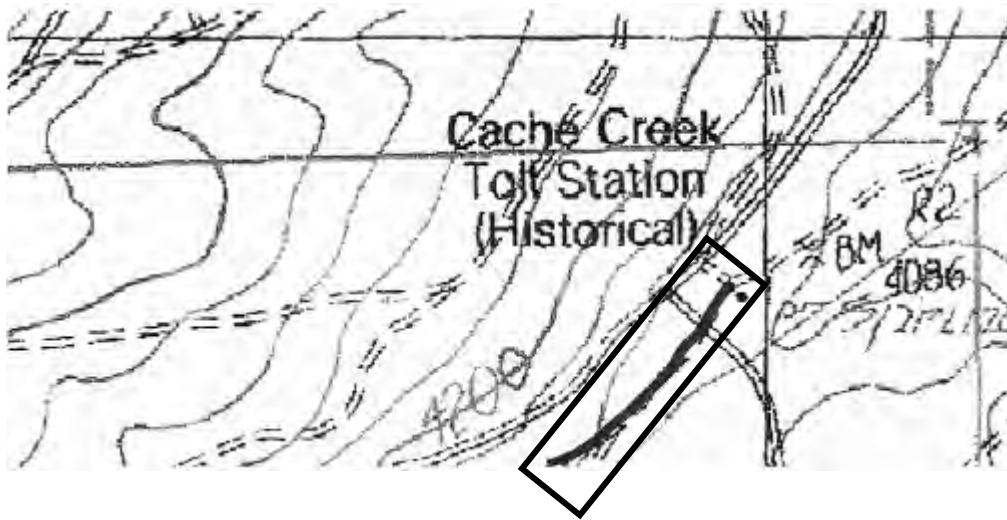
T 14S R 8E section 15
Mt. Washington 7.5' USGS Quads.

The SWR meanders northeast across the section.

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T 14S R 8E section 15
Mt. Washington 7.5' USGS Quads.

The SWR concludes at the Cache Creek Toll Station.



1 of 16. Segment 1, Contributing [Cascadia Management Segment]. Linn County.



2 of 16. Segment 3, Contributing [Gordon Road Management Segment]. Linn County.



3 of 16. Segment 4, Contributing [Longbow/Walton Ranch Management Segment]. Linn County.



4 of 16. Segment 6, Contributing [House Rock Management Segment]. Linn County.



5 of 16. Segment 7, Contributing [Toll Creek Management Segment]. Linn County.



6 of 16. Segment 8, Contributing [Seven Mile Management Segment]. Linn County.



7 of 16. Segment 9, Contributing [Burnside Management Segment]. Linn County.



8 of 16. Segment 10, Contributing [Tombstone Management Segment]. Linn County.



9 of 16. Segment 11, Contributing [Toad Creek Management Segment]. Linn County.



10 of 16. Segment 12, Contributing [Fish Lake Management Segment]. Linn County.



11 of 16. Segment 13, Contributing [Lava Field Management Segment]. Linn County.



12 of 16. Segment 14, Contributing [Eno Road Management Segment]. Linn County.



13 of 16. Segment 15, Non-Contributing [Sand Mountain Management Segment]. Linn County.



14 of 16. Segment 16, Non-Contributing [Big Lake Management Segment]. Linn and Deschutes County



15 of 16. Segment 17, Contributing [Cache Creek Management Segment]. Deschutes County.



16 of 16. Segment 17, Contributing, Cache Creek Toll Station [Cache Creek Management Segment]. Deschutes County.