Form 10-300
(July 1969)

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES INVENTORY – NOMINATION FORM

(Type all entries – complete applicable sections)

STATE: Oregon
COUNTY: Hood River
FOR NPS USE ONLY
ENTRY NUMBER | DATE
MAY 15 1974

1. NAME

COMMON: Cascade Locks Marine Park
AND/OR HISTORIC: Cascade Locks

2. LOCATION

STREET AND NUMBER:
CITY OR TOWN: Cascade Locks
Oregon Second Congressional Dist. Representative Al Ullman
STATE: Oregon 97014 | CODE: 41 | COUNTY: Hood River | CODE: 027

3. CLASSIFICATION

CATEGORY (Check One)	OWNERSHIP	STATUS	ACCESSIBLE TO THE PUBLIC
☐ District ☒ Building	☒ Public	☒ Occupied	Yes:
☒ Site ☐ Structure	☐ Private	☐ Unoccupied	☐ Restricted
☐ Object	☐ Both	☐ Preservation work in progress	☒ Unrestricted
	Public Acquisition: ☐ In Process ☐ Being Considered		☐ No

PRESENT USE *(Check One or More as Appropriate)*

☐ Agricultural	☐ Government	☒ Park	☐ Transportation	☐ Comments
☐ Commercial	☐ Industrial	☐ Private Residence	☐ Other *(Specify)*	
☐ Educational	☐ Military	☐ Religious		
☐ Entertainment	☒ Museum	☐ Scientific		

4. OWNER OF PROPERTY

OWNER'S NAME: Port of Cascade Locks (owner is proponent of nomination)
STREET AND NUMBER:
CITY OR TOWN: Cascade Locks
STATE: Oregon 97014 | CODE: 41

5. LOCATION OF LEGAL DESCRIPTION

COURTHOUSE, REGISTRY OF DEEDS, ETC: Hood River County Court House
STREET AND NUMBER:
CITY OR TOWN: Hood River
STATE: Oregon 97031 | CODE: 41

6. REPRESENTATION IN EXISTING SURVEYS

TITLE OF SURVEY: Statewide Inventory of Historic Sites and Buildings
DATE OF SURVEY: 1970 ☐ Federal ☒ State ☐ County ☐ Local
DEPOSITORY FOR SURVEY RECORDS: Parks and Recreation Section
STREET AND NUMBER: State Highway Building
CITY OR TOWN: Salem
STATE: Oregon 97310 | CODE: 41

SEE INSTRUCTIONS

STATE: Oregon
COUNTY: Hood River

FOR NPS USE ONLY
ENTRY NUMBER: MAY 15 1974
DATE

OCT 17 1973
NATIONAL REGISTER

7. DESCRIPTION

CONDITION	(Check One)					
	☐ Excellent	☒ Good	☐ Fair	☐ Deteriorated	☐ Ruins	☐ Unexposed
	(Check One)		(Check One)			
	☒ Altered	☐ Unaltered	☐ Moved	☒ Original Site		

DESCRIBE THE PRESENT AND ORIGINAL *(if known)* PHYSICAL APPEARANCE

The rapids or cascades that interrupted navigation of the Columbia River near the present site of Cascade Locks were not only an inconvenience, but a hazard to early pioneers who tried to negotiate them by boat or raft. Many an Oregon Trail traveler managed to survive the grueling overland route from Missouri only to be dashed to death on the rocks or drowned in the cascading waters on the last leg of their journey to the Willamette Valley. It was necessary for river traffic to portage around this and other similar features on the Columbia for many years. Out of this need came the development of portage roads and railways and, ultimately, construction of the Cascade Locks. Cascade Locks Marine Park is a reminder of this evolution.

The Port of Cascade Locks' park development includes a marina, a foot bridge, and fishing area at the site of the old locks; a museum building, and an early portage railway engine, the "Oregon Pony." The museum is housed in one of three identical quarters for Lock Tenders arranged in a row on the embankment overlooking the Locks and the Columbia River.

The houses were built in 1904. They are formal, two-story buildings with gable roofs, twin chimneys, boxed cornices, dormers, and classical front porches. The basements are of stuccoed masonry. The original siding is horizontal tongue-in-groove. Upstairs windows in the gable ends are trimmed with a Palladian motif. Downstairs window sashes are double-hung with two lights over two.

The dwelling closest to the old navigation locks is fitted out as a museum of local transportation. The others are leased at present.

Situated to the east of the museum is the "Oregon Pony." The Oregon Pony was the first steam locomotive built on the Pacific Coast, and the first to be used in the Oregon Territory. It arrived in Cascade Locks in 1862, replacing mules on a four and one-half mile portage road.

Several of the large steel gates to the Locks were removed after the U.S. Army Corps of Engineers finished construction in 1938 of nearby Bonneville Dam, the first of several major power dams on the Columbia. The old canal survives despite the change in water level, and masonry work is still visible. A recently constructed concrete footbridge with a steel railing which spans the locks is continually used by fisherman.

The development of the park stemmed from an effort by the community, through the Port of Cascades Locks, to revive a sagging economy and to preserve a colorful local history.

SEE INSTRUCTIONS

8. SIGNIFICANCE

PERIOD *(Check One or More as Appropriate)*

- ☐ Pre-Columbian
- ☐ 15th Century
- ☐ 16th Century
- ☐ 17th Century
- ☐ 18th Century
- ☒ 19th Century
- ☐ 20th Century

SPECIFIC DATE(S) *(If Applicable and Known)* 1896

AREAS OF SIGNIFICANCE *(Check One or More as Appropriate)*

- ☐ Aboriginal
- ☐ Prehistoric
- ☐ Historic
- ☐ Agriculture
- ☒ Architecture
- ☐ Art
- ☐ Commerce
- ☐ Communications
- ☐ Conservation
- ☐ Education
- ☒ Engineering
- ☐ Industry
- ☐ Invention
- ☐ Landscape Architecture
- ☐ Literature
- ☐ Military
- ☐ Music
- ☐ Political
- ☐ Religion/Philosophy
- ☐ Science
- ☐ Sculpture
- ☐ Social/Humanitarian
- ☐ Theater
- ☒ Transportation
- ☐ Urban Planning
- ☐ Other *(Specify)* _____

STATEMENT OF SIGNIFICANCE

Cascade Locks and Canal ranks as one of the most important aids to navigation developed in Oregon.

Prior to the building of the Barlow road in 1846, all travelers seeking passage to the Lower Columbia River or the Willamette Valley halted at The Dalle disassembled their wagons, loaded them upon rafts, and steering the rude barges down the Columbia to the Cascades, docked at the Cascades and portaged wagons and goods around the dangerous white water. Shore lines guided the rafts to safety.

Barlow's alternate route through a high pass in the Cascade Range notwithstanding, the Columbia River route continued to be popular both for passengers and for freight. A portage road was constructed in 1856 to accommodate traffic. The Barlow Road through the mountains climbed 425 feet, a steep ascent for oxen used to draw cumbersome wagons. Toll roads later permitted the passage of cattle and pack trains, but it was not until 1872 that the Oregon Legislature made an appropriation to construct a road through the gorge. The first modern highway followed portions of the narrow, crooked road built with that appropriation. During the era when mining booms in Idaho and Eastern Oregon made steamboat transportation on the Columbia a lucrative business, the Cascades were again confronted. At water level a wooden-railed portage tramway was built, over which cars laden with freight were drawn from the head to the foot of the rapids. This proved so profitable a venture that steel rails replaced the wooden ones, and the "Oregon Pony", the first steam locomotive to operate in Oregon, was imported from San Francisco to draw the cars in 1862.

Ultimately, the government was encouraged to construct a canal and locks at this site to facilitate river traffic. The project was authorized by Congress in 1874. Ball and Platt of New York were selected as contractors, and construction began in 1879. However, it was not until November 5, 1896 that the locks were dedicated and opened for use. The canal was actually not completed until 1914. The total cost of construction was $3,891,536.83. Delays in the project resulted from reduction of appropriations by Congress, winter storms, high water, deep snows and delayed shipments of materials and supplies.

The community grew from a small settlement of Indians and three white families in 1853 to a booming construction town. By 1893, there were about 1000 inhabitants, many living in tents, shacks and other temporary buildings. There were many saloons and all the other attractions that went along with them. There was no church or any regular church services held in town until a stonecutter by the name of William Hoskins organized a Sunday school. It was during this time that the community was frequently called "Whiskey Flat".

(Continued)

SEE INSTRUCTIONS

9. MAJOR BIBLIOGRAPHICAL REFERENCES

Corning, Howard McKinley, ed., Dictionary of Oregon History (Portland: Binfords and Mort, 1956), 45.

Thompson, Peter, "What's Left When Wheels Turn," Oregon Journal (January 23, 1963), Sec. 2, p. 5.

Wharton, Wallace S., "History in the Columbia Gorge," Oregon Journal (October 29, 1933), Mag. Sec., pgs. 1,5.

Lockley, Fred, "The Cascade Locks," Oregon Journal, (1932), Sec. 7, p. 2.

McArthur, Lewis A., Oregon Geographic Names, (Portland: Binfords and Mort, 1965), 110-11.

10. GEOGRAPHICAL DATA

LATITUDE AND LONGITUDE COORDINATES DEFINING A RECTANGLE LOCATING THE PROPERTY

CORNER	LATITUDE	LONGITUDE
	Degrees Minutes Seconds	Degrees Minutes Seconds
NW	45° 40' 24"	121° 54' 01"
NE	45° 40' 24"	121° 53' 17"
SE	45° 39' 56"	121° 53' 17"
SW	45° 39' 56"	121° 54' 01"

OR

LATITUDE AND LONGITUDE COORDINATES DEFINING THE CENTER POINT OF A PROPERTY OF LESS THAN TEN ACRES

LATITUDE	LONGITUDE
Degrees Minutes Seconds	Degrees Minutes Seconds
° ' "	° ' "

APPROXIMATE ACREAGE OF NOMINATED PROPERTY: 64.5 of which 14 are above waterline

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE:	CODE	COUNTY	CODE
STATE:	CODE	COUNTY:	CODE
STATE:	CODE	COUNTY:	CODE
STATE:	CODE	COUNTY:	CODE

RECEIVED OCT 17 1973 NATIONAL REGISTER

11. FORM PREPARED BY

NAME AND TITLE:

Paul B. Hartwig Assistant Park Historian

ORGANIZATION: Oregon State Highway Division

DATE: September 1973

STREET AND NUMBER: State Highway Building

CITY OR TOWN: Salem

STATE: Oregon CODE: 41

ZIP: 97310

12. STATE LIAISON OFFICER CERTIFICATION

As the designated State Liaison Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service. The recommended level of significance of this nomination is:

National ☐ State ☒ Local ☐

Name George McBaldwin

Title Director of Transportation

Date 10-10-73

NATIONAL REGISTER VERIFICATION

I hereby certify that this property is included in the National Register.

A B Mordecai

Chief, Office of Archeology and Historic Preservation

Date 5/15/74

ATTEST:

Keeper of The National Register

Date 5-8-74

SEE INSTRUCTIONS

Form 10-300a
(July 1969)

UNITED STATES DEPARTMENT OF THE INTERIOR
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INVENTORY - NOMINATION FORM

(Continuation Sheet)

STATE	
Oregon	
COUNTY	
Hood River	
FOR NPS USE ONLY	
ENTRY NUMBER	DATE
MAY 15 1974	

(Number all entries)

Cascade Locks

2. Location

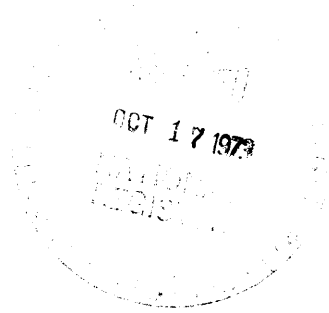
Cascade Locks Marine Park is located in Sec. 12, T. 2 N., R 7 E., of the Willamette Meridian, in Hood River County, Oregon.

8. Significance

Upon completion of the locks, the town came to be known as Cascade Locks.

In 1938, the U.S. Army Engineers opened locks at Bonneville Dam, three miles downriver, and the old locks were superseded. Many of the huge out croppings that formed the rapids were blasted out and the site was covered by the Bonneville Dam pool. Shortly after the Second World War, several of the large steel gates at the old Cascade Locks were removed, but the old canal with its fine stone masonry can still be seen.

A modern bridge spans the Columbia just west of, or downriver from Cascade Locks. It occupies a place where, according to Indian legend, a natural "Bridge of the Gods" at one time arched the river. This bridge, for which there is enticing geological evidence, was cast into the river when Tyhee Sahale, the Supreme Being, became angry with his two sons, who had quarreled over the beautiful Loo-wit, guardian of a sacred falme on the bridge. The two sons and the girl, crushed in the destruction of the bridge were resurrected as Mount Hood, Mount Adams, and Mount St. Helens, principal nearby peaks of the mountain range. It was the debris of the legendary bridge which created the rapids, or "Cascades" of the Columbia.





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NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES

PROPERTY PHOTOGRAPH FORM

(Type all entries - attach to or enclose with photograph)

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COUNTY	
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STREET AND NUMBER:

CITY OR TOWN: Cascade Locks

STATE:		CODE	COUNTY:	CODE
Oregon	97014	41	Hood River	027

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3. PHOTO REFERENCE

PHOTO CREDIT: Oregon State Highway Division

DATE OF PHOTO: 1970

NEGATIVE FILED AT: Parks and Recreation Section, State Highway Division, Salem, Oregon 97310

4. IDENTIFICATION

DESCRIBE VIEW, DIRECTION, ETC.

View of Cascade Locks and Canal from the southwest.

1 of 3



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DATE OF PHOTO: 1970

NEGATIVE FILED AT: Parks and Recreation Section, State Highway Division
Salem, Oregon 97310

4. IDENTIFICATION

DESCRIBE VIEW, DIRECTION, ETC.

Facade, or north elevation of the second of three Lock Tender's Dwellings.

2/3


MUSEUM

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES

PROPERTY PHOTOGRAPH FORM

(Type all entries - attach to or enclose with photograph)

STATE	
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COUNTY	
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SEE INSTRUCTIONS

3 of 3

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DESCRIBE VIEW, DIRECTION, ETC.

Facade, or north elevation of Lock Tender's Dwelling adapted for museum use. To left is "Oregon Pony", steam engine on portage railway around the Cascades prior to the time the Locks were available to aid navigation.