

United States Department of the Interior
National Park Service

National Register of Historic Places Multiple Property Documentation Form

OMB No. 1024-0018

COVER



This form is used for documenting multiple property groups relating to one or several historic contexts. See instructions in *How to Complete the Multiple Property Documentation Form* (National Register Bulletin 16B). Complete each item by entering the requested information. For additional space, use continuation sheets (Form 10-900-a). Use a typewriter, word processor, or computer to complete all items.

☒ New Submission ☐ Amended Submission

A. Name of Multiple Property Listing

City of Echo and The Meadows Historic Resources

B. Associated Historic Contexts

(Name each associated historic context, identifying theme, geographical area, and chronological period for each.)

Transportation, Echo and The Meadows general area, 1880/1886 to 1946
Agriculture, Echo and The Meadows general area, 1880/1886 to 1946

C. Form Prepared by

name/title Sally Donovan/Marianne Kadas
organization Marianne Kadas Consulting date December 15, 1996
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city or town Portland state Oregon zip code 97214

D. Certification

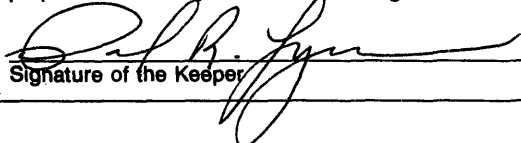
As the designated authority under the National Historic Preservation Act of 1966, as amended, I hereby certify that this documentation form meets the National Register documentation standards and sets forth requirements for the listing of related properties consistent with the National Register criteria. This submission meets the procedural and professional requirements set forth in 36 CFR Part 60 and the Secretary of the Interior's Standards and Guidelines for Archeology and Historic Preservation. (☐ See continuation sheet for additional comments.)



Signature and title of certifying official Deputy SHPO
Oregon State Historic Preservation Office
State or Federal agency and bureau

July 1, 1997
Date

I hereby certify that this multiple property documentation form has been approved by the National Register as a basis for evaluating related properties for listing in the National Register.


Signature of the Keeper

8/28/97
Date of Action

Table of Contents for Written Narrative

Provide the following information on continuation sheets. Cite the letter and the title before each section of the narrative. Assign page numbers according to the instructions for continuation sheets in *How to Complete the Multiple Property Documentation Form* (National Register Bulletin 16B). Fill in page numbers for each section in the space below.

Page Numbers**E. Statement of Historic Contexts**

(If more than one historic context is documented, present them in sequential order.)

Transportation, pages E 11-14

Agriculture, pages E 15-20

F. Associated Property Types

(Provide description, significance, and registration requirements.)

Pages F 1-9

G. Geographical Data

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H. Summary of Identification and Evaluation Methods

(Discuss the methods used in developing the multiple property listing.)

Page H-1

I. Major Bibliographical References

(List major written works and primary location of additional documentation: State Historic Preservation Office, other State agency, Federal agency, local government, university, or other, specifying repository.)

Pages I 1-2

Primary location of additional data:

- ☐ State Historic Preservation Office
- ☐ Other State agency
- ☐ Federal agency
- ☒ Local government
- ☐ University
- ☐ Other

Name of repository:

City of Echo, c/o Diane Berry, City Administrator, PO Box 9, Echo OR 97826

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. 470 *et seq.*).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 120 hours per response including the 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, P.O. 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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SECTION E: STATEMENT OF HISTORIC CONTEXT

INTRODUCTION

The purpose of an Historic Context Statement is to show the development of the built environment as related by time, place or topography, and theme. In this Context Statement the time period of significance is 1886-1946, the place is specifically oriented to the Umatilla River and its surrounding grasslands, and the theme is the development of the city's built environment as transportation and agriculture brought changes to the Echo area.

SUMMARY

The Historic Context Statement places the subject area, Echo and The Meadows, in its locale in the overall development of Oregon, beginning with the Oregon Trail settlers and shows the interrelationship between agriculture, which had long been an important factor, and transportation, which developed mainly because of the agriculture. The rich farmland in the area supported many crops, cattle, sheep, grain, and other agricultural products. When the railroad came through the Echo area in 1884, it opened up many new markets for these products. Ease of shipping brought prosperity to Echo and the surrounding farmlands. With the demise of railroad transportation nearly 60 years later, Echo also faded, as evidenced by diminishing population and the closure of much of the business district. The area lining the railroad tracks which was once filled with warehouses and businesses became vast strip of vacant land. Also contributing to this decline was the bypassing of the community by the shifting of Highway 30 to the north, making travel to market area further afield easier for residents. This was a process that happened in many small towns during that era, but is particularly visible in Echo. However, this also contributed to the preservation of many of Echo's historic buildings. In more prosperous communities most of the older buildings have been torn down to make way for more "modern" homes and businesses.

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TIME

This Context Statement examines the time period from 1886-1946, a period beginning with the construction of the first documented building in the City of Echo in 1886 and ending in 1946 with the beginning of the construction in Portland of the Banfield Freeway, later becoming Highway I-80 North, and at the present time I-84, the major east-west motor route. This date coincides roughly with the resumption of the building of dams after the end of World War II, also in 1946, thus speeding up barge traffic on the Columbia River. The combination of these events signaled the beginning of major changes in transportation patterns and the eclipse of rail traffic in the Northwest. The Echo area had been a transportation route from prehistoric times through part of the 20th century, however as rail traffic declined, it lost its importance as a transportation center. This context statement will cover a time span closely related to the standing resources of the area and the way changes in transportation and agriculture affected the area.

PLACE

Echo's prominence as a transportation center began many centuries ago with the geological forces that shaped the "Inland Empire", an area covering eastern Washington and northeastern Oregon and in which Umatilla County occupies the southwestern corner. In Oregon the Inland Empire region is bordered on the east by the Blue Mountains and Wallowa and Union Counties, on the south by the Blue Mountains and Grant County, on the west by Morrow County, and on the north by the Columbia River. Its river systems drain into the Columbia River. While similar in some ways to the high desert country to the south, the Inland Empire was developed earlier partly because of its location close to the Columbia River and the transportation opportunities it offered when water served as the major transportation corridor.

The Inland Empire is a vast plains area of rolling hills with fertile, sandy soil and available water that was the result of the geological phenomenon known as the Missoula Flood. In prehistoric times a great ice dam formed on the Clark Fork River in northwestern Idaho, with water backing up behind it to the Missoula, Montana area. When the ice dam failed, the water from the lake rushed across eastern Washington and down the Columbia River.

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The lake varied in size, but the largest flood sent a wave 2,000 feet high, fanning across the countryside leaving sediment and gravel over the many layers of basalt left by the great volcanic flows of earlier ages. The dam formed and burst at least 35 times and it is this deep, light-textured, moisture-retaining soil that was deposited over much of the area surrounding Echo creating a grassland plain. A small portion of this plain immediately west of Echo and across the Umatilla River is known locally as The Meadows and has served as a grazing land for animals for centuries.

Echo is located in the west end of Umatilla County along the Umatilla River. Hermiston is eight miles to the north and Pendleton 20 miles to the east. The closest town is Stanfield, three miles northwest of Echo. The town of Umatilla (also called Umatilla Landing and Umatilla City) is located on the Columbia River approximately 12 miles to the northwest. Umatilla County covers an area of 3,231 square miles and was formed in 1862 from a portion of Wasco County which upon its creation in 1854 reached from the Cascade Range to the Rocky Mountains.

The Meadows area, just west of Echo and rich in resources, was crucial to its development as it provided the food for much of the stock that made the area prosperous. Col. J.H. Raley, local historian wrote of The Meadows as follows: "a heavy growth of cottonwood, birch, elder, and willow grew on both banks of the river. There was a profusion of wild roses, currants, gooseberries, and raspberries and wild choke cherries. Heavy bunch grass was on the surrounding plains and came down to the tall rye grass in the valley. Many places on the meadows were swamped and wild water grasses, reeds and tules grew... Game birds, some of the species now practically extinct, were in profusion everywhere. Thousands of wild ducks, prairie chickens, myriads of curlew, and abundance of sage hens were to be found on the Meadows. In winter especially the cottonwood trees would be covered with great flocks of wild prairie chickens. Nests of these wild birds were to be found scattered all over the Meadow. Mammals formerly found on the Meadows included coyote, lynx, bobcat, beaver, rabbits, deer, and antelope."

The county seat of Umatilla County is Pendleton, named for George Hunt Pendleton of Ohio who was a Democratic candidate for vice-president in 1864. An early settler in the area was Dr. William C. McKay, who in 1851 tried to establish a trading post near McKay Creek, calling it Houtamia. The first settlement was called Marshall Station and was located about two miles west of the present business district of Pendleton. County

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residents voted on the site of the county seat in 1868, with Pendleton winning out over the former location of Umatilla Landing. Pendleton is located on the Umatilla River and is a pass city, where immigrants emerged from the Blue Mountains. Present-day industries include lumber and plywood mills, a flour mill, a woolen mill, and food processing plants. It is also known for the Pendleton Roundup, a yearly fall event celebrating the cowboy and Native Americans. Pendleton has a population of around 15,000.

THEME

The two major forces, transportation and agriculture, which precipitated the growth of the city of Echo and its built environment, will be discussed in the context statement. Theme subjects will include the 1880s construction of the railroad which served as the main transportation link and the varied agricultural products of the area and their distribution, technology, i.e. irrigation, and related industries. Sub-themes discussed will include more briefly the Umatilla Indians and the Native American population, the Oregon Trail crossing of the Umatilla River on the western edge of Echo, the early Indian agency and Fort Henrietta, and the Portuguese settlement which occurred around the turn of the century. Some of Echo's leading citizens and their impact on growth and development will also be explored. These and other minor factors have left an imprint on today's City of Echo making it a distinctive and important small town in Eastern Oregon's history.

Overview of Echo's History

- Prehistory, Occupation of the area by Native American populations who created a trail system crisscrossing The Meadows and surrounding hills and using the resources of the Umatilla River Valley.
- 1841-1884, Early settlement and water and trail transportation, mining traffic, initial agricultural ventures, i.e. livestock, wheat, fruit orchards, and platting of the City of Echo.
- 1884-1925, Completion of the railroad through Umatilla County and its highest period of prosperity and growth; incorporation of the City of Echo, early irrigation and crop diversity, and high point of population.
- 1925-1946, Echo retains its place as a transportation and shipping center, but both population and construction of new buildings drop.

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The name "Umatilla" refers to the tribe of Indians living in the general area between the Umatilla River and Butter Creek. The word "Umatilla" has had many variations in spelling. The present spelling of it was initiated by James W. Nesmith in his report for the northeastern Oregon district while Superintendent of Indian Affairs. It is thought to mean "water rippling over sand". "Utilla," the name of the first Indian Agency sited at Echo, is a variant of the word Umatilla.

Early native American inhabitants of the area were the Umatilla Indians who lived along the lower reaches of the Umatilla River and the banks of the Columbia from present-day Arlington east to the mouth of the Walla Walla River; the Cayuse Indians who made their main encampment near present-day Pendleton and east of the Umatilla River near Echo, and the Walla Walla Indians who occupied an area farther east near the Blue Mountains. The Umatilla, Cayuse, and Walla Walla, were loosely associated and now make up the Confederated Tribes. The Nez Perce Indians were a separate tribe with lands to the east on the Clearwater River in Idaho and in the Wallowa Valley.

As a part of the missionary effort in northeastern Oregon and southeastern Washington, a mission was established at Waiilatpu in 1836 by Dr. and Mrs. Marcus Whitman. They had traveled to the northwest with Mr. and Mrs. Henry Spalding who established a mission at Lapwai among the Nez Perce on the Clearwater River in Idaho. Waiilatpu was situated on the Walla Walla River in southeastern Washington on Cayuse land. Dr. Whitman was a physician and minister; the Whitmans hoped to instruct the Indians in farming along with their Christian teachings. By 1847 misunderstandings and disappointment unsettled the Whitmans who thought of leaving their mission station. Their situation was made more precarious by the presence of a smallpox epidemic which carried away much of the Indian population. In fact a massacre was being planned and in November of 1847, fourteen of the 72 people at the mission, including both the Whitmans, were killed by Cayuse Indians in a surprise raid. This was the beginning of the Cayuse War in 1847-48. In 1848 the Cayuse country was declared open for Euro-American settlement by Col. E.A.G. Lee, Superintendent of Indian Affairs. However, Frances Fuller Victor writes in her book River of the West: "From the spring of 1848, when all the whites, except the Catholic missionaries, were withdrawn from the upper country, for a period of several years, or until Government had made treaties with the tribes east of the Cascades, no settlers were allowed to take up land in eastern Oregon. "

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The first Indian Agency building was constructed at The Meadows directly across the Umatilla River west of present-day Echo in 1851. Dr. Anson Dart was at that time Superintendent of Indian Affairs in Oregon. Also in 1851 a post office was established at The Meadows under the name of Utilia. Shortly after the Agency building burned in 1855, Oregon Volunteers on their way to the Walla Walla area arrived. They were intercepted there by a scout who advised them to wait before proceeding east. The volunteers stayed in the Umatilla region and began the construction of a fort and stockade which was named Fort Henrietta in honor of commanding officer Major Granville O. Haller's wife, Henrietta. Reportedly, Mrs. Haller had loaned her buggy to the volunteers for use as an ambulance. Fort Henrietta was never the site of a direct confrontation between the Indians and the volunteers. The fort was dismantled in 1856 as a precaution against its becoming a stronghold for the Indians; however, traces of it remained for many years.

Pioneers coming to the Northwest on the Oregon Trail usually passed through The Meadows area, crossing the Umatilla River at a safe location just west of the present city of Echo called the Lower Crossing. It was a favorite place to stop for a day or two to let the animals feed on the abundant grass and rest before resuming the journey westward. At this point the Oregon Trail divided; most travelers continued directly west, while some turned north and made their way west along the Columbia River. Many permanent settlers in the Echo area made the trip to the Willamette Valley, then returned within a few years to take up residence in the Eastern Oregon Country. Other settlers ran out of resources on their way west and proceeded to find a permanent livelihood in the Umatilla area.

Miners traveling to and from the Colville mines in present-day northeastern Washington in the mid 1850s also used the trail through the Echo area. In the early 1860s a gold rush took place on the eastern side of the Blue Mountains in the Powder River, Owyhee, Granite, and Boise Basin areas bringing more pack trains through The Meadows and Echo areas. Some of the first settlers in Umatilla County were traders and packers based at the steamboat landing on the Columbia called Umatilla City, situated about eight miles west of present-day Hermiston. While the Umatilla River was important as a crossing and

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provided water and pasturage for Indians and early settlers, the river itself was never used as a major transportation route. Freight coming east from Portland on the Columbia River was unloaded at the mouth of the Umatilla River at Umatilla Landing and freighted east from there.

Settlement was scattered and sparse in the 1850s, 60s, and 70s. During the late 1850s stockmen had driven thousands of head of cattle into the rich pasture country of the Umatilla region. More cattle arrived in 1861; however the winter of 1861 proved to be exceptionally severe resulting in great losses of livestock. This was a pattern that occurred many times in the ensuing years with the unseasonably cold weather taking a toll of animal lives. During the late 1850s stockmen had driven thousands of head of cattle into the rich pasture country of the Umatilla region. The 1870 census lists 59 household members residing on the lower Butter Creek, The Meadows, Echo, and up the river to Nolin. Wheat, fruit, and vegetable crops along with cattle, sheep, and horses were the main agricultural products.

John Bradburn and Thomas Brassfield were among these early stockmen. Bradburn established a roadhouse a ferry at the Echo crossing, which he later sold to Brassfield. The first wave of settlers were typical of most Oregon Trail emigrants; they came from midwest states such as Missouri, Kansas, Tennessee, Iowa, Ohio, Kentucky, and Illinois. As indicated by the 1870 census most were at least second generation Americans of British, French, or German ancestry, as most listed a state as their birthplace. A few listed England, Ireland, and Scotland. Many of these settlers seemed to have a wanderlust that their journey across the plains did not end. Their names appear from town to town across Umatilla, Morrow, Baker, and Union counties as the hears progressed. Bradburn and Brassfield were both examples of this type of immigrant, relocating many times over the years. The Brassfield clan came to rest in Baker County by the turn of the century.

In the mid-1880s an unlikely ethnic group began to settle in the Echo area; it was marked by the arrival of several Portuguese sheep growers from the Azores. Settlers from that ethnic group include Antone Vey, Joseph Cunha, Frank Correa, Joseph Ramos and others. Some of the Portuguese were very successful financially and made generous contributions to the community. St. Peter's Catholic Church is one of the best examples of the Portuguese influence. The building is typical of a Portuguese Colonial Revival church, a style not normally found in eastern Oregon.

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A number of German settlers began to arrive about this time, the mid-1880s, and settled in the area east of Echo. Wheat farms in this area are still owned by settlers with German names such as Weltzin, Rohde, and Reese; however, the Germans in the Echo area did not leave a mark on the culture of the area as the Portuguese did.

Echo's founder, James H. Koontz, traveled to Oregon along the Oregon Trail in 1862, lived in Portland for a year and in 1863 settled in Umatilla Landing where he was a merchant in the prosperous shipping station on the Columbia River. As the news of the coming railroad developed, perhaps Koontz saw an opportunity to plat a new town with shipping possibilities on its route. In 1880 he moved to The Meadows area and laid out a town site near Brassfield's Ferry on the east side of the Umatilla River near the immigrant crossing and filed the first plat for Echo with Umatilla County. The newly platted town was named Echo after Koontz' three-year-old daughter. The impetus for this ambitious undertaking was the planned completion of the railroad through eastern Oregon. The Oregon Railway and Navigation Company railroad, which was later taken over by the Union Pacific, was completed through Echo in 1884 and opened the door to large-scale shipping of wool, wheat, cattle, sheep, and other agricultural products.

Within four years businesses in the newly-platted city of Echo included two general stores, two saloons, two blacksmiths, two livery stables, a restaurant, meat market, hardware store, pump dealer, harnessmaker, druggist, shoemaker, furniture and wagon maker, and the Henrietta Flour Mills. A Protestant church and sometime later a Roman Catholic Church were built in the community; the present Methodist Church was constructed in 1886 on land donated to the congregation by J.H. Koontz. Prior to that the community relied on circuit ministers and held services in the Cottonwood Grove on the south edge of town known as Spike's Grove. Other Protestant churches operated out of commercial buildings from time to time, but only the Methodist and Catholic churches have been maintained.

A bridge across the Umatilla River at Echo was built in 1883. The City of Echo was incorporated in 1904. Echo was perfectly situated to take advantage of the shipping of goods produced in the surrounding fertile lands.

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Agricultural products that could be shipped to market by rail proved to be the driving force in Echo's economy. By the turn of the century, the population was 100 and the town was thriving. Besides the more traditional crops of wheat, wool, and food products, Echo farmers produced a very large crop of alfalfa hay (then known as Chile Clover), honey, fruits, and some dairy products. The Henrietta Flour Mill was constructed by J.H. Koontz producing a quality grade flour. The mill had its own electric power plant before the town had electricity. The original mill burned in 1888, but Koontz rebuilt it the next spring. At its peak it employed 30 people. It was sold to Swift & Co. of Pendleton who operated it for several years before selling it to Joseph Cunha. The turbine from the old mill is stored on the Cunha Farmstead in the creamery building.

There was also a wool scouring mill along the east side of the railroad right-of-way.

Irrigation of crops became possible with the construction of canals utilizing water from the Umatilla River in the Echo area; as early as 1869 or 70 some wheat was raised by this method. Irrigation was officially promoted by State Legislator James R. Raley during his tenure in state office between 1886-1896 when he authored the Raley Irrigation Law.

Raley was to become a prominent Pendleton citizen, but his family first settled on the Echo Meadows on part of what was the Cunha Farmstead across the river from Echo proper. Much of the history of the county and The Meadows was recorded by Mr. Raley.

Echo's streets were laid out in 1901 and board sidewalks were built to accommodate pedestrians. Before that time, foot and wagon travel was on paths through the sagebrush. Merchants would use wheelbarrows to carry goods from the depot. After streets were graded, dray services such as Bill Pearson's "Little Red Express" shown in an historic photo of the Koontz Building (George and Miller Store), were popular. The importance of the railroad was reflected in the names given the streets: Prescott, Thielson, and Sprague, all men associated with the railroad.

By 1907 the community was prosperous due to the railroad and the development of major irrigation systems. The 1907 Special Edition of the "Echo Register" listed the businesses in the community during that period: a bank, three general merchandise stores, a drug store, a hardware/farm implement store, a grocery store, two confectioneries, a meat market, two blacksmith shops, a paint and paper hanging establishment, two livery, feed,

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and sale stables, five warehouses, a boot and shoe repair shop, a second hand store, a feed and custom chop mill, three lawyers, five saloons, a jewelry store, a billiard and pool room, a millinery, three hotels, two lumber yards, two barber shop, a cigar factory, a flour mill, a dairy, two doctors, a laundry, a creamery, a newspaper, a municipal water system, a fire company, a furniture store, real estate dealers, carpenters, contractors, a post office, railroad depot and freight office.

Telephone service was available in Echo around 1900 and electricity in 1913. The first schools in the Echo vicinity were one-room country schools; one of these school buildings was located on the Teel place on The Meadows. This building was later moved into Echo by the Spike-Teel family and is now located at 210 W. Main. The first school built in the City of Echo was constructed in 1904 across the railroad tracks (east side) from the business district. The present school is on the same property, but the actual site of the first school building is now the playground. The school was a two-story building that housed all grades. A high school building was erected in 1910; though much modified and added to, this building is still in use. The first gymnasium was built in 1924 and was later remodeled to accommodate a cafeteria. A new grade school was built in the same area on the east side of the railroad tracks in 1937. In 1949 the new gymnasium was constructed and in 1952 a new elementary building.

In 1913 Echo voters approved a \$13,000 bond to construct a new city hall (\$10,000) and to purchase land and develop a city park (\$3,000). The new city hall, designed by Tourtellotte and Hummel was completed in 1916. The original city park was located on land now used as the Echo School Athletic Field with a $\frac{3}{4}$ acre site retained by the city for use as the Oregon Trail Arboretum. The elegant Bank of Echo was built in 1920. The Bank, which is now occupied by the Echo Historical Museum, is listed on the National Register of Historic Places.

Echo's population grew from around 100 in 1900 to 500 in 1920, 550 in 1925, and then began to decrease, dropping to 250 in 1932 and 280 in 1940. An unofficial population high of 800 was claimed in 1907. In the 1970s with the development of center pivot irrigation and other growth in the west end of Umatilla County, the town grew again to a high of 615 in the 1980s; it is currently about 600.

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TRANSPORTATION

From prehistoric times until the 1940s the area where Echo is now located was a crossroads. The Oregon Trail as it crossed across the Umatilla and wound through The Meadows was following an established path on the east-west transportation route that was developed by Native Americans. The Lower Crossing on the Umatilla River historically served as a transportation hub first for Native Americans, later for the Oregon Trail, a stage and freight route, and as a terminus for the railroad and local market roads. The location of the Utilla Indian Agency, Utilla Post Office, and Fort Henrietta at this site indicates the geographic importance as a meeting point of roads, rivers, grasslands, and native deciduous timber.

The Columbia River was an alternate transportation route. Steam boats put into port at Umatilla Landing and unloaded supplies which were transported by pack teams and freight wagons through present day Echo. Echo farmers sold and traded vegetables and fruit to serve this market. A road house developed in Echo and another a few miles east at a site known as The Wells.

Construction of the railroads began in the 1880s and as it had happened in so many other communities, the railroad brought prosperity and a sense of progress and civilization to Echo.

The first railroad east of the Cascades was Dorsey S. Baker's Walla Walla and Columbia Railroad which was first surveyed in 1871. It was known as the "strap iron road" and the "rawhide railroad" because wooden rails faced with strap iron were used instead of the regulation steel rails. By 1874 sixteen miles of track were completed, from Wallula to Touchet Station, and the shipping of wheat began. When the road reached Waiilatpu, six miles from Walla Walla, Dr. Baker announced that his funds were depleted. Fearing that a rival town would grow up at the Waiilatpu terminus, the citizens of Walla Walla contributed \$25,000 to extend the railroad to their city. The Oregon Steam Navigation Company secured control of most of the stock of this railroad in 1877, and shortly thereafter built a branch line from Whitman (Waiilatpu) to Blue Mountain Station in Umatilla County to tap the rich wheatlands of that region.

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In 1879 Henry Villard purchased the Baker Railroad, the track was changed to standard gauge width, and the railroad became part of the Oregon Railway and Navigation Company's system. This was a consolidation of the Oregon Steam Navigation Company and of the portage railway companies along the Columbia River. Upon its formation the new company acquired the following portage railroads: the Cascades (Cascade Locks), six miles; from The Dalles to Celilo, 13 miles; the Walla Walla and Columbia Railroad, from Wallula to Walla Walla, 33 miles; and from Whitman to Weston, 15 miles, a total of 67 miles.

The next year the company began extending its lines. On June 30, 1881, tracklaying had been completed on 145 miles of the new railroad and the narrow gauge and portage roads had been reconstructed to standard width. Service from Portland to Wallula began in 1883. On November 26, 1884, the railroad was completed from Portland to Huntington and a connection with the Oregon Shortline was made. On December 1, 1884, transcontinental service was established through Umatilla County including Echo.

In Echo, as in most other cities that the railroad passed through, Chinese and American or "white" railroad workers lived in separate quarters. Early Sanborn Fire Insurance maps show the location of the two buildings on the west side of the railroad tracks, including two privies. Railroad maps mark the quarters as "white" and "China". These buildings were used as dormitories for men working on the railroad. The buildings were later moved to railroad property north of the original site to provide space for the Echo Wool Scouring Plant. Only the "China" house remains today and has been moved to the southwest corner of Bonanza and Bridge Streets where it serves as the O.R. & N. Chinese House Railroad Museum.

The arrival of the railroad brought dramatic changes to commercial activity in Echo. A depot was built at the Echo train stop shortly after the construction of the railroad in 1884. This building was remodeled in 1902 and removed in 1904. A new depot in a modified Bungalow style, so reminiscent of many other train depot buildings of that era, was built shortly after. A 65,000 gallon water tank stood nearby on a concrete foundation. The stockyards where sheep and cattle were held for shipping were located on the west side of the tracks behind the Echo Methodist Church and the Hoskins Hotel which was removed in 1957. The 1912 Railroad profile showed the 10-acre railroad right-of-way was occupied by a Tum-a-Lum Lumber Company Store and Warehouse, the Wool

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Scouring Mill, stockyards, Koontz Warehouse, Balfour Guthrie Co. Warehouse, and Pacific Coast Elevator Company warehouses. The economy moved to the shipment of goods produced in the immediate vicinity: cattle, wool, lambs, and wheat were the main products leaving the area.

A 1907 brochure published for the Echo Commercial Club shows a table as follows:

60,000 tons of alfalfa hay, at \$6.00 a ton	\$ 360,000
700,000 bushels of wheat, at \$.75 a bushel	525,000
Net profit on feeding 8,500 beef steers through the winter	127,500
77,000 pounds of honey,, at \$.07 a pound	5,390
1,500,000 pounds of wool at \$.18 per pound	270,000
75,000 lambs, at \$3.00 per head	225,000
500 head swine at \$10.00 per head	5,000
Poultry products	10,000
Natural increase of cattle and horses	25,000
Fruit and garden produce	10,000
Dairy products	7,500
Total	\$1,570,000

The brochure continues: "All of this wealth, it must be remembered, is created here from the elements—the air, sunshine, water and soil—it goes on continuously each year; a failure in any one of these products has never been known. This all lies at our door, and it is but a small part of what can and will be produced here in the years to come."

The Echo Commercial Club was made up of a group of local businessmen with the mission of promoting business in Echo and acting much as a Chamber of Commerce. Some of the family names of members were Thomson, Stanfield, Teel, Spike, Spinning, Esteb, Scholl, Ross, Lewis, Lisle, George, Dorn, and Cunha. The 1907 promotional brochure was published by the "Echo Register" along with a special edition of the newspaper. Organizations of this type were common at that time and occasionally offered a very optimistic overview of business opportunities, geographic settings, and future possibilities.

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Rail traffic continued to be the major mode of transportation through the mid 1940s. During World War II the Umatilla Army Depot was constructed northwest of Echo. While Echo received little growth from, the depot primarily helped Hermiston and began the trend which lead to its becoming the new trade center for western Umatilla County. Shortly after the end of World War II in 1946 the Oregon Department of Transportation began a large-scale program to upgrade Oregon's highways. The first section of the east-west Banfield Freeway was begun in 1946 in Portland and was completed to Troutdale. Construction continued slowly on this major transcontinental route, named I-80N and later I-84, reaching the Echo area in 1966-67. After the end of World War II the Federal government resumed its program of construction of dams on the Columbia River; McNary Dam at the Umatilla Rapids was begun in 1949. The dams allowed faster and more efficient barge traffic and because of the raised water levels required relocation of some track and maintenance yards. For instance, a new maintenance yard was constructed at Hinkle replacing the older yards at Wallula, Umatilla, and Reith. The railroads were also changing from steam to diesel engines, which required less maintenance, and did not require stops to rewater at towns such as Echo, other factors in the closure of the older maintenance yards.

The combined truck and barge traffic adversely affected rail traffic and caused the closure of many small depots as service gradually dropped with the elimination of passenger trains, cutting back on freight service, reduction to a flag stop at a station, and finally abandonment of the station and complete closure of service. In 1957 the water tank and its foundation were removed along with the corral for holding sheep and cattle for shipping. The railroad depot was razed in 1963; in 1965 the only remaining building was a railroad toolshed.

Mr. and Mrs. John Luciani purchased the Chinese and "white" houses along with several other small railroad buildings from Union Pacific and moved them to their own property. John Lucinani came to Echo to serve as section foreman in 1923 and continued working for the railroad until his retirement in 1960. Rosina Luciani donated the China house to the Fort Henrietta Foundation for use as a museum.

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AGRICULTURE

To settlers passing through the Inland Empire area, the prospects for successful farming looked bleak; however, it was soon apparent that even without irrigation the native bunch grass growing so luxuriantly was excellent forage for sheep and cattle. Settlement was slowed by the Whitman Massacre in 1847 and it was nearly a decade before many permanent residents decided to stay in the area. The Whitman Mission was located about 50 miles northeast of Echo and a well used Indian trail ran between the mission and the Echo area. Whitman had helped develop and direct settlers to the trail route that bypassed his mission, instead cutting down the Blue Mountains through what is now Pendleton to Echo.

Pack trains passing through The Meadows and present day Echo were a common sight. During the winter, the packers grazed their horses and mules on the grasslands around Echo, often boarding with the settlers. The 1870 census lists the names of nine teamsters or mule packers living on The Meadows, five of whom appear to be boarders. The milder climate and frequent chinook winds in the winter made the valleys, such as Echo and Pilot Rock, attractive wintering spots for the packers. Many of the men who in the 1880s would develop the town of Echo came to the area to serve as merchants and/or freighters supplying the miners. Among these were Oscar Thomson, Robert N. Stanfield, and J.H. Koontz.

In Reminiscences of Oregon Pioneers Thomas Benson recalls "With the coming of spring of the year (1865), my father and William White, mother's brother entered into a partnership and raised vegetables. There was a good market for them as we sold them to freighters who passed the place on their way to inland points. Many of these men had regular routes to stations as far distant as Boise, Idaho. What the freighters didn't buy, we sold at Umatilla Landing, to the river trade."

John Bradburn raised cattle and planted one of the first fruit tree orchards in the vicinity. In 1867 Bradburn was issued a license to establish a ferry at the Echo crossing; he later sold the ferry to Tom Brassfield. Another early settler was E.A. Wilson who took up a homestead of 160 acres at The Meadows in 1863. Irrigation plans were tried early in the

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Echo area development. Wilson was a civil engineer, and as such, according to his daughter, "he and a Mr. Low, who was also an engineer, figured out a scheme whereby they could irrigate The Meadows by means of a ditch". "Mr. Low" may actually have been a Mr. Flow. The Flow brothers reportedly had dug the first irrigation ditch from the Umatilla River to The Meadows across the John Teel place. The Flow brothers were miners in summer and worked on the ditch in the winter when they weren't mining. Oscar F. Thomson, former sheriff of Umatilla County settled southwest of Echo in 1872 and farmed extensively there until his death in 1900. His son, Asa Thomson, was mayor of Echo and a state legislator.

Stock raising was the first agricultural pursuit, due to the all-year pasturage afforded by the nourishing and abundant native bunch grass. One of the earliest ventures was a lively cattle business that developed in the 1860s between the Willamette Valley and the miners east of the Echo area. From that beginning, the cattle industry grew into a major agricultural industry. By the late 1870s the cattle industry had leveled off somewhat due to the encroaching sheep and later to wheat production. In 1907 the estimated number of cattle in and around Echo was 8,000 to 10,000 head; during that year 248 carloads, or approximately 7,440 head, of fat steers were shipped from the Echo stockyards to slaughterhouses in western Oregon. Stock was also sent east to Chicago and Omaha. Besides the stock raised for shipping, much stock remained on local ranches. As late as the 1970s, large bands of cattle and sheep were trailed to the Blue Mountains every spring for pasturage. Traces of these trails still exist near Pilot Rock, Starkey, and Alkali Canyon. Shirley Snow, granddaughter of Joseph Cunha, said Cunha Ranches still trailed some of the cattle until it became too difficult to get permission to cross main roads. Lack of cowboys and cheaper trucking also contributed to the decline in trailing cattle although it is still practiced on a small scale by some ranchers.

The importance of early stock raising is illustrated by Col. Raley's account of a local roundup. Up until the late 1870s cattle and horses were allowed to roam across the open range. The only fences were located along the river and creek bottoms. He recalled that at least once a year the cattle ranchers, their cowboys and cooks would begin herding cattle and horses to a prearranged Roundup Ground. "Later and before the establishment of the town of Echo, it was the most widely known and generally used round-up ground in the country and in that vicinity became generally known... as the Umatilla Round-up

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Ground. The Round-up at Echo usually contained the largest gathering of stock and riders." Once the cattle were gathered at the roundup grounds, they were sorted by brand and new calves branded and marked. The cowboys would end the day with competitions, such as horse races or wild pony riding. He said this became the inspiration for the Pendleton Roundup, "especially the old Umatilla Round-up."

Some dairying was also carried on; a small creamery building is still standing on the Cunha Farmstead on the west side of the Umatilla River. In 1906 the Columbia Creamery in Echo paid out \$386.99 for butterfat to its patrons on The Meadows.

Before the turn of the century and slightly later, horses were also an important part of the Echo and surrounding area economy. Early horse ranchers sold much of their stock to the U.S. Government. The Cayuse pony was particularly highly valued.

Sheep raising came into its own about 1867 or 68 with major growers being Jerry Barnhart, Jeremiah Despain, Jacob Frazier, Samuel L. George, and others. Later sheep growers were Joseph Cunha, Joseph Ramos, Sr., Frank Correa, Antone Vey, the Reith brothers and Charles Cunningham whose sheep at one time numbered 20,000. By the beginning of the 20th century Umatilla County led the state in the average weight of its fleeces, the amount of wool handled, the quality of wool scoured, and the excellence of robes and blankets manufactured in its woolen mills. The 1907 Echo Commercial Club brochure estimated that there were 160,000 sheep in the Echo area that year. At the present time the Cunningham Sheep Ranch, based at Nolin, seven miles south of Echo, remains in operation as one of the large sheep ranches with a substantial herd. Sheep production dropped gradually because of the drop in wool prices and the development of synthetic materials which took the place of wool.

Wheat raising in the county had its beginning in the sixties when two sheep men, Thompson and Barnhart, on bringing their flock back from summer range in the Blue Mountains found that an excellent stand of the grain had grown and matured in their sheep corrals. There are indications from an 1859 Chapman survey that very early wheat raising occurred near Echo in the region known as Switzler's Field. Andrew Kilgore, in 1864, is credited with being the first man in Umatilla County to raise grain for a livelihood. In 1876 William Switzler plowed up bunchgrass land north of Pendleton and seeded it to wheat. This was so successful that many land owners followed and by 1890

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approximately 5,000,000 bushels of wheat were produced in Umatilla County. In 1924, 16,000,000 bushels of wheat were raised in the State, 6,000,000 in Umatilla County. In 1939 the figures were almost identical. Other small grains harvested included barley, rye, flax, and corn totaling approximately a half million bushels for the entire county.

An important and innovative wheat grower was Marshall E. Meyers who came to the area in 1913. Meyers is attributed with beginning the first strip farming in the area, leaving wide strips of stubble between plowed strips, lessening the chance of blowing soil. By leaving the moldboards off his plows, he was able to keep the stubble on the ground where it acted as an anchor.

The first fruit trees set out in the county were near Echo on Houtamia Creek, later called McKay Creek in 1851 by Dr. William McKay. These trees were destroyed in the Yakima Indian War of 1855-56. Later fruit tree orchards were planted in the Milton area north of Echo and in the Echo area. Apples, peaches, pears, grapes, plums, prunes, berries and melons were grown. In 1940 Umatilla County ranked fourth among Oregon counties in production of apples, fifth in plums and prunes, plus other fruit crops. Most of the well-established farms along the Umatilla River had a home orchard. Berries make up the only fruit crop grown in the region at this time.

Vegetable crops were important in the general economy, the principal crops were peas and beans that were processed by canning and later by freezing. These were successfully grown even before the widespread use of irrigation. In the early years of settlement, produce was sold to settlers, packers, and freighters traveling along the stage route.

In Reminiscences of Oregon Pioneers Thomas Benson recalls: "With the coming of spring of the year (1865), my father and William White, mother's brother, entered into a partnership and raised vegetables. There was a good market for them as we sold to freighters who passed the place on their way to inland points. Many of those men had regular routes to stations as far distant as Boise, Idaho. What the freighters didn't buy, we sold at Umatilla Landing, to the river trade."

The honey industry was particularly appropriate to the Echo area because of the large stands of alfalfa which provided a suitable place for the bees to swarm. Bees were introduced into the area in 1876 on the Reeder ranch on Butter Creek. This swarm died

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and another swarm was brought into the area in 1885 by Henry Thomson and proved to be more long-lasting. Bees were placed in creek and river bottom locations and produced a high quality alfalfa honey.

Alfalfa was another crop especially suitable for the Echo farmlands. At that time alfalfa was known as Chile clover because the seed came from Chile; it was looked upon as something of a curiosity that was to become a most commercially productive crop. It was first grown in the vicinity in 1880 when Alphaxad Owens planted a small field on Butter Creek. Shortly after that Oscar Thomson and R.N. Stanfield planted small crops; W.H. Babb was the first farmer to plant a large acreage, 45 acres, and prepared to irrigate. The results were very successful and soon many farmers in the area were experimenting with alfalfa as a crop.

By 1907 there were 4,327 acres in alfalfa on Butter Creek alone and by 1919 Umatilla County was raising over 30,000 acres of alfalfa. At the time, most of the hay crop was grown for use as feed for cattle raised in the area; however, as the amount of land under irrigation increased, it became an export crop. Alfalfa remains an important crop today; because of its high feed value it is shipped to coastal dairies and Japan.

While irrigation ditches were developed before the turn of the century, few water rights were filed before 1904. Early irrigation plans were often not implemented because of ownership of water rights and lack of understanding. One of the first irrigation ditches was hand dug in the 1870s across the Elvira Teel ranch; the ditch drew water from the Umatilla River and ran through The Meadows.

Typical of the early irrigation projects was a large project known as the Hinkle Ditch. In 1903 J.W. Hinkle, lawyer and rancher in the Pendleton area, and in partnership with O.E. Teel, began the construction of a main canal Hinkle Ditch. Taking water from the Umatilla River near Echo, the project extended 12 miles from Echo to Butter Creek, with six miles of laterals extending six miles from the terminus and was completed in 1908. It was the first big open ditch irrigation in the vicinity and was later operated by the Western Land and Irrigation Company.

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Other early pioneers in irrigation in the early part of the century were W.J. Furnish and Dr. Henry Waldo Coe. Dr. Coe was a Portland physician who had moved to Oregon in 1891. Dr. Coe specialized in mental diseases, established the Morningside Hospital in Portland, and taught at Willamette University. The Coe Dam and Furnish Reservoir project was at first only partially successful in its early stages as the dam silted up and was abandoned. The Furnish Ditch diverts water from a dam located approximately five miles south of Echo and was taken over by the United States Bureau of Reclamation in 1910 at which time it was the largest water project in the area. The Cold Springs Reservoir is located south of Echo and uses a ditch system known as the Hermiston Feed Canal or Government Ditch. This system used part of the old Henrietta Flour Mill race through town and provided water to the east side of Echo. Another dam is located a mile north of Echo and diverts into the Dillon Ditch. A total of four dams with six miles of Echo carry water over much of the northwest end of Umatilla County providing water to land as far as 15 miles from Echo. Private ditches in the area covered about 38,000 acres of land. Some of these private ditches were the Allen, Pioneer, Courtney, Maxwell, Hunt, Wilson, Koontz, and Crayne Lisle ditches.

In the early part of the century a most ambitious irrigation plan was put for by O.D. Teel, son of a pioneer family. Teel was an engineer who envisioned an 18 mile long canal bringing water from four creeks to a tunnel through the low divide between the headwaters of the John Day and Umatilla Rivers. The water would then follow the old Butter Creek channel to a main distributing canal of earth construction. The project would have irrigated another 16,500 acres and was partially completed when embezzlement of funds brought it to a halt.

Pivot irrigation was introduced locally in the latter 1970s. Water rights are still an important and sometimes controversial issue in the Echo area since many crops are dependent on irrigation.

An unusual footnote to agriculture in the Echo area were the rabbit drives that were held around the turn of the century. There were so many rabbits in the cultivated fields destroying the new crops that organized rabbit drives were held. Typically, the rabbits were driven into a v-shaped fenced area and clubbed to death. As many as 3,000 rabbits could be killed in one drive. This was the cheapest way to control the rabbit population and often four or five hundred people turned out for a rabbit hunt.

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LEADING CITIZENS

James H. Koontz, Echo's founder, was born in 1830 in Belmont County, Ohio and learned the trades of cabinet making and carpentering there. As a young man he moved to Iowa and later came to Oregon by wagon train. He remained in Portland for a short time, then in 1863 settled in Umatilla Landing, at that time a busy transfer point for goods shipped up the Columbia River on their way inland. Koontz was postmaster in Umatilla Landing for 17 years and also had a general store handling much of the freight that went in and out of the port. Foreseeing the decline of river trade and the rise in railroad transportation that had become available to communities across the nation, Koontz moved to the Echo area in 1880. Koontz and W.D. Brassfield acquired most of Section 16 that lay east of the Umatilla River and laid out a townsite, filing the first plat in 1880 naming the town Echo for his three-year old daughter, Echo. Koontz and Brassfield later filed two more plats in the city of Echo. Within four years, Echo had 15 businesses. As the town of Echo grew, Koontz constructed the Henrietta Flour Mills in 1886, a hotel called the Arlington House, now the Echo Hotel Restaurant and Lounge, the Koontz Building which housed his general merchandise store and a feed store, a spacious home for his family, several small cottages. The Koontz family donated land for the Methodist Episcopal Church, the Echo Cemetery District (formerly the I.O.O.F. cemetery), and a \$5,000 residence in Pendleton for use as a dormitory for the Pendleton Academy. This building is included in the Pendleton Historic Home tours. Cynthia was the former Cynthia Ann Hyatt and was J.H. Koontz' second wife. The couple had seven children, only three of whom survived infancy.

Oscar Thomson was an early settler on Butter Creek in the vicinity of Echo, arriving there in 1864-65 after spending time mining and running a pack train. The next year, 1866 he and R.N. Stanfield entered into a partnership and opened a livery and dray business in Umatilla Landing. In 1868 Thomson was elected sheriff of Umatilla County, a position he held until 1872. At that time he and his family moved to a ranch 12 miles west of Echo on Butter Creek where he engaged in stock raising and other agricultural pursuits including alfalfa and horses. He was a pioneer in the field of irrigation. In 1867 Thomson married Susan Atwood, daughter of Col. Buel Atwood and sister of Phoebe Atwood Stanfield, R.N. Stanfield's first wife. Oscar and Susan Thomson's son Asa, mayor of Echo, was a rancher, and founder of the Eastern Oregon Independent Telephone Company. He was also a State Legislator. The Thomsons had ten children, eight of whom survived to adulthood.

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Robert N. Stanfield met Oscar Thomson in the fields in California and late 1849, and the two met again at Umatilla Landing where they were in the pack train business. In 1866 they opened a livery and dray business in Umatilla. In 1865 Stanfield married Phoebe Atwood, daughter of Col. Buel Atwood and sister of Susan Atwood Thomson. Phoebe Stanfield died in childbirth at the age of 21 in 1871 after the birth of her third child. Stanfield married again in 1873, to Hattie Townsend; there were eight children from this marriage. Stanfield served as county sheriff after the county seat was moved to Pendleton. One of Stanfield's sons was Robert N. Stanfield, United States Senator. The Umatilla County town of Stanfield was named for him.

Dr. John Teel and his wife Elvira Willson Teel came to the Echo area in 1860, having crossed overland in a wagon train. Dr. Teel had practiced medicine in Texas, Ohio, and Kansas before coming to Oregon. Upon making their home on The Meadows, Dr. Teel was appointed Agency doctor for the Indians in the area. Along with James Lehman he discovered a hot springs in the mountains and filed a claim for it. It was known as Teel Springs until his death whereupon it was called Lehman Hot Springs. Elvira Teel was school teacher. The Teels had five children, two who died in infancy. O.D., Pamela, (who married Elmer Spike), and Twig survived to adulthood. Dr. Teel had four children by previous marriages: two survived, George Brewster and Nancy McCoy.

Joseph Cunha was born in the Azores, at that time a Portuguese colony, in 1864. He came to the United States in 1883 and within two years found his way to the West Coast and then on to the city of Echo where he had heard a countryman, Antone Vey, lived. Cunha worked for Vey for three years until he had saved enough to buy his own herd of sheep. He homesteaded between Butter Creek and Echo where his holdings were around 20,000 acres. He also held over 20,000 acres west of Echo and another 20,000 on Starkey Prairie making him a very successful stockman and one of the major landowners of the region. In 1943 Cunha owned around 64,000 acres, 14,000 sheep and 600 head of Herefords. Cunha was married to Rytá Mandonca, also Portuguese, in 1891; the couple had nine children. The Cunhas donated the land for the Roman Catholic Church built in 1913 near Echo and made the first donations for the construction of the building. Cunha also built the Echo Bank Building. Another reminder of the Cunha family is some of the

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beautiful statuary in the Echo Cemetery including a 12 foot granite cross with a mourning Art Nouveau figure carved into its face flanked by three-foot marble statues of children. The Cunha family home, built in 1902, still stands just west of Echo across the Umatilla River.

Joseph G. Ramos was another Portuguese settler who arrived in the Echo area in 1902. On his ranch one-half mile south of Echo he raised alfalfa and cattle and eventually built up his land holdings to reach four miles along the Umatilla River along old Highway 30. He was married to Mary Higginbotham, and they had six children. After the elder Ramos' death, the ranch was operated by his son, Joe, until his death. The ranch remains in the Ramos family. The Oregon Trail site known as Corral springs, about five miles southeast of Echo, is on Ramos land. The Ramos family has allowed public access to and placement of signage and interpretive panels at this site where ¼ mile of Oregon Trail ruts remain. Joe Ramos was active in the River Control District, Echo School Board, Umatilla County Service District, and the Cemetery District. The Ramos are noted for the ban of all hunting with the exception of water fowl on their property resulting in large numbers of deer and other wildlife on their land.

SUB-THEMES:

NATIVE AMERICANS

Umatilla, Cayuse, and Walla Walla Indians had lived in the Umatilla Valley area for centuries. Archeological evidence indicated habitation of the Umatilla Lower Crossing area at least 3,000 years ago. The Umatillas lived on the lower reaches of the Umatilla River and along both banks of the Columbia River from present-day Arlington east to the mouth of the Walla Walla River in southeastern Washington. One reference gives the derivation of the name from a village name meaning "many rocks"; another reference gives the derivation as "water rippling over rocks." The Umatillas depended primarily on salmon and other fish for survival; they also gathered camas, berries, pine nuts, seeds, bark, and sap. Cooking methods included roasting in earthen ovens and boiling in baskets heated by hot stones. They lived in multi-family lodges constructed of poles and mats over shallow excavations. Some of the houses were as large as 16 by 60 feet. Horses were a part of the Umatilla culture and facilitated their hunting of game. The Umatillas formed a war alliance with the Nez Perce to the east to ward off attacks from their traditional enemies, the Paiutes.

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Some members of their tribe joined the Cayuse in 1848 during the Cayuse War. In 1855 along with the Cayuses and Walla Wallas, the Umatillas sign a treaty, ratified in 1859, yielding their lands to the United States in return for a reservation north and south of the middle Umatilla River. The Umatillas spoke a dialect of Sahaptin.

The Cayuse Indians, with a notable horse culture, occupied the lands east of the John Day River to the Blue Mountains. Their name is probably a corruption of the French word "cailloux" meaning stones or rocks. The Cayuse had a reputation as haughty and proud, perhaps because of their superior horses which were much admired. Because of their horse culture, they traveled east as far as the Great Plains and were closely associated with the Nez Perce tribe to the immediate east. The Cayuse were increasingly unhappy over land being taken by white settlers and particularly resented the Whitman Mission which had settled on their traditional lands; after 1847 their reputation was tarnished by the massacre of missionaries and immigrants at the Whitman Mission near present-day . The next year they engaged in the Cayuse War which culminated in the hanging of five Cayuse in 1850. Along with the Umatillas, they signed a treaty in 1855; however some of the tribe joined a confederation in the Yakima War of 1855-56 against American volunteer and regular army forces. Broken in spirit, the remaining Cayuse joined the Umatillas and Walla Wallas on the Umatilla Reservation. The Cayuse spoke a dialect of Waiilatpau.

The Walla Wallas lived along the Columbia River in the area of its confluence and east to its junction with the Touchet River. Beginning with the Lewis and Clark expedition and continuing with the fur trade, the Walla Wallas had more contact with Americans and British than many other tribes in the area. The Whitmans chose land occupied by the Walla Wallas for their mission in 1836 and Walla Walla women worked at the mission, a task which lowered them in the eyes of the proud Cayuse. The Walla Wallas did not participate in the attack against the Whitmans in 1847; however some did join the Cayuse in their war against the whites in 1848. The Walla Wallas signed the treaty with the Umatillas and Cayuse in 1855 and slowly drifted onto the reservation. The Walla Wallas spoke a dialect of Sahaptin. While speaking different dialects, the Native Americans of northeastern Oregon were able to communicate with each other. The Umatilla Reservation is now referred to as the Confederated Tribes of the Umatilla Reservation and is made up of the Umatilla, Cayuse, and Walla Walla tribes. In 1969 there were 95,273 acres in the reservation located in Central Umatilla County.

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INDIAN AGENCY AND FORT HENRIETTA

In 1851 Superintendent of Indian Affairs, Dr. Anson Dart, ordered an agency to be built for the use of the Cayuse, Walla Walla, and Umatilla Indians on the east side of the Umatilla crossing from present-day Echo. The site offered a good crossing, abundant grass and water, resources important to permanent settlers or travelers proceeding west on the Oregon Trail. A wooden frame building painted white with a porch and stoned up well were landmarks to passing pioneers. The agency functioned as a trading post and Indians were encouraged to camp nearby.

After the Whitman massacre in 1847, tensions increased between the native inhabitants, particularly the Cayuse because the Oregon Trail route proceeded directly through their tribal lands. As hostilities increased, other Indian tribes and volunteer militia became involved and in 1855 the agency building burned to the ground.

Volunteer forces set to work building a stockade on the agency site. Recent archeological excavations have shown the structure was a 100 by 100 foot stockade of vertically-set poles buried two feet in the ground with two round log bastions at opposite corners. The stockade was named Fort Henrietta in honor of U.S. Cavalry officer Major Granville Haller's wife; she had loaned her buggy to the volunteers for use as an ambulance. Fort Henrietta was never the site of a confrontation between the Indians and the volunteers. The fort was destroyed within a year, reportedly to keep the Indians from using it after it was abandoned. Apparently the buildings were not completely destroyed, however, as early settler accounts recall seeing the remains through the 1860s and 70s. The site of these early structures is now private property and a dedicated street.

A small replica of Fort Henrietta now stands on the east side of the Umatilla River, not its original site. The Fort Henrietta Park has been named a National Historic Oregon Trail Site by the National Park Service as the Trail crossing was along the southern edge of the park.

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OREGON TRAIL CROSSING

The Oregon Trail crossing of the Umatilla River is directly east of the Echo townsite and is referred to as the Lower Crossing; the Upper Crossing is located at Pendleton. It had been used as a major trail for centuries because of the good ford, excellent forage opportunities for animals, and available water. Emigration on the Trail route to the Oregon Territory began in the late 1830s, the first covered wagons traveled to The Dalles, then downriver to the Willamette Valley in 1843. The Great Migration continued mainly by wagon with some emigration by ship around Cape Horn or across the Isthmus of Panama until the completion of the transcontinental railroad in 1883. The Umatilla River crossing was on the major route of the Trail and is so marked and protected and listed in the Echo inventory. The trail branched just before crossing the Umatilla River, the most heavily traveled trail led straight west through The Meadows, the lesser traveled trail went northwest to follow the Columbia River to the Willamette Valley.

A register kept at the Indian Agency July 20 through September 30, 1853 noted the names and other information regarding the parties traveling along the Trail through Echo that summer. A total count of livestock and vehicles included: oxen, 9,077; cows, 6,518; horses, 2,009; mules, 327; sheep, 1,500; and wagons, 1,269.

Oregon Trail wagon ruts are still visible at several sites in and around the Echo area. The Corral Springs site is five miles southeast of Echo on the Ramos ranch; between $\frac{1}{4}$ and $\frac{1}{2}$ mile of the trail remains. Two and seven-tenths miles of ruts are visible on land belonging to Eagle Ranches and the Jack Correa ranch to the west of Echo. The Bureau of Land Management has developed the Echo Meadows trail site five miles west of Echo with the installation of interpretive panels and a kiosk; paved paths provide access to the 1.2 mile of trail that remains. The final section of trail is located approximately eight miles west of Echo on the Madison Ranch. This section roughly coincides with the Butter Creek (then Alder Creek) crossing. Both Corral Springs and Butter Creek were stopover points along the trail.

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Long after the period of primary westward migration was over, and even after the railroad was constructed, the Oregon Trail system continued to serve as a road system both for local travel and access to the state from points east. Those who could not afford train passage continued to travel this route to Oregon. It also became the road used from "the Valley" to eastern Oregon and Washington.

The Oregon Trail continues to play an important role in Echo as local citizens and visitors become more aware of its significance in the development of the northwest. Its role in Echo's past puts Echo in a select group of sites where a history-making event is still visible after 150 years.

PORTUGUESE SETTLEMENT

The Portuguese settlement began with the arrival of the Vey brothers, miners who through good fortune were able to save enough money to buy land and sheep in the Echo area. They were joined in 1885 by Joseph Cunha, a recent immigrant, who homesteaded in The Meadows area. A second wave of Portuguese arrived a few years later around the turn of the century. The first group of settlers tended to have small land holdings along the river and creeks. The second group of settlers often acquired larger holdings by buying out the first settlers. The Portuguese settlers came via the Azores where they had immigrated earlier and most were from the same town of Graciosa and were related. Arriving through the turn of the century were other Portuguese settlers including the Correa, Machado, Ramos, Vey, and Silva families.

In 1913 a substantial Catholic Church was built on land donated by Joseph Cunha and supported by the Portuguese community, among others. The sturdy, stuccoed building harks back to its Mediterranean roots with elements of the Mission style expressed in its traditional roof and eave details, and cross-topped tower. The church was designed by Hermiston architect C.M. Himebaugh. The church has not been in regular use since about 1979 and is owned by the Fort Henrietta Foundation and is available for special services and viewing. Another memorial to the Portuguese exists, the imposing statuary in the Echo Cemetery, commemorating the strong Catholic faith of the families.

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SECTION F: ASSOCIATED PROPERTY TYPES

Churches and Associated Buildings

Description:

There are two churches inventoried in the City of Echo's cultural resource inventory. The churches would fit within the framework of the context and date from the period of significance. One church is a more common type church found in small rural communities and is distinguished by its steeply pitched intersecting roofs, shiplap siding, arched windows and wood frame construction.

The other church in the inventory is more indicative of the area and reflects the influence of the Portuguese families that settled the Echo area. The church is rectangular in form, has a gable roof, stucco, siding, and an curvilinear parapet. Both churches feature stained glass windows.

Significance:

These buildings are potentially significant under criterion A for their association with the growth and development of Echo and The Meadows area as a result of successful agricultural and transportation-related business ventures. As people moving into the area to participated in the economic successes of the area they also expressed a desire to worship in churches they had traditionally belonged to. The small number of churches (two) in the area evidently satisfied the needs of both Protestants and Catholics; both churches express the traditions of their particular congregations in the configuration and furnishings of their respective buildings. They are a significant component of Echo history.

The buildings may also potentially be significant under criterion C where properties embody the distinctive characteristics of a type, period, or method of construction or that represent the work of a master or that possess high artistic value or that represent a significant and distinguishable entity whose components may lack individual distinction.

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Registration Requirements:

To meet requirements, buildings of this property type should be substantially original, be a good, clear cut representative of a generally recognized architectural style or building type and/or have a direct correlation with their construction to the development of local agriculture, transportation and commerce in the years 1886 to 1946.

SECTION F: ASSOCIATED PROPERTY TYPES

Commercial and Industrial Buildings

Description:

There are ten commercial buildings and two industrial buildings inventoried in the City of Echo's cultural resource inventory. The commercial and industrial buildings would fit within the framework of the context and date from the period of significance.

The commercial buildings range from simple wood frame buildings with Italianate False Front and Classical characteristics to masonry buildings constructed of brick and concrete that reflect revival styles. Some of the buildings have more stylized details and others are plain with little decorative features. Many of the commercial buildings have had modifications to the storefronts; common to commercial buildings. The buildings are generally flush with the sidewalks and have little or no "yard" area. Most are found in downtown Echo.

The industrial buildings are wooden structures that are more functional in their design and detailing. These are generally located outside downtown Echo.

Significance:

These buildings are potentially significant under criterion A for their association with the growth and development of Echo and The Meadows area as a result of successful agricultural and transportation-related business ventures. Echo was platted and enjoyed early prosperity directly as a result of the coming of the railroad and the availability of

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agricultural products that could be shipped by rail. The commercial buildings reflect this prosperity with small-scale rather elaborate buildings that filled the needs of the community when it was economically thriving.

The buildings may also potentially be significant under criterion C where properties embody the distinctive characteristics of a type, period, or method of construction or that represent the work of a master or that possess high artistic value or that represent a significant and distinguishable entity whose components may lack individual distinction.

Registration Requirements:

To meet requirements, buildings of this property type should be substantially original, be a good, clear cut representative of a generally recognized architectural style or building type and/or have a direct correlation with their construction to the development of local agriculture, transportation and commerce in the years 1886 to 1946.

SECTION F: ASSOCIATED PROPERTY TYPES

Residential

Description:

There are twenty-five residential buildings inventoried in the City of Echo's cultural resource inventory. The residential buildings would fit within the framework of the context and date from the period of significance.

The residential buildings represent many styles and construction dates. The earliest residential buildings are either simple vernacular buildings or display characteristics of the Italianate, and Queen Anne. These buildings range in size from small one-story square and rectangular buildings to large, two-story to two-and one-half story houses. They are usually in a residential setting with some type of yard.

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The houses that were built in the secondary period of development reflect the Classic Box, Bungalow, Dutch Colonial, Colonial, Spanish Revival, and Craftsman styles. These buildings also range in size from small wooden buildings to larger more stylized houses. The buildings are finished in a variety of materials including concrete, stucco, wood siding, wood shingles, etc.

Significance:

These buildings are potentially significant under criterion A for their association with the growth and development of Echo and The Meadows as a result of successful agricultural and transportation-related business ventures. The historic residences reflect the various economic levels of Echo society from the very successful businessman to the self-employed business owner to the day worker. As fortunes changed for these residents, their place of living probably also changed to reflect their new status. The structures embody the living history of Echo, its prosperity and relative stagnation.

The buildings may also potentially be significant under criterion C where properties embody the distinctive characteristics of a type, period, or method of construction or that represent the work of a master or that possess high artistic value or that represent a significant and distinguishable entity whose components may lack individual distinction.

Registration Requirements:

To meet requirements, buildings of this property type should be substantially original, be a good, clear cut representative of a generally recognized architectural style or building type and/or have a direct correlation with their construction to the development of local agriculture, transportation and commerce in the years 1886 to 1946.

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SECTION F: ASSOCIATED PROPERTY TYPES

Governmental

Description:

There was only one governmental buildings inventoried in the City of Echo's cultural resource inventory: City Hall. City Hall would fit within the framework of the context and date from the period of significance. The building represents the revival style buildings popular in the teens and 1920s.

Significance:

This building is potentially significant under criterion A for its association with the growth and development of Echo and The Meadows area as a result of successful agricultural and transportation-related business ventures. The Echo City Hall is atypical for its time period and geographic location in that it is a very substantial building that was architect-designed for its particular time and place. The fact that it is architect-designed indicated that the citizens of Echo were confident enough in their business climate to make a strong commitment to finance the construction of a rather elaborate City Hall.

The building may also potentially be significant under criterion C where properties embody the distinctive characteristics of a type, period, or method of construction or that represent the work of a master or that possess high artistic value or that represent a significant and distinguishable entity whose components may lack individual distinction .

Registration Requirements:

To meet requirements, buildings of this property type should be substantially original, be a good, clear cut representative of a generally recognized architectural style or building type and/or have a direct correlation with their construction to the development of local agriculture, transportation and commerce in the years 1886 to 1946.

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SECTION F: ASSOCIATED PROPERTY TYPES

Agricultural Buildings

Description:

There are seven agricultural complexes (farms and ranches) inventoried in the City of Echo's cultural resource inventory. The agricultural buildings would fit within the framework of the context and date from the period of significance.

The agricultural buildings include a variety of resource types including farm houses, barns, water towers, chicken houses, hog sheds, machine shops, garages, privies, sheds, stables, cooling houses, and cook houses. The buildings are generally constructed of wood and are utilitarian structures. The farm houses and garages display characteristics of various styles including the Queen Anne style and Bungalow style. The farm complexes are in a rural setting with land surrounding them.

Significance:

These buildings are potentially significant under Criterion A for their association with the growth and development of Echo and The Meadows area as a result of successful agricultural and transportation-related business ventures. Since agriculture was the basis of Echo's economic stability, the farm buildings were very important. They were also varied in answer to the diversity of agricultural products. Although its specific use may have changed during the life of a farm building, it usually continued to be a useful structure in the evolution of the farm.

The buildings may also potentially be significant under criterion C where properties embody the distinctive characteristics of a type, period, or method of construction or that represent the work of a master or that possess high artistic value or that represent a significant and distinguishable entity whose components may lack individual distinction. The number of buildings in the farm complex may also be a factor in determining significance.

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Registration Requirements:

To meet requirements, buildings of this property type should be substantially original, be a good representative of an architectural style or building type, and retain their integrity. To qualify as a farm complex, the a farm house with at least another farm related building must be present. The building or complex may also have a direct correlation with their construction to the development of agriculture, transportation and commerce in the years 1886 to 1946, locally.

SECTION F: ASSOCIATED PROPERTY TYPES

Social Buildings

Description:

There was only one "Social" building inventoried in the City of Echo's cultural resource inventory: Masonic Hall. A fraternal meeting hall, the building would fit within the framework of the context and date from the period of significance. The building represents the primary building phase. The building is a simple wooden False Front building.

Significance:

This building is potentially significant under criterion A for its association with the growth and development of Echo and The Meadows area as a result of successful agricultural and transportation-related business ventures. The fraternal organization has a long history and is perhaps more important in a new and growing community as an organization based on shared ideas and beliefs that provides a meeting place regardless of social standing. The early and continued interest in fraternal organizations indicates their importance in the social structure of a small community.

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The building may also potentially be significant under criterion C where properties embody the distinctive characteristics of a type, period, or method of construction or that represent the work of a master or that possess high artistic value or that represent a significant and distinguishable entity whose components may lack individual distinction .

Registration Requirements:

To meet requirements, buildings of this property type should be substantially original, be a good, clear cut representative of a recognized architectural style or building type and/or have a direct correlation with their construction to the development of local agriculture, transportation and commerce in the years 1886 to 1946.

SECTION F: ASSOCIATED PROPERTY TYPES

Transportation

Description:

There was only one building inventoried in the City of Echo's cultural resource inventory that represents transportation: the railroad worker's house. The building would fit within the framework of the context and date from the period of significance. The building represents the primary building phase. The building is a simple wooden building and was originally located near the railroad track.

Significance:

This building is potentially significant under criterion A for its association with the growth and development of Echo and The Meadows area as a result of successful agricultural and transportation-related business ventures. The railroad was one of the catalysts for growth in the Echo area and all related structures play a part in the total picture. Even though the building is very modest, it reflects one of the facets of railroad construction and development.

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The building may also potentially be significant under criterion C where properties embody the distinctive characteristics of a type, period, or method of construction or that represent the work of a master or that possess high artistic value or that represent a significant and distinguishable entity whose components may lack individual distinction .

Registration Requirements:

To meet requirements, buildings of this property type should be substantially original, be a good, clear cut representative of a recognized architectural style or building type and/or have a direct correlation with their construction to the development of local agriculture, transportation and commerce in the years 1886 to 1946.

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GEOGRAPHICAL DATA

Nearly all of the geographic area of the multiple property nomination is within the city limits of the City of Echo in the plats of City of Echo and the Westlawn Plat. The remaining property is located outside the city limits, but in close proximity to the city. It consists of approximately seven acres located on the west side of the Umatilla River north of County Road # 828, also called Old Oregon Trail Road.

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SUMMARY OF IDENTIFICATION AND EVALUATION METHODS

This Multiple Property National Register submission is based mainly on the Historic Resource Inventory completed for the Umatilla County by Steve Randolph with the assistance of Diane Berry in 1986. The City of Echo realized the importance of its historic properties and contracted with the consulting firm of Marianne Kadas Consulting to bid on the project. Ms. Kadas and Sally Donovan contracted to complete the nomination; the City also contracted with designer Norm Gollub to provide design guidelines and specific design suggestions for selected downtown buildings.

The ten structures in the Multiple Property Nomination were chosen after Diane Berry, Echo City Administrator, Sally Donovan, and Marianne Kadas carefully considered about 20 properties. The final selection was made with the approval of SHPO staff member, Elisabeth Potter. The properties were selected to provide a broad picture of construction in Echo, along with the most important buildings. In some cases, the building needs major restoration, but the City is prepared for this process. The nomination is open to additions if that becomes desirable.

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