

adjacent to the project. Historic research and determinations of National Register eligibility are not required on properties not affected by the project, but limited information assists in providing the context of the project and identifying significant resources.

The field surveys were followed by an in-depth look at existing surveys, inventories, and local historic texts. Contacts were made about the project area with the Wasco County Historical Society, The Dalles and Wasco County planning offices, the CRGNSA office, and local historians and informants.

The field survey resulted in the identification of four properties requiring investigation and analysis--Historic Columbia River Highway, Anderson/Wettle Ranch Buildings, Rock Fence Remnants, and Oregon Trail Route. The project area contains a portion of one property listed on the National Register, the Columbia River Highway Historic District (Historic Columbia River Highway), listed on December 12, 1983. No other properties in the project area are under nomination or have been determined eligible for the National Register.

The Historic Columbia River Highway and the Oregon Trail are included in the Statewide Inventory of Historic Properties. The Wasco County Comprehensive Plan recognizes the Oregon Trail as a inventory property, but is not site specific on which portions are protected. The Historic Columbia River Highway is not listed in the inventory of historic properties in the Wasco County plan, but is protected as a Goal 5 resource due to its National Register listing. Both the HCRH and the Oregon Trail are included in the CRGNSA inventory.

Two of the historic properties in the project area are considered eligible for the National Register. The Columbia River Highway Historic District has been listed since 1983. The Anderson/Wettle Ranch Buildings Group, although not extensively researched because of no project effect, is considered eligible for the National Register. The rock fence remnants and the designated route of the Oregon National Historic Trail are considered to have historic interest, but are National Register ineligible.

National Register Eligible Resources

1. Columbia River Highway Historic District (Historic Columbia River Highway--HCRH), 1913-1922, listed December 12, 1983, Figure 8.

Summaries of the significance and description of the historic district are in Appendix C, as well as photography of the district in the project area from Chenoweth Creek to Franz Taylor Road. The historic district includes the remaining highway segments and selected associated public recreation features through the Columbia River Gorge from the Sandy River at Troutdale in Multnomah County, through Hood River County, to and including the Chenoweth Creek Bridge near the city limits of The Dalles in Wasco County, a distance of about 75 miles. A total of 55 miles of the old highway remains in that linear area. Over 500 acres are included in the district, usually limited to the original right of way of the highway, 60 feet.

The eastern section of the historic district includes a 14.6-mile fully drivable portion of the Mosier-The Dalles Highway (Scenic U.S. 30 Loop) between mileposts 0.37 and 14.99. Outstanding engineering and scenic features are the arch bridges over Mosier Creek and Dry Canyon Creek, the

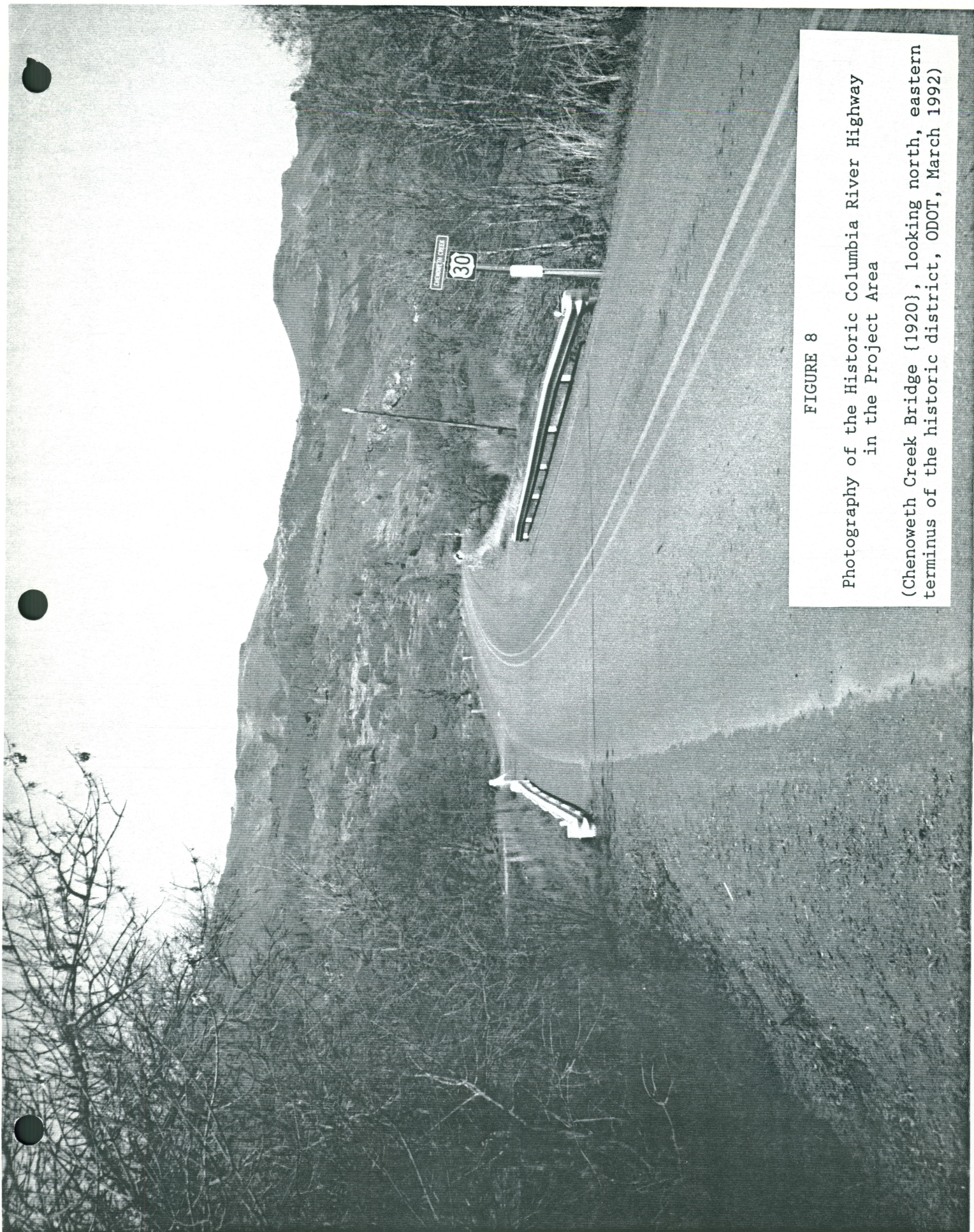


FIGURE 8

Photography of the Historic Columbia River Highway
in the Project Area

(Chenoweth Creek Bridge {1920}, looking north, eastern
terminus of the historic district, ODOT, March 1992)

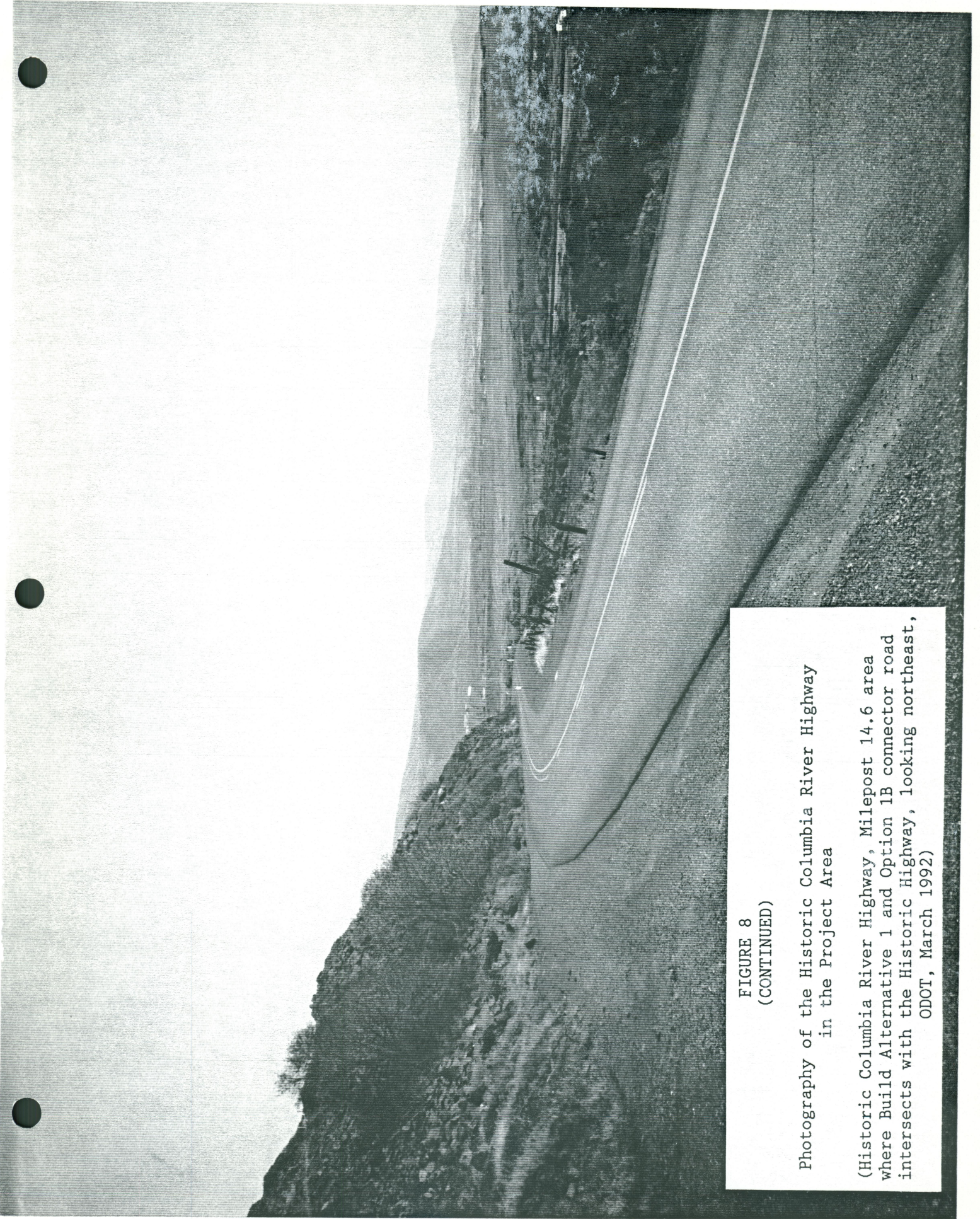


FIGURE 8
(CONTINUED)

Photography of the Historic Columbia River Highway
in the Project Area

(Historic Columbia River Highway, Milepost 14.6 area
where Build Alternative 1 and Option 1B connector road
intersects with the Historic Highway, looking northeast,
ODOT, March 1992)

Rowena Crest Overlook and Rowena Loops. East of the loops area to its eastern terminus at Chenoweth Creek, the highway is located on the abandoned railroad grade of the Oregon Railway and Navigation Company. The roadbed was built in 1882 and abandoned by the railroad in favor of a better alignment in the 1898-1901 period. The use of the railroad grade provided a very suitable roadbed for the highway, with superior grade and alignment for the time. This part of the highway was constructed by the Oregon State Highway Department between 1919 and 1922.

"On June 27, 1922, Simon Benson ceremoniously took a rake in hand and helped spread the 'hot stuff' mixture over the highway at Rowena, near The Dalles. Stepping back, Benson watched as a rolling machine came over the spot and finished the task. The Columbia River Highway, from the Oregon Coast to The Dalles was now completed and paved. Unpaved sections of the highway extended to Pendleton. A monumental engineering accomplishment in Oregon was completed, a ten-year achievement. A highway, built to the highest standards of the day, had been constructed along the Columbia River through the Cascade Mountains, a feat previously considered impossible (Smith 1984)."

The Columbia River Highway became part of the national highway system in 1921, designated as U.S. 30.

The nomination of the old highway to the National Register was prepared by the ODOT in 1983. A draft review nomination was released in July 1983, and a public meeting on the nomination was held at Hood River on August 9, 1983. The State Advisory Committee on Historic Preservation approved the nomination on August 29, 1983. The final nomination and the district boundaries reflect the suggested changes by the reviewers of the draft including the members of the State Advisory Committee. The nomination was unanimously approved by the Oregon Transportation Commission on October 11, 1983, and was submitted shortly thereafter to the Keeper of the National Register with a transmittal letter from Governor Victor Atiyeh (Smith 1984).

Subsequent to listing on the National Register, the highway was recognized as a National Historic Civil Engineering Landmark by the American Society of Civil Engineers. The highway district is also a component of Oregon's Historic and Scenic Highway Program, designated by Senate Bill 643 in 1985. In 1987, a permanent advisory committee, appointed by the governor, was established by Senate Bill 766 to advise the ODOT on the management of the Historic Columbia River Highway.

The HCRH in the project study area lacks outstanding engineering features, but is in a unique scabland setting and allows for a logical terminus for the historic district (Appendix C). The district boundaries were not continued beyond Chenoweth Creek into the city limits of The Dalles because of the major loss of integrity and identity of the route through The Dalles. Nonetheless, two bridges originally constructed on the Columbia River Highway east of or in The Dalles have been determined eligible for the National Register as part of the ODOT's comprehensive historic bridge study. These are the Mill Creek (West 6th Street) Bridge and the Fifteenmile Creek (Seufert) Viaduct, very similar reinforced concrete girder bridges completed in 1920.

The highway in the project area is located on its original alignment and exhibits the original right of way width. However, the pavement has been

overlayed several times and increased in width to 22 feet. The original highway had a paved width of 18 feet.

The original appearance of the Chenoweth Creek Bridge, completed in 1920, has been changed with the removal of the precast arched opening railing and the substitution of steel w-beam railing in 1948. Photos and plans of the original bridge are attached in Appendix C. The concrete girder bridge is modest in size and engineering interest. It is typical of many hundreds of similar bridges built in Oregon in the 1920s. It does not reflect, however, the higher designs of C.B. McCullough, Oregon master bridge engineer, under whose auspices it was designed.

2. Anderson/Wettle Ranch Buildings Group, c. 1880, northwest of the Chenoweth Bridge on the HCRH, Figure 9.

This group of ranch buildings is located several hundred feet west on a long driveway off of the HCRH and north of Chenoweth Creek. The ranch headquarters is clearly marked by a somewhat circular fenced area bordered by mature oaks and other trees. The landscaping contributes to the historic appearance and feeling of the ranch. The ranch group includes a two-story western ranch house with wide wraparound verandah, tall vertical windows, and decorative gable end treatment. The house is a vernacular style with elements of the Stick/Eastlake styles, popular in Oregon between 1870 and 1900. A large and prominent western saddle barn with leanto additions is covered with vertical board and batten siding and metal roof. Other buildings located in the group include a garage, pump house, bunkhouse, chicken house and several small unknown use buildings. The buildings are sited around a central open parking and work area.

This collection of buildings is not included in any inventory. The house dates from about 1880, based on the architectural style. The Wasco County Assessor's records indicate 1869. The barn may be equally old, but the interior craftsmanship and construction were not observed.

The ranch buildings are currently owned by Bert Hodges, a local businessman, and are leased to Lon London. Bert Hodges has proposed a recreational vehicle trailer park at this location, but it is unknown if the buildings would be lost as a part of that development. That development is currently on hold.

This ranch is located on the original donation land claim of Justin Chenoweth (refer back to Figure 6), a familiar name in the history of Wasco County and eastern Oregon. Chenoweth established his claim in 1854 and "....built a large, substantial building near the mouth of Chenoweth Creek (Shaver et al. 1905)."

Henry Klindt moved on to the Chenoweth claim in 1863 (McNeal 1950). Henry Klindt was born in 1830 in Fieffergh, Germany, came to Iowa, then to The Dalles. His farm buildings were located where the Port of The Dalles headquarters presently is located. Klindt had two buildings initially. The first was an old inn that was on Chenoweth Creek in the 1850s, and was moved to his ranch house location in 1859. A two-story section was added in 1865 or 1870. Being a stonemason, Klindt built many stone walls and fences on the property, the most significant remaining being a series of stone terraces on the north side of the new Walter Klindt house (1939), built for