

The Oregon Trail, Oregon, 1840 to 1880

Oregon

Name of Multiple Property Listing

State

United States Department of the Interior
National Park Service

National Register of Historic Places Multiple Property Documentation Form

This form is used for documenting property groups relating to one or several historic contexts. See instructions in National Register Bulletin *How to Complete the Multiple Property Documentation Form* (formerly 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.

National Register of Historic Places

New Submission Amended Submission

Date Listed 6-28-2021

NRIS No. MC100006678

A. Name of Multiple Property Listing

Oregon SHPO

The Oregon Trail, Oregon, 1840 to 1880

B. Associated Historic Contexts

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

The Oregon Trail, Oregon, 1840 to 1880

The period of significance begins in 1840 with the commencement of overland emigrant travel across Oregon and ends in 1880 when the Oregon Railway & Navigation Company's line supplanted the Oregon Trail as the main overland route.

C. Form Prepared by

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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 60 and the Secretary of the Interior's Standards and Guidelines for Archeology and Historic Preservation.

(See continuation sheet for additional comments.)



05/13/21

Signature and title of certifying official: Deputy State Historic Preservation Officer

Date

Oregon State Historic Preservation Office

State or Federal Agency or Tribal government

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

Date of Action

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

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, PO Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Project (1024-0018), Washington, DC 20503.

Statement of Historic Contexts

Introduction

When emigrant overland travel on the Oregon Trail commenced in 1840, the Pacific Northwest was a Native American domain with competing claims of sovereignty made by Great Britain and the United States. The 1840s was a decade of rapid western expansion of the United States, especially driven by the sentiments of manifest destiny that, for some, suggested the emergence of an American democratic nation reaching from sea to sea. Secretary of State Daniel Webster and other officials of the administration of President James K. Polk pressed for resolution of the “Oregon Question,” especially aware that by 1845 at least 4,000 American citizens resided west of the Cascade Mountains.

The “Oregon Country,” as the region was generally called, reached from South Pass in the Rockies to the Pacific and included the watersheds of the Columbia and Snake rivers and their tributaries. The American claims to the region were founded on the theory of the “right of discovery,” namely that representatives of civilized, Christian nations with a settled agriculture might claim lands of other peoples merely by discovering or occupying them. The United States based its claims to the “Oregon Country” on Captain Robert Gray crossing over the bar and into the Columbia River (1792), the explorations of the Lewis and Clark Expedition (1805-06), Astor’s Pacific Fur Company post at Astoria (1811-13), the status *ante bellum* clause in the Treaty of Ghent (1814) suggesting American claims were unsullied though Astor’s company had sold out its investments to the North West Company of Canada, the re-assertions of American sovereignty at the mouth of the Columbia in 1818 by Captain James Biddle and special agent John B. Prevost, and the convention of 1818 wherein the United States and England agreed to “joint sovereignty” in the Pacific Northwest until formal resolution of the matter. The Polk administration forced the issue in 1845 and secured the Oregon Treaty (1846), extending the 49th parallel west to the Pacific and affirming American ownership of the “Oregon Country” (Johansen 1967:112-121).

After 1846, emigrants entered the “Oregon Country” when they traversed South Pass and encountered the watershed of the upper Snake River. In 1848 Congress passed an organic act to create Oregon Territory, formally organized under an appointed governor in the spring of 1849. In 1853 Congress separated Oregon from the rest of the region to create Washington Territory which then included the present state of Washington, western Montana, and that part of Idaho north of the 46th parallel. Southern Idaho—bisected by the Oregon Trail—remained part of Oregon Territory until Oregon statehood in 1859 when it was joined to Washington Territory. In 1863, because of the discovery of rich mines and a population rush to the region, Congress carved Idaho Territory out of Washington and Oregon territories. Idaho became a state in 1890 (Johansen 1967:247-248, 266). By 1880, use of the trail virtually ceased with the opening of alternative toll roads and construction of the Oregon Railway & Navigation Company’s railroad from Portland to Umatilla Landing.

The following narrative establishes the historical contexts of the Oregon Trail in Oregon from 1840-1880. These subjects include the physical character and setting of the road, often using the words of travelers to describe what they encountered.¹ The presentation then turns to exploration, transportation use, and settlement associated with the road from pre-Oregon Trail routes and trails, to exploration and the fur trade, overland emigration, Indian wars, and settlement and gold rush. The Oregon Trail in Oregon has social, political and cultural significance and these are identified in terms of art, religion, science, and literature. The route took on economic and commercial significance with the spread of resource development: gold rush, trade and commerce, toll roads, agriculture and livestock production, and construction of railroads.

¹ Quotations from historic immigrant diaries retain the authentic spelling and grammar of the original author.

Context 1: Geography and Natural Character; Physical Character and Setting of the Road

Physical Character and Setting of the Road:

The Oregon Trail followed the course of the Snake River for dozens of miles before entering Oregon. Some emigrants remained on the south bank of the Snake and crossed into Oregon near the mouth of the Owyhee River. Others took the risks of fording the Snake at Three Island Crossing to bring their livestock to the well-watered Boise Valley. They entered Oregon at a second ford of the Snake River west of Fort Boise. The route of the Oregon Trail in western Idaho and far eastern Oregon was dominated by the monochromatic, sagebrush-steppe environment. The gray and green colors of the various sages, the light green of Bluebunch Wheat Grass, and the tan, dusty soil and sand blended into what many emigrants considered a boring, unappealing environment. Agnes Stewart Warner lamented, for example, on September 9, 1853: “come 20 miles to day hard on man and beast very warm nothing but hills and hollows and rocks o dear if were only in the Willamette valley or wherever we are gong for I am tired of this” (Warner 1853).

The Oregon Trail entered Oregon on the high lava plain that constitutes the eastern two-thirds of the state as well as most of southwestern Idaho. The plain along the Snake River is approximately 2,000 feet in elevation but, to the west, rises to 3,450 feet in Baker Valley and is interrupted by the Blue Mountain uplift where the trail climbed to 4,193 feet between La Grande and Pendleton. Annual precipitation in this eastern portion varies from about ten inches per year on the Snake River near Ontario, Oregon, to twelve inches a year in Pendleton. Snowfall by November was common in the Blue Mountains and sometimes on the highlands west of Burnt River to the Grand Ronde Valley, but was rarely encountered by overland emigrants (Loy et al. 2001).

The “wormwood barrens,” as some emigrants termed them, were the expansive, sagebrush plains on the Snake and Columbia plateaus as well as in parts of the intervening country in the Malheur, Burnt, and Powder river watersheds of eastern Oregon. Encountered by emigrants in August and September, this setting was dry, dusty, sometimes sandy, and often monochromatic. The pale green of the various sagebrush plants merged with the dry bunchgrass and chalky, tan soil. As former residents of the Eastern Woodlands or the well-watered valleys of the Mississippi and Missouri rivers, pioneer travelers found nothing familiar and little to admire during their tedious travel through the sagebrush plains.

Esther Belle McMillan Hanna, August 12, 1852:

“The whole of this route in this distance [across the Snake Plain] has been one continuous desert with few patches of grass along the river. No one can imagine the barren desolation of this part of the country unless he could see it. Have not seen a tree or shrub in all this distance—nothing but sage, greasewood, and wormwood; even these have no greenness or appearance of life, being dried up in the sand and with the scorching sun (Allen 1946:89-90).

David or John Dinwiddie, September 2, 1853:

“Here [at the Umatilla Indian agency] we leave the umatilla and strike out on the seeming endless prairie as there is no timber of any kind to be seen in any direction, prairie rolling, soil sand, roads good, plenty of grass along the road” (Dinwiddie 1928:13).

The trail route in the far eastern part of Oregon, however, took emigrants along part of the west bank of the Snake River from the crossing of the Malheur River to Farewell Bend, then northeast up the canyon of Burnt River through the Burnt River Mountains to the Powder River Valley, then to the forks of the Powder River, and down the steep descent of Ladd Canyon into the Grand Ronde Valley. Along the streams the emigrants found scattered cottonwoods (referred to as the Balm of Gilead Tree or the “Bomb” Tree) and willows. The stream courses offered water for livestock and domestic use, but the trail frequently crossed back and forth in the ascent of Burnt River and crossed three forks of the Powder River.

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Portents of what lay ahead greeted emigrants when they gazed west over the Powder River Valley. The vista became the site in the early 1890s of the Flagstaff Mine, a lode deposit with shaft, tunnels, staff buildings, and a mill for processing ores. In 1990-92, the Bureau of Land Management developed the property as the National Historic Oregon Trail Interpretive Center. The Elkhorn Range of the Blue Mountains towered on the distant horizon. The vista was the most significant view of mountains since viewing the Wind River Range near South Pass in the Rockies. Emigrants next traversed the western margin of the Grand Ronde Valley and began the ascent of the Blues, most descending again to the Grand Ronde River at Hilgard, then ascending the long ridge through the pine forests above California Gulch to Lee's Encampment and, by the 1860s, the stage house at Meacham. The Oregon Trail left the pine forests at Deadman's Pass and descended a long ridge to the Umatilla River.

An alternative route used between 1843 and 1847 traversed the Grand Ronde Valley, ascended the Blue Mountains near Elgin, Oregon, and crossed the Blue Mountains to Wailatpu, the Whitman Mission founded in 1836 on the Walla Walla River. Following the emigration of 1847, the attack in November by the Cayuse Indians on the mission and its destruction led to abandoning of this route, though as early as 1845 many emigrants visited the Whitman station only because they were destitute of supplies, ill, or in need of abandoning orphans and others.

The Umatilla watershed was well-watered and the home of hundreds of Cayuse, Umatilla, and Walla Walla Indians. On June 9, 1855, the tribes reserved much of the area as their reservation through a treaty with the United States ratified on March 8, 1859. The Oregon Trail was a route of trespass through their lands but also opened trade opportunities for them to sell corn, potatoes, horses, and cattle to the travelers late each summer and into the early fall. Emigrant diaries document brisk barter by both Native Americans and travelers.

West of the Blue Mountains the Oregon Trail followed either the south bank of the Columbia River or the cut-off west of Echo on the Umatilla where it traversed the Columbia Plateau approximately twelve to twenty miles south of the Columbia, avoiding rocky basalt bluffs and extensive sandbars created over time by the Columbia and geological events such as the Bretz Floods of the Late Pleistocene. The elevation from the Umatilla west to The Dalles was approximately 600 feet dropping to about 100 feet above sea level, but the setting of sandy, dusty soils with bunchgrass and sagebrush was beset by windstorms, especially in late summer and early fall. Occasional views of the snow-capped volcanic peaks of the Cascade Range to the west appeared somewhat ominously on the western horizon for westward bound travelers. Precipitation was usually about a dozen inches per year starting in October and increasing through November to February (Loy et al. 2001).

The Oregon Trail became a water route for some travelers such as those who in 1843 left their wagons at Fort Walla Walla and hired Hudson's Bay Company bateaux to descend the Columbia. Others followed the south bank of Columbia westward from the fort. Travelers crossing the Blue Mountains who did not visit the Whitman Mission or Fort Walla Walla followed the Umatilla River to its junction with the Columbia and then pursued a problematic course along the south bank of the Columbia through basalt terraces, sand, and generally arid lands devoid of firewood.

In 1847 Marcus Whitman helped open an alternative route that crossed the Umatilla at present Echo, Oregon, and headed almost due west through the sagebrush to the Well Spring, John Day River, and then to the mouth of the Deschutes River. This primary route of the Oregon Trail lay a dozen or more miles south of the Columbia River and was a windy, dusty passage with rare but useful water for humans and livestock. The streams and springs, some of them seasonal, included Butter Creek, Willow Creek, Sand Hollow, Juniper Canyon, Six Mile Creek, Four Mile Canyon and the important John Day and Deschutes rivers.

At The Dalles some emigrants chose to travel by raft or later by steamboat via the Columbia Gorge, a sea-level cleft cutting through the Cascade Mountains that was infamous for headwinds, a difficult portage on the Washington shore around the rapids, and, for those too late in the year, the prospect of rain, snow, and ice. Others elected to turn south from the Deschutes River or The Dalles, pay the toll, and take the Barlow Road into the dense forests of the Cascade Mountains. Their route followed the watershed of White River and Barlow Creek to Barlow Pass at 4,161 feet, passed through Summit Meadows, crossed the southern slope of

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Mount Hood at Government Camp, descended the infamous Laurel Hill into the watershed of the Zigzag River, followed the Devil's Backbone west to the crossing of the Sandy River, and finally entered the watershed of the Clackamas River. For emigrants between 1848 and 1865, the farm of Philip and Mary Foster, approximately twenty miles east of Oregon City on Eagle Creek, was confirmation of their arrival in the Willamette Valley. At this point the fanning-out process commenced. Some turned north to settle along the Columbia River, in the Cowlitz watershed, or on Puget Sound. Some turned south to settle along the western flanks of the Cascade Range. Many headed west to Oregon City to the post office, seat of the provisional government (1845), territorial government (1849), and location of the general land office (1850). They went to Oregon City to get mail, supplies, and information about settlement prospects. The Oregon Trail had multiple endings, depending on the needs and interests of the emigrants.

The Oregon Trail in Oregon passed through parts of three, major geographic areas: northern edge of the Great Basin, southern part of the Columbia Plateau, and the Cascade Mountains (main range and Western Cascades) before reaching the western valleys. Underlying the route from the Snake River crossing into Oregon to the Cascades are ancient basalt flows. These relatively flat rock formations are bisected by river valleys but are also the foundation of great stretches of sagebrush steppe-plains. The Blue Mountains and Cascades rise above the Columbia Plateau and, because of their elevation, receive considerable rainfall and snow that nurtures the coniferous forests that grow on their slopes. Most overland emigrants timed their journey to reach destinations west of the Cascade Mountains prior to the onset of winter. Those delayed on their way west who continued traveling in late October and November confronted the full onslaught of winter rains and, at higher elevations, snow, hail, and freezing conditions.

The following diary selections briefly recount traveler responses to specific geographical settings:

Responses to Country West of Snake River

The ascent of Burnt River from Farewell Bend to the sagebrush highlands east of Baker Valley and the Powder River inflicted a toll on many emigrants. Weary, increasingly short of food, and tired of the dust of the Snake Plain, the small irritations of the trail erupted into disputes and separations. The Haiku-like diary of Andrew Jackson Poe vividly captured the moments of desperation in the narrow canyon of Burnt River:

August, 1847

8th Movd 20 Miles
 Campt to the left
 at - Spring good Road
 Dust Bad
 this Company Split
 Eight wagons growl
 like thunder

9th Movd 13 Miles
 Campt at the ford
 of Burnt River Bad
 Road hilley Stony Dusty
 Seven waggons to day
 People talks verry low
 they whisper on all

Sides Split again
 (Poe 1847)

On August 26, 1852, John Tully Kerns wrote about the impact of the Burnt River canyon and surrounding mountains: "Only traveled ten miles, yet over the roughest road we have encountered on the journey, being up

and down the sidling mountains, into the brush and across the creek every 200 or 300 yards, and over stony places enough to hid all despairing sinners" (Kerns 1917:179).

Crossing of Snake River [Mile 1510.8–Canyon County, ID. S ½, Section 26, T6N, R6W, B.M. to NW 1/4, Section 19, T20S, R47E, W.M.–Malheur County, OR.]

The western or second crossing of the Snake River for those emigrants who had forded at the Three Islands to the north bank lay immediately west of Fort Boise. The river was deep and often exhibited a strong current. By 1875 a ferry with house and "Ferry Landing" stood on the west bank of the Snake about a mile north of the confluence of the Owyhee and Snake rivers (Section 19, T20S, R47E, W.M.) (Walden 1875a).

Narcissa Whitman, a pre-emigrant traveler in a party without wagons, nevertheless perceived that challenges of fording the Snake River, a dangerous and sometimes fatal event, and wrote on August 22, 1836:

"The river had three branches, divided by islands as it was where we crossed before [at Three Islands]. The first & second of these were very deep but we had no difficulty in crossing on horseback. The third was deeper still. We dare not venture on horseback. This being a fishing post of the Indians, we easily found a canoe made of rushes & willows on which we placed ourselves & our saddles . . ." (Drury 1963[1]:87)

Later immigrants made similar observations.

James Nesmith, September 20, 1843:

"Cross the [Snake] river this afternoon without any difficulty, water being about four feet six inches deep. Encamped on the south side of the river (Nesmith 1906:352).

John C. Frémont, October 11, 1843:

"Here the road recrosses the [Snake] river, which is broad and deep; but, with our good boat, aided by two canoes, which were found at the place, the camp was soon transferred to the left [west] bank. Here we found ourselves again surrounded by the sage . . ." (Jackson and Spence 1970[1]:537).

Joel Palmer, September 2, 1845:

"At this place [Fort Boise] the road crosses the [Snake] river; the ford is about four hundred yards below the fort, and strikes across to the head of an island, then bears to the left to the southern bank; the water is quite deep, but not rapid; it swam some of our smallest work cattle; the bottom is solid and smooth" (Palmer 1847:49-50).

Elizabeth Dixon Smith, September 23, 1847:

"made 20 miles forded Snake river just before dark it was waist deep and very cold it is a large and swift running river" (Smith 1983[1]:135).

P. V. Crawford, August 10, 1851:

"We found the [Snake] river here too deep to ford and had to ferry in a large canoe belonging to the fort. The plan of crossing was to pile the load into the bottom of the canoe and balance the wagon on the top of the canoe. This required a good deal of care and skill to prevent capsizing" (Crawford 1924:159-60).

Abigail Scott, August 21, 1852:

“Emigrants are ferrying across [the Snake] to this side in the boat, and paying \$10 per. Wagon for the privilege” (Scott 1986[5]:113).

Elizabeth Julia Goltra, August 23-24, 1853:

“Tuesday, 23rd. Down the river all day, 16 miles from camp is Snake River ferry, arrived here about camping time, put our wagon boxes in the water as they charge eight dollars for each wagon.”

“Wednesday, 24th. This morning bright and early we commenced ferrying ourselves across and by sunset had everything across without an accident, gave a man six dollars to drive our stock across” (Goltra 1970:24).

Crossing of Malheur River [Mile 1527.0—Southeast boundary of Vale, OR., Malheur County. NE 1/4 of NW 1/4, Section 29, T18S, R45E, W.M.]

The crossing of the Malheur River was an inconsequential event for emigrants. Most diarists made no mention of the event. Several emigrants camped on the bank of the river at the ford, finding willows for fuel and a nearby hot spring. Some diarists commented that there was a cut-off to the west from this location, but, because it was untried, they were reluctant to take the route.

John C. Frémont, October 11, 1843:

“. . . about sunset we reached the *Riviere aux Malheurs*, (the unfortunate or unlucky river), a considerable stream, with an average breadth of 50 feet, and, at this time, 18 inches depth of water” (Jackson and Spence 1970[1]:539).

Susan Amelia Cranston, August 3, 1851:

“Traveled 10 miles to Malheur river arrived about noon laid by rest of the day near the crossing are several hot springs the water is scalding hot” (Cranston 1984[3]:122).

Catherine Amelia Stansbury Washburn, August 13, 1853:

“there is a trading post several men were here waiting for their families there is a new road here to Oregon [Free Emigrant Route] the traders tried hard to turn the emigrants but there is none certainty about it we will take the old road layed by three days here there is two boiling springs and a cold one between them I went and washed in one (Washburn 1967:26-27).

George Belshaw, August 21, 1853:

“. . . to – Malhure river 15 miles 3 rods wide 2 feet deep good road and good grass I crossed over and camped down on the other side” (Belshaw 1960:39).

Hot Springs, Malheur Crossing [Mile 1527.0 SE boundary of Vale, OR., Malheur County. NE 1/4 of NW 1/4, Section 29, T18S, R45E, W.M.]

West of the Snake River the primary encounter was with the hot springs on the bank of the Malheur River at present Vale, Oregon. For some this was an opportunity to bathe or to wash clothing.

Medorem Crawford, September 3, 1842:

“came to a creek [Malheur River] about 6 oclock & never was water to me more exceptable though of a very indifferent quality, passed down the Creek a short distance at the foot of a mountain & found boiling water running out of the ground. It made its appearance just above the age [edge] of the water in the River in a Boiling state for over a hundred yards it runs more or less. One of our company cooked a fish he caught from the creek in about two minutes perfectly through. The water was so salt that the fish was sufficiently seasoned” (Crawford 1897:17).

John F. Frémont, October 12, 1843:

“My attention was attracted by a smoke on the right side of the river, a little below the ford, where I found on the low bank, near the water, a considerable number of hot springs, in which the temperature of the water was 193^o. The ground, which was too hot for the naked foot, was covered above and below the springs with an incrustation of common salt, very white and good, and fine grained” (Jackson and Spence 1970[1]:539-540).

William J. Watson, August 10, 1849:

“After arriving at the [Malheur] river, which is a considerable stream, shallow at the ford; with plenty of boiling springs at the ford. Going one mile down we encamped for the night” (Watson 1851:36).

Susan Amelia Cranston, August 3, 1853:

“Traveled 10 miles to Malheur river arrived about noon laid by the rest of the day near the crossing are several hot springs the water is scalding hot” (Cranston 1984:122).

Crossing of the Snake River: Olds Ferry [Mile 1551.3—Snake River, south of Farewell Bend, Malheur County, OR. SW 1/4 of NW 1/4, Section 4, T15S, R45E, W.M.]

In 1862 an investor named Abernathy constructed a store at this site approximately twelve miles west of Weiser. The following year Reuben P. Olds, a former employee of the Hudson’s Bay Company, purchased the store and secured a franchise from the territorial legislature to operate a ferry. Olds, William Packwood, and others founded the Oregon Road, Bridge, & Ferry Company in 1865 (Anonymous 1982; (Huntley 1979:204; www.history.idaho.gov/sites/default/files/uploads/reference-series/0758.pdf).

Farewell Bend [Mile 1551.6]

At this point emigrants said farewell to the Snake River. They had followed the Snake for 334 miles since encountering it near Fort Hall.

Crossing of Burnt River [Mile 1552-ff.—Southeast corner of Baker County, OR. T14S, R45E, W.M.]

Burnt River runs southeasterly from its head through nearly barren hills along a winding course to the Snake River. Shortly after departing from the Snake at Farewell Bend, the emigrants entered the canyon of Burnt River and followed it upstream for more than twenty miles, repeatedly crossing the small stream.

James Nesmith, September 24-25, 1843:

“September 24: Traveled ten miles over the roughest country I ever saw, Burnt River being hemmed in by hills on both sides. Encamped in the bottom. September 25: Trailed eight miles. Passed the forks of Burnt River. The roads rough and the country rougher still. Encamped near the head of the left hand fork of Burnt River” (Nesmith 1906:352-353).

John C. Frémont, October 13, 1843:

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“. . . came down into the valley of *Burnt* river which here looks like a hole in the hills. The average breadth of the stream here is 30 feet; it is well fringed with the usual small timber; and the soil in the bottom is good, with better grass than we had lately been accustomed to see” (Jackson and Spence 1970[1]:542).

Joel Palmer, September 6, 1845:

“The road is up *Burnt* river, and the most difficult road we have encountered since we started. The difficulties arise from the frequent crossings of the creek, which is crooked, narrow and stony. We were often compelled to follow the road, in its windings for some distance, over high sidelong and stony ridges, and, frequently through thickets of brush. The stream is about ten or twelve yards in width, and is generally rapid” (Palmer 1847:51).

Harriet Talcott Buckingham, September 4, 1851:

“Crossed *Burnt* river many times scenery most beautiful” (Buckingham 1984[3]:48).

Susan Amelia Cranston, August 5, 1851:

“Drove 7 or 8 miles to *burnt* river where we stopped 2 or 3 hours to fix a wagon tire went 4 or 5 more over a very rough road followed up the [*Burnt*] river and encamped on it at night” (Cranston 1984[3]:122).

Baker Valley [Powder River] [Mile 1600.0 and following, northeast of Baker City, OR, Baker County. T9S, R41E, W.M.]

The well-watered Baker Valley on the Powder River lay at the eastern foot of the Blue Mountains. Emigrants left the sagebrush and sand of Virtue Flat to make a gradual descent into the valley. Here they first glimpsed the forested Blue Mountains on the western horizon, especially from the ravine running past the base of what later became called Flagstaff Hill. Until 1843, a solitary pine served as a landmark. Peter Hardeman Burnett noted: “This noble tree stood in the center of a most lovely valley about ten miles from any other timber. It could be seen at the distance of many miles, rearing its majestic form above the surrounding plain” All of a sudden, the tree vanished from view; an emigrant had felled it for firewood (Burnett 1904:81-82).

Sidney Smith, one of the earliest writers to mention a solitary sentinel on the banks of the Powder River--a tree mentioned by subsequent emigrants, wrote on September 19, 1839:

“25 m. and camped at the foot of the blue mountains we nooned at the Lonely pine So Called from the fact that there is no other pine in Sight and this Rears its head in the prairie like a towering monument as a guide for the Lonely traveler of the Prairia (Hafen and Hafen 1955:88).

Other travelers noted the same landmark.

Medorem Crawford, September 8, 1842:

“We at last found the top of the mountain at a distance we could see what we suppose to be the Blue mountains and they struck us with terror their lofty peaks seemed a resting place for the clouds. Below us was a large plain and at some distance we could discover a tree which we recognized as ‘the lone tree’ of which we had heard before (Crawford 1897:18).

Esther Belle McMillan Hanna, August 19, 1853:

“Came to Powder River valley. This is a delightful valley of fine grass, and good water. Saw the Blue Mountains in the distance covered with pine” (Allen 1946:94).

Lone Pine/Stump [Mile 1603.3]

This landmark had brief use as a sentinel. An emigrant felled the towering pine in September, 1843. For a few years thereafter, the stump served as a marker.

Crossing of Powder River [Mile 1617.5—1/4 mile south of North Powder, OR. Baker-Union counties, SW 1/4 of SE 1/4, Section 22, T6S, R39E, W.M.]

The Powder River is a tributary flowing southeasterly toward the Snake River. At the points where the Oregon Trail crossed the Powder River was not consequential. Emigrants encountered the Powder River near where its headwaters flowed from the Blue Mountains into the Baker Valley.

James Nesmith, September 28, 1843:

“Trailed fourteen miles [from Baker Valley]. Encamped on the third fork of Powder River. Had a fine view of the snow-topped mountains through the clouds” (Nesmith 1906:353).

John C. Frémont, October 17, 1843:

“We travelled this morning across the affluents to Powder River, the road being good, firm, and level; and the country became constantly more pleasant and interesting” (Jackson and Spence 1970[1]:545).

Jacob Hammer, October 1, 1844:

“Traveled seventeen miles and crossed over the river and the west fork of Powder river and camped on a branch. Wormwood, sage and flax is plenty” (Hammer 1990:163).

Joel Palmer, September 10, 1845:

“This day we traveled about ten miles; our course was down the valley of Powder river; eight miles brought us to the crossing of the same, one mile to the middle fork, and one to the third fork. There is good ground for encampments at any point along these streams” (Palmer 1847:52).

Riley Root, August 15, 1848:

“Nine miles to Powder river, down by a circuitous route, along the river, 2 miles to first crossing. Thence across the plain to second fork or crossing, 2 ½ miles. One mile farther to west fork or third crossing. In all 14 ½ miles to camp At each of the three crossings here mentioned, which unite a short distance below us and form the principal Powder river, is seen in small patches, a luxuriant growth of the well known grass, red top” (Root 1955:26-27).

Basil Nelson Longworth, September 1, 1853:

“We drove three miles and crossed a deep slough and then drove eight miles to the crossing of Powder River. Then two miles to the crossing of the second fork; here we camped for the night. The first two forks of Powder River are beautiful streams thirty feet wide and fifteen inches deep on the riffles (Longworth 1959:53-54).

Responses to the Blue Mountains

The Blue Mountains were a significant change in elevation and vegetation for overland travelers. Those who traveled late in the year sometimes encountered snow. The most notable change was the dramatic shift from an open landscape to the towering pines and larches that grew in the Blue Mountain forests. A dense canopy of conifers rose above the trail; its undergrowth reduced visibility. James Nesmith wrote on October 1, 1843: "I made ascent and camped in a ravine after twelve miles of travel." He continued the following day: "Trailed twelve miles to-day over bad roads, in many places timber to be cut. I went in advance and cut timber all day" (Nesmith 1906:353-354).

In 1844 Edward E. Parrish wrote on October 15: "Started for the head of the Grand Round River and drove hard over the worst road yet, hills and rocks awful. We camped along with Mr. Cave on the hill without water for the cattle. A little snow fell to-day on the high divide." The terrain was so steep that the following day Parrish was compelled to "double-team" to move his wagon (Parrish 1888:114).

The descent of the western face of the Blue Mountains entailed following the ridge east of Moonshine Creek for four miles from Deadman's Pass to the Umatilla River. Many emigrants perceived the fertility and potential of the lands of the Umatilla and Cayuse Indians. Andrew Jackson Poe wrote:

18th August 1847

Movd 18 Miles Campt in
the valley of the umatilla
River this is the valley of
Peace and Plenty Potatoes
wheat Corn horses By the
thousands indians No end
to them good Road
through Pine woods
Down the west Side of
the Blue Mountains
(Poe 1847)

Basil Longworth described the ascent of the eastern flank of the Blue Mountains on September 4, 1853: "This morning we yoked our cattle (many of us not remembering the Lord's Day) and commenced the ascent of the mountain which was two miles to its summit and perhaps at an elevation of eight or ten hundred feet above the valley we had just left. We then had a good road for three miles and then passed down a long steep hill to a dry creek" (Longworth 1959:54-55).

Descent of Ladd Canyon into Grand Ronde Valley [Mile 1633.0–7.5 miles southeast of La Grande, OR., Union County. W ½ of Section 12, T4S, R38E, W.M.]

The steep descent into the Grand Ronde Valley afforded panoramic vistas of the valley, the Blue Mountains to the west, and the Wallowa Mountains to the east. Travelers confronted a difficult road with sharp grades and rocky, dusty conditions.

Absalom B. Harden, August 19, 1847:

"at the End of the 6 miles we came to a very Steep long hill it is 2 miles long from where you first begin to desend it and powerful rocky" (Harden 1847).

Harriet Talcott Buckingham, September 8, 1851:

“Came down the mountain into Grand Ronde vally—a perfect gem—an oasis in a desert. The descent was made with difficulty—the wagons chained & let down with ropes much of the way” (Buckingham 1984:49).

Abigail Scott, September 1, 1852:

“. . . directed our course over plains and bluffs till we reached the brow of a mountains overlooking the Grand Round; We then descended this mountain and ascended a (*rocky*) ridge which has the longest and most difficult descent of any hill which we had yet encountered;: The dust (*would*) blow (*for a time*) in clouds, hiding the wagon teams and roads entirely from our view The rocks so filled the road, that any one who had not begun to ‘see the elephant’ would have been afraid to have attempted the descent” (Scott 1986:120).

Esther Belle McMillan Hanna, August 20, 1853:

“The way leading down into the valley of Grand Round is very circuitous and the most rocky and difficult of descent of any we have seen on the route” (Allen 1946:95).

Grand Ronde Valley [Mile 1633.0 and following, vicinity of La Grande, Union County, Oregon. T4S, R38E, W.M.]

The Grand Ronde Valley elicited considerable favorable comment from emigrants. Its broad floor was covered with grass and had abundant water sources: springs, creeks, sloughs, and the Grand Ronde River. A number noticed the good soil and speculated that the place was suitable for settlement. For several years, emigrants found Cayuse and Nez Perce Indians camped in the valley who were eager to trade foodstuffs and livestock for clothing, tools, and other commodities.

William J. Watson, August 17, 1849:

“. . . then descending a long, steep hill, we came to the Grand Rond, which is one of the few places in which the white man who is fond of a retired life could make his home. It has a splendid soil, and various small creeks running through it thickly set with bushes of various kinds, and surrounded by high and picturesque mountains, covered with lofty pine trees, and about fifteen miles in diameter (Watson 1851:39).

Esther Belle McMillan Hanna, August 20, 1853:

“It [Grand Ronde Valley] is certainly one of the loveliest valleys the eye ever rested upon, stretching far and wide, with the most luxuriant grass, the soil being of the richest kind. A stream passes through the valley, which increases the beauty of the scene, as it meanders along through the bush-lined banks. The mountains with which the valley is surrounded, are covered with the most beautiful yellow pine, extending far down into the valley (Allen 1946:95).

Crossing of Grand Ronde River

The crossing of the Grand Ronde in the canyon upstream and west of the Grand Ronde Valley was not noteworthy. The ford provided no challenges to emigrants. By the 1860s after Euro-American settlement in the valley, some travelers abandoned the route over the mountains to the west of the valley and, instead, traveled along the corridor of the river, sometimes fording it in several places.

Maria Parsons Belshaw, September 2, 1853:

“Crossed Grande Ronde River, camped on bank the sick better. Traveled 12 miles” (Belshaw 1932[2]:242).

Elizabeth Austin, September 5, 1854:

“Today we traveled 12 miles over the mountains and through the rain; stopped at Grand Ronde River—a beautiful place surrounded by pine trees (Goodell and Austin 1988:124).

James L. Bailey, September 17, 1863:

“Today we followed up the [Grand Ronde] River about 5 miles farther & crossed it 7 times, and then left the river, baring to the rite, crossed a little in 2 miles also passed Dailys ranch & little further up & 7 miles further camped in a deep kenion” (Bailey 1863).

In 1874 John A. Hurlburt and his crew mounted the subdivision surveys of Township 2 South, Range 37 East, W.M. Hurlburt wrote:

“This Township is mostly high and broken but is valuable for its timber and grass. There are two saw mills now in the township and men are preparing to build another. In sections 13, 14, and 24 a great deal of timber is being cut and hauled into the valley below” (Hurlburt 1874a:423).

Blue Mountains Eastern Ascent [Mile 1641, Section 7, T3S, R38E, W.M. and continuing northwest]

The Oregon Trail ascended the Blue Mountains west of La Grande and followed the ridges through meadows and pine forests before descended to the crossing of the Grand Ronde River at Hilgard.

Overton Johnson and William Winter, September, 1843:

“From the Grand Round we bore to the left, and began the ascent of the Blue Mountains. It was long, but gradual. After reaching the summit, the road was generally passable, excepting some deep ravines, which were frequently very steep and rocky. A great portion of these Mountains, are covered with dense forests of lofty pine. Those portions which are destitute of timber, are generally coverd with good grass . . .” (Johnson and Winter 1846:32-33).

James Clyman, September 29, 1844:

“Left our camp in the grand Round and took up the Blue Mountains which are steep & rough but not to bad as I had anticipated from Previous information came to the grand round creek in about 10 miles the mountain so far is mostly Prairie & fairly covered with g[r]ass some parts However espicially the ravines & vallies are cov[e]red with pine & spruce timber” (Clyman 1984:123-124)

Joel Palmer, September 13, 1845:

“From Grand Round the road ascends the Blue mountains, and for two miles is quite steep and precipitous; and to such an extent, as to require six yoke of oxen, or more, to be attached to a wagon; from the summit of these mountains is presented a rolling country for some four miles, alternately prairie and groves of yellow pine timber. In the prairie the grass is quite dry, but among the groves of timber it is green and flourishing. The road is very stony; at the end of four miles it takes down the mountain to Grand Round river, one mile in distance; it then crosses” (Palmer 1847:55).

Andrew Jackson Poe, August 15, 1847:

“Moved 7 Miles Camp
on grand Round River
Come up one Mountain
in the Start Movd
through Pine groves and
Down one Big Mountain
at the River
these are the Blue
Mountains
(Poe 1847)

Elizabeth Dixon Smith, October 7, 1847:

“ascended a mountain a mile and a half long covered with pine and grass when we came to the top we found a pretty open place level and a good soil covered with grass rolled 5 miles over level land descended the mountain which was steep an[d] difficult the men havin[g] to stiddy the waggons down while we women carried and led our children” (Smith 1983:136-137).

Esther Belle McMillan Hanna, [perhaps paraphrasing Palmer’s diary published in 1847],
August 23, 1853:

“From Grand Round the road ascends the Blue Mountains and for two miles, is quite precipitous and very difficult of ascent. We had a most delightful view from the summit of the Round and all the surrounding country on that side. On the mountains are thick groves of yellow pine, some of these trees are very large and lofty At the end of the four miles, we went down the mountain to Grand Round river—crossed it and ascended again a very steep and long hill, which in one or two places, appeared almost impossible to ascend, requiring some of us to double-team” (Allen 1946:96-97).

Blue Mountains Western Descent from Deadman’s Pass [Mile 1671.2 Southeast of Pendleton, OR., Umatilla County. NE 1/4 of NW 1/4, Section 1, T1N, R34E, W.M.]

The descent of the western face of the Blue Mountains from Deadman’s Pass to the valley of the Umatilla River was a noteworthy experience for many Oregon Trail travelers. The route followed ridges for more than four miles on the high country east of Moonshine Creek (Evans 1990: Map 3-22) to Cayuse Post Office [Mile 1678.2–11 miles east of Pendleton, OR., Umatilla County, Center of NE 1/4, Section 16, T2N, R34E, W.M.].

In 1872 Zenas F. Moody, cadastral surveyor, identified the Oregon Trail as it passed down the western face of the Blue Mountains to Cayuse, OR., as the “La Grand & Pendleton Road.” He showed the junction with the route headed northeast to Walla Walla in the SE 1/4 of Section 16, T2N, R34E, W.M. (Moody 1872a).

John Kirk Townsend, a pre-emigrant traveler, perceived the challenges of crossing the Blue Mountains and wrote on September 1-2, 1834:

“The road down the mountain wound constantly, and we traveled in short, zig-zag lines, in order to avoid the extremely abrupt declivities; but occasionally, we were compelled to descend in places that made us pause before making the attempt; they were, some of them, almost perpendicular, and our horses would frequently slide several yards, before they could recover. To this must be added enormous jagged masses of rock, obstructing the road in many places, and pine trees projecting their horizontal branches across the path” (Townsend 1978:163).

Peter Hardeman Burnett, October 6, 1843:

“On the 6th we descended the Blue Mountains, by an easy and gradual declination over an excellent road, and encamped on the banks of the Umatilla River near a Kiuse village” (Wilkes 1845).

William Wright Anderson, August 22, 1848:

“10 miles brought us to the river umatilla our road today was very good there was one hill that we came down 4 miles long it was pretty steep in places” (Anderson 1848:39-40).

P. V. Crawford, August 24, 1851:

“This day we traveled fifteen miles, nine along a dry ridge brought us to where we turn down the mountain toward the Umatilla river. For the last few miles the land is very rich and is covered with groves of scattering pines, to the brown of the hill. The hill is four miles long and tolerably easy to descend” (Crawford 1924:162-163).

Charlotte Stearns Pengra, August 26, 1853:

“Have had pretty good roads for the last fifteen miles on the mountains though we descended a long one to the valley, it was not very bad, and encamped at the foot of the Mountain at a Spring (Pengra 1966:54-55).

Samuel Handsaker, September 16, 1853:

“The descent from these mountains is four miles long, and steep that it is necessary to lock both the hind wheels of our wagons, most of the way down. At the foot lies the Umatillah valley . . .” (Handsaker 1965:35).

S. B. Eakin, Jr., August 9, 1866:

“Descended the Blue Mountains and found them awful steep. From the time we left camp until we reached Crawford’s Station [Cayuse, Oregon] we kept our brakes on so that the hind wheels slide all the way and sometimes the mules holding back their best (Eakin 1970:25-26).

Umatilla Valley [Mile 1671.2 and following, watershed of Umatilla River]

The expansive valley of the Umatilla greeted emigrants when they descended the western flank of the Blue Mountains. It was the home of the Cayuse Indians. The federal government in 1855 established the Umatilla Reservation. The Oregon Trail bisected the reservation. Emigrants found the Native Americans eager to sell peas, corn, potatoes, fish, and livestock. Many noted the abundant grass and agricultural potentials of the region.

Osborne Cross wrote on September 10, 1849:

“[Upon] entering the Umatilla valley I was struck with the fine range for stock

which presented itself to my view, as the country though high and rolling is not broken. It is covered from the base to the top of every hill with fine bunch grass, which is so much sought after by stock in this valley" (Cross 1850:96).

Esther Belle McMillan Hanna, August 25, 1852:

"We came in sight of Umatilla Valley and river about noon. It looked very lovely, stretched out covered with green grass. The valley and prairie for miles looked like grain fields ready for the sickle, as the grass was dry and yellow. I never enjoyed so rich a sight before!" (Allen 1946:93).

Columbia Plateau [Mile 1671 and extending west to the Cascade Mountains]

The Columbia Plateau is a major, physiographic feature of the interior of the Pacific Northwest. Underlain with successive flows of basalt, its surface is sandy, dusty, and arid, yet in the nineteenth century abundant bunchgrass grew along the several varieties of sagebrush that were the climax vegetation of the region. Bisected by creeks and the Umatilla, John Day, and Deschutes rivers, the Oregon part of the plateau afforded access to water, but separated by long distances of tedious travel. The stream courses were lined with willow and occasional cottonwood trees.

Honore-Timothee Lempfrit, September 11, 1848:

"The trail was extremely rough. We emerged from the lovely fir forests at about 2 o'clock and at last left behind us the long range of [Blue] mountains. Ahead of us the country was quite flat. Now we had a new horizon. It seemed as though we saw a vast expanse of sea in the distance, for the scorched prairies give the landscape a bluish hue" (Lempfrit 1984:137-140).

John Newton Lewis, October 1, 1852:

"this day we traveled 10 m 6 m. brot us to the sumit of the last range of the blew Mountains this is a very high point and gives us a view of the surrounding country the Umatila River and its beautiful valey is in our view (Lewis 1852:29-30).

Riley Root, August 20, 1848:

"On leaving the timber [on the Blue Mountains], we ascended a hill, a mile or more, to Mount Prospect, the last high point before descending the bluffs to the river. I name the hill, from its commanding view of the whole western horizon, to a great distance beyond" (Root 1955:28).

Responses to the Columbia Plateau

The transit of the Columbia Plateau provided numerous challenges: sandy soil, few sources of water, shortages of fuel for cooking fires, and head winds driving east along the river and across the sagebrush plains.

Edward E. Parrish took the route in 1844 along the south bank of the Columbia River east from the mouth of the Umatilla. He wrote:

After a good day's drive camped again on the river. Indians swarm around again to trade. Some have salmon skins, rabbits, and one a mink. Yesterday one had a weasel. An iron spoon, and old pair of scissors, a pen knife, butcher knife, a sausage cutter and a roundabout were included in their stock in trade, which they had bought of the companions before. The road down the river

is generally sandy, though some of it is solid. No timber or fuel of any kind. Small willows and cow chips are the chief fuel we have to burn (Parrish 1888:116-117).

Benjamin Cleaver followed the trail about a dozen miles south of the Columbia River in 1848. He wrote on August 26:

Our Road to day had several Small hollows in it & very deep sandy dust which Rendered it not good we traveled about 16 miles & Came to a dry hollow with some cedar & Sage in it here is the place to lay in fuel as there is none at the camping place. After Rising a hill out of this hollow you will travel about 2 miles further to camp. Here is a Small weak Spring which will do for camp purposes. South of this Spring 400 yards is a hole of water called the well spring. Here we have to water Every thing with a Bucket (Cleaver 1848).

Cayuse Villages on the Umatilla River [Vicinity of Miles 1678-80, 9-11 miles east of Pendleton, OR., Umatilla County. T2N, R34E, W.M.]

Prior to the creation of the Umatilla Reservation by treaty in 1855, the Cayuse lived at numerous locations in their homeland of the Blue Mountains, Umatilla watershed, and plateau region along the Columbia River. Several immigrants noted their encounters with the Cayuse, often identifying villages in the vicinity of Township 2 North, Range 34 East, W.M. The sites are within the present Umatilla Indian Reservation. The Indian villages were an important location for emigrants because many purchased foodstuffs, admired the horse herds, and saw the richness of the soil of the Umatilla Valley.

James Nesmith, October 4, 1843:

"We got under way and traveled twelve miles down the west side of the Blue Mountains, when we struck the Umatilla River. Went three miles down it, and encamped near some Cayuse lodges (Nesmith 1906:354).

William Wright Anderson, August 22, 1848:

". . . we traveled 4 miles down this [Umatilla] river and camped here is the ruins of a cyuse village they have had a pretty farm here once the fences of which were gone down there was some stalks of wheat a growing about in places we saw several bands of Indian horses" (Anderson 1848:40).

Osborne Cross, September 11, 1849:

"At nine o'clock in the morning we came to where the Cayuses Indians were located; their town, which is temporary, consisted of a number of lodgings made of mats and bushes, much larger than those made of buffalo skins . . . I have seldom seen a more beautiful sight than I witnessed in examining these large droves of horses, that could be seen throughout the valley and among the hills . . ." (Cross 1850:97).

David Maynard, September 4, 1850:

"Left camp early and traveled fifteen and a half miles to the foot of the [Blue] mountains. Encamped among the Kiuse and Walla Walla Indians. Poor feed for cattle, as the Indian horses had eaten it off. Here we got peas and potatoes" (Maynard 1906:60).

Jared Fox, July 30, 1852:

“Made 24 miles today. Prairie but sandy in afternoon. Here [in the Umatilla Valley] is the principal village of the Cayuse Indians. They have a fine location. Pleasant place. Grass & water &c. Here they raise wheat, peas potatoes and we might have got [it] if we had went to the farm but I did not want to leave the train” (Fox 1852:43).

Esther Belle McMillan Hanna, August 25, 1852:

“We said good-bye to the Blue Mountains and descended into the [Umatilla] valley. There is an Indian town here. The principal chiefs of the Kioose (Cayuse) tribe live here. They have cultivated fields and gardens along the stream in which they raise corn, potatoes, peas and other vegetables” (Allen 1946:98-99).

Uvilla Agency [Mile 1712.0]

In 1852 this government building gained notice in several emigrant diaries. Its abandonment and destruction by 1853 wiped away its traces.

Crossing of Umatilla River [Mile 1712.0–Echo, OR. Umatilla County, SE 1/4 of NW 1/4, Section 16, T3N, R29E, W.M.]

Emigrants followed the course of the Umatilla River to the west for a number of miles until crossing it at present Echo, Oregon. The stream was shallow and provided no challenges for wagons or livestock. Some emigrants made multiple crossings of the Umatilla prior to reaching the final ford. The condition of the river as it passed through T3N, R29E, W.M., was described in 1860 by N. H. Gates who mounted the subdivision survey: “The Umatilla River which flows through the Township from SE to NW is a fine stream of clear fresh water 150 links wide... Its banks are covered with Balm Cottonwood Birch Alder & Crabapple timber with thick undergrowth of Rose Bushes. There are about 40 settlers in this township” (Gates 1860b:96). Gates identified the Oregon Trail as the “Emigrant Route to Dalles” passing from east to west through the center of the township (Gates 1860a).

Loren B. Hastings, October 9-11, 1847:

“October 9 Moved down the [Umatilla] river about eight miles and camped on the river. October 10, Sunday. Crossed the river and rode the highlands and traveled over the rolling prairie (as there is no trail in the Umatilla valley except the river bottom) about 16 miles and camped on the river again October 11, Monday. Crossed the [Umatilla] river in company with about 40 wagons bound for Whitman’s new road” (Hastings 1926:22-23).

Riley Root, August 23, 1848:

“Five miles to second crossing of Umatilla, 8 ½ miles to Alder creek, up the same one mile to camp. Little grass, no wood but fine willows. In this day’s travel, two miles might have been sav[e]d, by crossing the river at camp, but to avoid sandy traveling, emigrants go down the river some farther” (Root 1955:28-29).

John S. Zieber, September 25, 1851:

“This day we traveled 17 miles and again crossed the Umatillah River, which brought us to the Indian Agency where Mr. Wampole is stationed and where there is a large new frame house, which was at this time unfinished within . . .” (Zieber 1921:331).

Abigail Scott, September 9, 1852:

"We traveled about fourteen miles this day Four miles brought us to the Indian Agency, which is now unoccupied by the government, here was a new looking frame house, the sight of which animated us all a good deal. We left the river for the last time at this place . . ." (Scott 1986:125).

George A. Harding, May 20, 1862 (eastbound):

"Started this morning at 6 o'clock for the Umatilla [River]. . . . Got to the Umatilla about 11 o'clock. The river being pretty high we had to pay an Indian 2 dollars to guide us over the ford which was a very crooked one. Got safely over and camped on the banks of the River for the night (Tanasoca and Sudduth 1978:179).

George A. Harding, October 3, 1862 (westbound):

"Started about half past seven this morning. We traveled on about 20 miles to the lower Umatilla where we forded it and then went 10 miles further to Butter Creek, where we camped for the night" (Tanasoca and Sudduth 1978[79]:200-201).

Upper Well Spring [Mile 1738.4 South of Boardman Bombing Range, Morrow County, Oregon. NW 1/4 of NW 1/4, Section 28, T2N, R25E, W.M. (Haines 1981:373-374).

The two springs in this vicinity, though often befouled, offered water for livestock, occasionally so for humans, and a place to camp. The cadastral survey plat of 1867, however, provided an exact location: "Well Spring" (adjacent to south side of "Emigrant Road"), SE 1/4 of SE 1/4, Section 20, and "Spring" (1/4 mile to southeast), NW 1/4 of NW 1/4, Section 28 (Thompson and Pengra 1867b).

Aubrey Haines identified two Well Spring locations in this vicinity: (1) located at the head of Well Spring Canyon, a small basin with an underground water resource developed in recent times for stock-watering, and (2) a lower spring (Tub Spring), 3.5 miles northeast in Juniper Canyon (Haines 1981:373).

Elizabeth Smith Dixon, October 17, 1847:

"we found a hole of water 12 or 15 feet a cross had to water a hundred and fifty head of cattle with pails had to stand out all night in the rain to keep the cattle from drowning each other after water in this hole" (Smith 1983:138).

Robert Newell, February 23, 1848 (east bound):

"This evening we encamp at the Spring or well" (Newell 1959:108).

Riley Root, August 24, 1848:

"18 1/2 miles, over a poor tract of the Columbia River valley, to camp, at the foot of the hill, by a spring, call[e]d Well spring, rising in the center of a large mound of decay[e]d vegetation, and sinking suddenly again, within a few feet of where it issues The spring at camp should be watched during the night by a strong guard, to keep thirsty cattle from falling into it, out of which they cannot extricate themselves" (Root 1955:29).

William Wright Anderson, August 25, 1848:

"we then traveled 19 miles across a dusty sandy plain to the well spring which we reached about 10 o cock at night these springs are verry deep our cattle being verry dry they rushed

up to drink and some of them pitched in head foremost and went clear under head and [illegible] and would have drowned if we had not helped them out" (Anderson 1848:41).

Benjamin Cleaver, August 26, 1848:

"After Rising a hill out of this hollow you will travel about 2 miles further to Camp. here is a Small weak Spring which will do for Camp purposes. South of this Spring 400 yards is a hole of water Called the well spring. here we have to water Everything with a Bucket" (Cleaver 1848:8).

Susan Amelia Cranston, August 18, 1851:

"Traveled 20 miles stopped an hour at noon encamped at night a the well springs here are 2 springs about a quarter of a mile apart to the left of the road 1 is good drinking water at the other they watered the cattle by dipping it up" (Cranston 1984:125).

P. V. Crawford, August 29, 1851:

"This day we traveled twenty-two miles. After traveling four miles up the creek, we left the bottom and turned over a ridge to the right and followed a dry, dusty plain for nine miles. Then the road became quite hilly for about six miles, at the end of which we followed down a long hollow for about two or three miles, then over a ridge to the right. Here find Well springs. We reached the springs at 10 o'clock at night, in a perfect gale of wind The Well springs are at a sort of valley, or depression in the hills, and consist of several small mounds with water bubbling up in the center and sinking to the base of the mounds" (Crawford 1924:164).

Charles A. Brandt, September 9, 1851:

"There were great numbers of mice strewed along the road. We saw no live ones. Rain in the evening. We passed the sinking springs. These two springs half a mile apart flow out of a mound 10 or 12 feet high and disappear in less than 100 yards (Brandt 1851:24)

E. W. Conyers, September 6, 1852:

"We started this morning at the usual hour and traveled twenty miles over a very good road, except being somewhat sandy, to 'Well Springs.' This spring is about a quarter of a mile from the road, to the left, and is very strongly impregnated with sulphur, and only fit for the cattle, and hardly fit for that. Some danger of the cattle getting mired at this spring. There is another spring at the side of the road, and the water is a little better. At this last spring we camped. We were obliged to clean out the spring before we could obtain any water. We shoveled out over a wagon load of filth before we got down to any good water that we could drink. These springs are on top of small mounds, and the water comes up through the soft earth" (Conyers 1906:497-498).

Lydia Rudd, September 21, 1852:

"Traveled fifteen miles this day reached what is called the well springs a poor chance for water for stock and people" (Rudd 1852).

Amelia Stewart Knight, August 27, 1853:

"Came 5 miles and stopt at the well spring about noon, and watered the stock, then drove them out to grass, this well spring is not much better than a mud hol[e]" (Knight 1986:67-68).

George A. Harding, October 5, 1862:

“Clear and fine all day. Started at half past seven this morning. Traveled on about 18 miles to Wells Springs where we rested the horses for about an hour. We then went 16 miles further to Willow Creek where we camped for the night” (Tanasoca and Sudduth 1978:201)

Harriet A. Loughary, August 19, 1864:

“Our route to day has been over high lands of sandy soil. We reached ‘Well Spring.’ The name sounds nice but what [a] day, burnt up country all around it, nothing to eat or burn except we pay for it at the ranch” (Loughary 1989:157).

John Day River Crossing [Mile 1775.0]

This crossing, though not difficult, was mentioned in almost all travel diaries. Many emigrants camped near the ford.

Crossing of John Day River (McDonald Ford) [Mile 1775.0–7.5 miles south of Blalock, OR. Gilliam County, NE 1/4 or NW 1/4, Section 11, T1N, R19E, W.M.]

The crossing of the John Day River, also known as McDonald Ford, was an easy transit for most emigrants. The exceptions arose when heavy rains in the distant Blue Mountains brought deeper and swifter water. While many noted the crossing in their diaries, few found the place noteworthy excepting that it was a good camping place.

Joel Palmer, September 26, 1845:

“This stream [John Day River] comes tumbling through kanyons and rolling over rocks at a violent rate. It is very difficult to cross, on account of the stone forming the bed of the creek; its width, however, does not exceed ten yards” (Palmer 1847:60).

Loren B. Hastings, October 16, 1847:

“This day moved down to creek to John Days river (saw some Indians here). We crossed the river, found 26 wagons, camped; we passed and ascended a rocky ravine . . .” (Hastings, L. 1926:23).

Amelia Hadley, August 14, 1851:

“Camp to night on John Days river a pleasant stream, upon the mountain just before we crossed the river we saw Mt Hood towering high above the Cascades” (Hadley 1984[3]:94).

Susan Amelia Cranston, August 1, 1851:

“Traveled only 8 or 10 miles 5 down the creek to John Days river where we stopped till about 4 Oclock crossed the river” (Cranston 1984[3]:125).

Basil Nelson Longworth, September 15, 1853:

The Oregon Trail, Oregon, 1840 to 1880

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"We started early and drove until 2:00 o'clock in the evening when we came to the John Day River. This is a beautiful river and forty yards wide but shallow at the ford. We crossed, watered our stock, and ascended the hill" (Longworth 1959:57).

Sarah Butler, July 9, 1878:

"Come to John Day River, crossed. Heard more Indian stories" (Butler 1974:375).

Crossing of the Mouth of Deschutes River [Mile 1804.0, 13.5 miles east of The Dalles, OR., Sherman County. NW 1/4 of NW 1/4, Section 26, T2N, R15E, W.M.]

The crossing of the Deschutes River was the most challenging of all rivers in Oregon. The stream was fed by melting snows in the distant Cascade Mountains and flowed in rapid current over a rocky bottom as it surged toward its confluence with the Columbia River. In the 1840s and early 1850s emigrants frequently confirmed use of Native American canoes and Native American assistance to cross. By 1851 entrepreneurs had established a ferry. In 1864 and following years, a bridge crossed the river.

Joseph Williams, April, 1842:

"We reached DeSutz River after dark, and it was too deep to cross that night. It rained on us almost all night. Next morning we arose, wet and cold. The Indians soon came and helped us over, and swam our horses across by the side their little tottering canoes . . ." (Hafen and Hafen 1955[3]:261).

Elizabeth Dixon Smith, October 24, 1847:

"Crossed falls or Shutes river it was high rapid and dangerous the water came clear to the top of the wagon beds me and my children with as many more women and children as could stow them selves in to a canoe was taken over by two indians which cost a good many shirts" (Smith 1983[1]:139).

Harriet Talcott Buckingham, September 15, 1851:

"Crossed the Deschuts river – very rocky & difficult" (Buckingham 1984[3]:50).

Amelia Hadley, August 15, 1851:

"crossed the Deschutes river a little above where it emptyes in Columbia had to ferry paid 5 dollars per waggon" (Hadley 1984[3]:94).

Susan Amelia Cranston, August 24, 1851

"Crossed the [Deschutes] river in safety though the ferry was not very good and the river was very swift and full of rocks" (Cranston 1984[3]:126).

Origen Thomson, September 6, 1852:

"18 miles–DesShutes, or Falls River, two miles. This stream is deep, swift, and had a rocky bottom. There is a ferry over it, but it can be forded by crossing to the island and then going down to a clump of trees and driving across. I swam and emigrant's horse, and not knowing the ford, got wet up to the waist" (Thomson 1896:94).

Basil Nelson Longworth, September 17, 1853:

“Afternoon we drove four miles to Des Chutes River, a rapid stream heading in the mountain and one hundred fifty yards wide. The wind being high we could not ferry. We then concluded to ford it. The ferryman declared all would be lost, telling enormous lies to alarm us, but we employed an Indian guide who rode before each wagon, giving us the course to the island, the ford being very crooked; he then rode in front of one team, the rest following in a string, the course being nearly straight across the second channel. We paid him \$2 for his services, all being across safe and dry. Our ferriage would have been \$15; thus we saved \$13 by fording” (Longworth 1959:58-59).

Harriet A. Loughary, August 25, 1864:

“Start down a long canon three miles and reach the Deschutes river, a rapid mountain stream dashing into the Great Columbia. There is, happily, a new bridge over it Toll \$1.00 in gold or its equivalent in green back. As we had nothing but ‘equivalents’ it took a number of them to get us over” (Loughary 1989[8]:159).

Crossing of the Deschutes River, Sherar’s Bridge [ca. Mile 1837, Sherman/Wasco counties, OR.]

Initial emigrant use of this crossing was made in 1845 by travelers on the Meek Cut-Off. It became a usual ford after 1846 for emigrants electing to take the cut-off west of the John Day River to the Barlow Road crossed the Deschutes about twenty miles upstream from its confluence with the Columbia River. Initially the crossing was a ford, then a ferry, and finally a bridge operated as a toll facility. John Y. Todd constructed a bridge in 1860, after it was washed away he took in two partners and rebuilt the bridge in 1862. One of the partners, Ezra Hemingway sold the operation in 1871 to Joseph Sherar for \$7,040. Sherar reportedly invested over \$75,000 in road improvements and later established a stage house at the bridge. Sherar died in 1908 (McArthur 1974:661).

Jared Fox, September 27-29, 1853:

“Pretty good roads generally. Made the De Shutes River, fifteen miles, a little before night. Had a verry steep, long, and ruff hill to decend to the river. This is the roughest place, I think, I ever saw, the bluffs on each side are a thousand feet high, proberly, or more, the river verry rapid, and about ten rods wide” (Dexter 1853:110).

“September, 28th In the P.M. drove our cattle over the river which took all the P.M.

“September, 29th Ferried our wagons over, and ascended a verry, verry steep hill, and some over a mile long, drove to a Spring and Campt two & half miles” (Dexter 1853:110-111).

Enoch W. Conyers, September 13, 1853:

“We started at the usual hour, traveling over the table lands thirteen miles, to the Deschutes River. A long, steep hill to descend just before arriving at the river. The Deschutes River has cut its way through a layer of basalt rock at this place, leaving perpendicular banks of basalt on either side. The river is about sixty feet wide and from ten to fifteen feet deep. Here we found a good ferry, kept by a Mr. Olney Toll, \$3 per wagon—and we swim are own cattle. At this place we heard our first talk in the Chinook jargon . . . After crossing we ascended a very steep, rocky and difficult hill, one and a quarter miles to the summit, and almost half a day’s drive (Conyers 1906:499-500).

Distant Volcanoes of Cascade Range

Travelers sometimes noted the snow-capped peaks of the distant Cascade Range on the western horizon. The first sighting of these volcanoes drew comment in diaries, especially when descending the western face of the Blue Mountains.

Overton Johnson and William Winter, September, 1843:

“From the brow of the Mountain, we had a fine view of the Cascade range, stretching far to the North and South, with its lofty peaks of eternal snow rising among the clouds (Johnson and Winter 1846:32-33).

Joel Palmer, September 18, 1845:

“The country is very rolling, covered with dry grass; it is mostly prairie. From this point [on the Umatilla River] two snowy peaks appear in view, as also the great valley of the Columbia” (Palmer 1847:18).

John Johnson, August 4, 1851:

“We halted to view the beautiful valley of the Umatilla. It was beyond description. To the north and east the valley appeared level and covered with grass as far as the eye could reach, while to the west the Cascade Mountains capped by old snow capped Mt. Hood was in plain view, but here we bid adieu to the Blue Mountains . . .” (Johnson, J. 1851:18-19).

Abigail Scott, September 6, 1852:

“While on the summit of the last mountain we got the first view of the Cascade mountains west of us, while mount Hood reared its snow covered summit in awful grandeur high above the other mountains and appearing as a stationary white cloud” (Scott 1986:124).

Esther Belle McMillan Hanna, August 25, 1853:

“Had a superb view of the Cascade Mountains. To the west, Mt. Hood, the loftiest of these, was very visible and being covered with snow with the sun shining upon it, it looked like a golden cloud in the distance, being about 150 miles away! To the north of Mt. Hood is seen Mt. St. Helens [actually, Mt. Adams], which looks very imposing” (Allen 1946:98).

Columbia River

Columbia Gorge [Mile 1819]

Between 1840 and 1847 some emigrants followed the Oregon Trail south of the Columbia River, and some continued to do so for a few years after. These parties crossed the plateau via the watershed of the Umatilla River to near its mouth. Then they followed the difficult south bank of the Columbia where they encountered basalt flows, sand, and uneven terrain. In 1847 Marcus Whitman opened a cut-off that crossed the Umatilla at present Echo that took emigrants almost due west (but several miles south of the Columbia). Travelers taking this alternative route did not see the Columbia River until a short distance east of the crossing of the Deschutes River.

Jacob Hammer, October 12, 1844:

"Distance traveled is two miles down the Util[a] and thirteen miles down the Columbia river. We camped some distance from the river" (Hammer 1990:165).

Joel Palmer, September 20, 1845:

"For the first eight miles the soil was remarkably rich in appearance, an admixture of sand and loam, and covered with good grass; the stream [Umatilla River] is lined with timber, in common with many of those that we have passed; the last seven miles was sandy and heavy traveling. The Columbia river presents itself on our right, at the distance of four miles. The river is in view for miles along this road. The prickly pear is found in abundance. It was our intention to have reached the Columbia before encamping, but from the difficult traveling, were compelled to encamp on the sandy plain, deprived of water, wood and grass (Palmer 1847:58).

Esther Belle McMillan Hanna, September 3, 1852:

"Traveled about 12 miles this forenoon over an excellent road. About noon [east of the mouth of the Deschutes] we hailed the Columbia River for the first time. It was with varied emotions that I gazed on its broad bosom and felt that we were at our journey's end. Little did I think in my school days as I traced out this river, that ever I should stand upon its shores or drink of its clear water. But so it is. There is something grand and sublime in the scenery around it, yet I was disappointed in the scenery. Instead of trees with luxuriant foliage, you see massive rocks, pile upon pile, which have stood the wreck of time for centuries. On the shore are huge piles of glistening white sand" (Allen 1946:101).

Responses to the Columbia Gorge

Those who passed through the Gorge traveled west from The Dalles by water. Initially this meant hiring canoes from Native Americans, a Hudson's Bay Company bateau, or constructing a log raft on which to carry disassembled wagons, goods, and passengers. Head winds, freezing cold, slow currents, and the dangers of the Cascade rapids confronted those who made this journey.

James Nesmith wrote on October 23, 1843:

The wind high this morning from the Southeast. Hoisted a sail on our canoe. We all got out to walk around a point while the Indians should run the canoe through which they did and landed. The other boys missed the trail and kept back in the bluffs. I came to the canoe and waited for them until nearly sundown. Passed off the time in reading Shakespeare's 'Merry Wives of Windsor.' The wind continued high (Nesmith 1906:359).

W. C. Johnson, an emigrant of 1843, recalled:

Fifty miles below the [Wascopam] Mission we came to the Cascade Falls. Here the River, compressed into two thirds of its usual width, descends over huge rocks, several hundred yards, with an inclination of about five degrees; and from the head to the foot of the Rapids, a distance of four miles, the water descends fifty feet . . . Here we were obliged to leave our canoes, and carry our baggage nearly four miles, over rocks, and hills, to the foot of the Rapids where we found a bateau, which had been brought up from the Fort [at Vancouver], for the accommodation of the Emigrants (Johnson 1882:36-37).

Elizabeth Dixon Smith, an emigrant of 1847, described horrific conditions at the Cascade portage:

Nov 18 my husband is sick it rains and snows we start this morning round the falls with our waggon we have 5 miles to go I carry my babe and lead or rather carry another through snow and mud and water al most to my knees it is the worst road that a team could possibly travel I

went ahead with my children and I was affraid to look behind me for fear of seeing the wagon turn over in to the mud and water with every thing in them my children give out with cold and fatigue and could not travle and the boys had to unhitch the oxon and bring them and carry the children on to camp I was so cold and numb that I could not tell by feeling that I had any feet at all we started this morning at sunrise and did not get to camp untill after dark and there was not one dry thread on one of us not even my babe (Smith 1983[1]:143).

Cascade Mountains

The Cascades rose for Oregon Trail travelers as a formidable landmark on the western horizon. Its dark ridges confirmed dense forests; its snow-capped peaks suggested the dangers of the onset of winter weather, rapid streams, and probable lack of feed for livestock, essential for transportation of wagons and humans. The Cascade Mountains were also a measure that the end of the long journey left just one more hurdle ahead. Beyond the mountains was the Willamette Valley and Puget Sound, destinations long anticipated by those on the trail.

Responses to the Cascade Mountains

Those who elected to travel to the Willamette Valley over the Barlow Road confronted difficult conditions. They were low on food with worn out teams. The toll road was a rudimentary trace through rocks, boulders, creeks, and dense forests. Most traveled the route in September and October and faced cold to freezing conditions and sometimes encountered snow. Feed for livestock was scanty; at best were the swamp grasses at Summit Meadows at the south face of Mount Hood. The descent into the Zigzag Canyon compelled many emigrants to lower their wagons with ropes or chains snubbed around trees and to move their livestock and families on trails down the western face of the mountains.

E. W. Conyers in 1852 described his encounter with White River east of Barlow Pass:

We started this morning bright and early to cross the Cascade Mountains, traveling fifteen miles to Little Deschutes River, over a very good mountain road, except one very steep hill called "Little Laurel," which we were obliged to descend to reach the river. We locked both wheels and then rough-locked with chains, and then came very near killing one of our wheel oxen (Conyers 1906:504).

Esther Belle McMillan Hanna wrote on September 1, 1853:

Towards noon, our roads became intolerable. I never could have imagined such roads nor could I describe it for it beggers description! Over roots and branches fallen trees and logs, over streams, through sloughs and marshes, up hill and down—in short, everything that could possibly make it intolerable! The cattle began to give out, and at noon our company was reduced to the necessity of leaving two wagons (Allen 1946:108).

On September 9, 1853, Amelia Stewart Knight described the situation when approaching Barlow Pass at the summit of the Cascades:

came over corduroy roads, through swamps, over rocks and hummochs, and the worst road that could be imagined or thought of, and have encampt about 1 oclock in a little opening near the road, the men have driven the cattle a mile off from the road to try to find grass and rest them till morning There is no end to the wagons, buggys, ox yokes, chains, ect, that are lying all along this road. Some splendid good wagons just left standing, perhaps with the owners names on them; and many are the poor horses, mules, oxen, cows, &c, that are lying dead in these mountains (Knight 1986[6]:72).

Responses to the Willamette Falls and Oregon City

Although many emigrant diarists stopped writing before reaching their destinations west of the Cascade Range, a few penned accounts of seeing Willamette Falls and Oregon City. Most suddenly realized that after a journey of 1,930 miles west from Independence, Missouri, they had reconnected with American civilization.

William J. Watson, September 13, 1849:

“Four miles brought us to the City of Oregon, in the appearance of which I was very much surprised. It is hemmed in by a high and precipitous canyon, no room for the city on the valley. Its population is about fourteen hundred, nine stores, two churches, two saw-mills, two grist-mills, two groceries, and two boarding houses. The population is a mixed multitude: Sandwich Islanders, Indians of several tribes, Mexicans, and Spaniards. Here are the greatest mill privileges I ever saw; the whole body of the river pours over the falls at a hundred places” (Watson 1851:48)

Colonel Osborne Cross, October 5, 1849:

“Oregon [City] is not a very prepossessing place in its appearance, for like all new places in the western country the stumps and half-burnt trees lie about in every direction. It is immediately at the Willamette falls, hemmed in by the river in front and a ledge of rocks immediately in the rear” (Settle 1940:265-266).

Eugenia Zieber, October 26, 1851:

“Oregon City has a strange location. Among rocks, and right up against a high hill, though the water power here was no doubt the occasion of a city’s being built here. We are residing across the river (Willamette) from Oregon City, in what is called Linn City. Every little place *assumes* the *title* of city. We are but a few yards from the falls, having a fine view of them from our windows on the right hand side . . .” (Zieber 1984[3]:200).

Esther Belle McMillan Hanna, September 20, 1852:

“Here we are at last in Oregon City, that long-looked for place! On Wednesday evening our carriage came in to Mr. Foster’s. We were very glad to get it again, yet it was much broken. But we are alive and although depleted in strength, from scarcity of food and exhaustive travel, we offer prayers to the good Lord who has watched over us” (Allen 1946:123).

Enoch W. Conyers, September 25, 1852:

“We came five miles, which brought us to the Clackamas River, a beautiful, wide, clear, cold stream of water, about one hundred yards wide and three or four feet deep. We forded this stream and came about one mile further, which landed us in the heart of Oregon City and ended our journey across the continent, consuming five months and five days in the trip from Quincy, Illinois, to Oregon City.”

“We pitched our tent on the south side and close to the Methodist church, remaining at this camp for about one week, feasting on watermelons and good fresh vegetables, right from the garden, which are brought in by the Clackamas County farmers in great abundance. Being a bricklayer by trade I looked around to see if I could find a job” (Conyers 1906:507-508).

Abigail Scott Duniway, September 28th [30], 1852:

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“We traveled eight miles when we reached the far famed *Oregon city* we found it to be a long, narrow town situated in a kanyon, on the Willamette river; It is half as large as Pekin Ills but is a hard looking place” (Scott 1986[5]:135).

Context 2: Exploration, Transportation Use, Settlement

The route of the Oregon Trail in Oregon had many uses from aboriginal times to becoming the course of Interstate Highway 84 in the mid-twentieth century. The emigrant route generally followed the easiest grades and natural features that facilitated travel. Prior to the route's emergence as an artery of emigrant travel in 1840, portions of it were ancient Native American trails. In the 1810s, the Blue Mountain crossings were used by fur trappers and traders working for the North West Company and, by the 1820s, the brigades of the Hudson's Bay Company. Overland emigrants traveled the route with wagons starting in 1843 and continued to use it until the construction of railroads in the 1880s. The Indian wars of 1847-48, 1855-56, and 1877 temporarily interrupted emigrant travel but led to use of the route by volunteer companies and by the U.S. Army. The discovery of gold in the Blue Mountains and in western Idaho in the early 1860s led to a rush of miners to and from the interior of the Pacific Northwest. Through these other uses, the Oregon Trail changed from an emigrant route to a road connecting new towns and rural settlements as well as for hauling freight and driving livestock to market.

Pre-Oregon Trail Routes and Trails

Prior to the development of the Oregon Trail many parts of it were centuries-old Native American routes of travel. Trade and exchange were integral to the traditional lifeways of the Native Americans of the Pacific Northwest. Their greatest trade depot was at Celilo Falls (submerged since 1957 beneath the reservoir of The Dalles Dam), a magnificent fishery approximately eighteen miles east of The Dalles, Oregon. Resources flowed to this site. From the east came processed camas, smoked or dried deer, elk, and mountain goat meat, and buffalo hides. From the south came obsidian from quarries in central Oregon, basketry, and slaves from the northern Great Basin and northwestern California. From the north came bear grass for basketry and dried huckleberries. From the west came cedar dugout canoes, canoe paddles, dried eulachon, and marine shells. At Celilo the fishers caught and processed immense stores of wind-dried salmon. Native travelers to and from this economic hub etched the pre-Oregon Trail routes into the Oregon landscape (Hunn 1990:224).

The Native American trails are poorly documented by the emigrants and only rarely mentioned in the field notes of the cadastral surveyors, making this a topic ripe for additional research. Many of the trails logically followed the banks of major streams and passed through canyons, while the Columbia River, despite its rapids, was also an important route for canoe travel.

Fur Trade Era Exploration and Travel

Employees of John Jacob Astor's Pacific Fur Company traveled east over the eventual route of the Oregon Trail in Oregon in July and August, 1812. They traveled from the Umatilla River over the Blue Mountains to the Grand Ronde Valley, Powder River Valley, and via Burnt River to the Snake. Their expedition took them into the Boise River watershed and then east via the Snake to the Rockies (Spaulding 1953:65-81).

The land-based fur trade led in 1818 to the founding by the North West Company of Fort Nez Percés, later called Fort Walla Walla. It stood at the confluence of the Columbia and Walla Walla rivers. Employees of the fur companies shipped furs down the Columbia and trade goods upstream in bateau from the supply posts at Astoria and Fort Vancouver. Traders and trappers fanned out over the land to exploit its fur resources. The harvest from the Snake River watershed included beaver, otter, wolf, and muskrat. In September, 1818, a brigade led by Donald McKenzie departed from the new fort for the Snake country. McKenzie's outfit consisted of 55 men, 195 horses, 300 beaver traps, and trading goods. This brigade crossed the Blue Mountains, passed through northeastern Oregon, trapped in the Boise River Valley, and followed the Snake upstream. The men finally returned to Fort Nez Percés in June, 1820, with a large inventory of furs. McKenzie mounted a second brigade from July, 1820, to July, 1821, again into the region subsequently bisected by the Oregon Trail (Rich and Johnson 1950: xxv-xxvi, xxxii-xxxiv).

In the 1824 George Simpson, governor of Hudson's Bay Company operations, ordered Peter Skene Ogden to trap-out the fur-bearing animals of the Snake watershed. Simpson's goal was to make the region west of the

Rockies so unappealing to American trappers that they would turn back to east of the Rockies and leave the Pacific Northwest to British interests. Between 1824 and 1827 Ogden led five brigades to the Snake watershed and the Great Basin, passing in 1824-25 and in 1825-26 over routes through the Grand Ronde, Powder River, Burnt River corridors as well as along the banks of the Boise and Snake Rivers to the Portneuf River and to other locations along the western flank of the Rockies. The Ogden brigades explored the route that subsequently became the Oregon Trail (Cline 1974:57).

Hudson's Bay Company activities continued in the Snake River watershed in the 1830s and until 1846. In 1830-31 John Work led a brigade from Fort Walla over the Blue Mountains and east along the eventual Oregon Trail to the Payette River. His expedition then worked along the western flanks of the Rockies, returned to the upper Snake, passed along the Portneuf River into the Humboldt Sink, and eventually traveled north through the Harney Basin on its return to the Columbia Plateau. Work's journal of this long trip from August, 1830 to July, 1831, was not published until the twentieth century (Haines 1971).

In the 1830s naturalists and missionaries accompanied overland fur seekers and traveled much of the route of the eventual Oregon Trail. The overland expedition in 1834 mounted by Nathaniel J. Wyeth, an American investor in the fur trade from Boston, facilitated travel to the Willamette Valley by Thomas Nuttall, botanist, John Kirk Townsend, naturalist, and Jason Lee, a Methodist missionary with four assistants (Townsend 1978). In 1835 Samuel Parker and Marcus Whitman traveled with employees of the American Fur Company to its rendezvous in the Rockies; Parker continued overland to Oregon. In 1836 Marcus and Narcissa Whitman and Henry and Eliza Spalding, missionaries sent west by the American Board of Commissioners for Foreign Missions, traveled the Oregon Trail west to Fort Walla Walla and then descended the Columbia by water to Fort Vancouver (Hulbert and Hulbert 1935:205-291).

Oregon Trail Emigration

Small groups crossed the Oregon Trail on horseback. These included the Peoria Party of 1839-40, a group of eighteen men, some of whom took up claims in the Willamette Valley, and approximately 120 emigrants in 1842 who followed Dr. Elijah White. The first, major overland emigration occurred in 1843 when an estimated 900 emigrants and 3,000 head of livestock crossed the Oregon Trail to western Oregon. The numbers perhaps grew to 5,000 in 1845, and then dipped with the outbreak of the Mexican War, 1846-48, and the Cayuse War, 1847-48. The Gold Rush of 1849 and following, diverted tens of thousands to California, but emigration by land remained the most significant means for developing the Euro-American population of Oregon (Unruh 1979:28-61). By 1857 the territory had sufficient population (nearly 60,000 residents) to hold a constitutional convention. Oregon became a state on February 14, 1859.

Commencing in 1853 emigrants traveled from Fort Walla Walla to the Yakima River to follow Indian trails into the Cascade Range. They ascended the Yakima, passed through the Wenass Valley to the Naches River, crossed the Cascade Range via Naches Pass, crossed the Green River, then followed the Whitewater River downstream to the Puyallup. Settlers began initial improvements on the route. Lieutenant Richard Arnold of the United States Army in 1854 and 1855 worked with several laborers to transform this trace into the Fort Steilacoom-Fort Walla Walla Military Road for a distance of 234.5 miles (Stevens 1860[12]:190-193). Some of the settlers selecting lands in western Washington subsequent to 1853 traveled this route. Washington State Highway 410 follows much of the Naches Pass Trail.

Indian Wars, 1847-48, 1855-56, and 1877

The Cayuse War significantly altered travel in northeastern Oregon. The murder of the Whitmans and others at their mission in November, 1847, ended the annual visits of emigrants to the mission on the banks of the Walla Walla River. Henceforth, when travelers descended the western flanks of the Blue Mountains they continued west toward the Columbia Gorge and Cascade Mountains. The unsettled conditions as a result of the invasion of the Columbia Plateau by Oregon Volunteers in 1848 persuaded some emigrants to take the Southern Emigrant Route from Fort Hall via the Humboldt Sink, Klamath Basin, and Rogue River valleys into the western part of the territory. The Southern Emigrant Route was also known as the Applegate Trail.

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The outbreak of Indian war in 1855-56 in southwestern Oregon, on the Columbia Plateau, and in western Washington became another deterrent to overland travel on the Oregon Trail. The 1855 emigration arrived prior to the deepening hostilities, but travelers in 1857 and 1858 remained fearful about their relations with the tribes. The demographic calamity brought by the introduction of new diseases, the inexorable flow of emigrants through their lands, and distress flowing from the Walla Walla Treaty Council of 1855 were contributing factors (Walker 1998[12]:145-154).

Because of the withdrawal of U.S. Army troops from many western military posts during the Civil War, President Lincoln issued a commission to Medorem Crawford from Oregon to recruit 100 men to protect emigrants on the Oregon Trail. This military force, the "Oregon Escort," provided service in 1862 and 1863. The U.S. Army also stationed troops at Fort Walla Walla and Fort Dalles to quell hostilities, to confine the Indians of the Columbia Plateau on their newly-established reservations, and to keep Euro-American trespassers off these properties (Corning 1956:66).

In 1877 the United States Army attempted to force the removal of the Joseph Band of Nez Perce from their reservation (as guaranteed in the tribe's treaty of 1855) in the Wallowa Valley of northeastern Oregon. The tensions related to the removal and the duplicity of a second Nez Perce treaty in 1863, a document signed by the bands in Idaho but ceding tribal lands in Oregon. The attempted removal provoked the Nez Perce War. The hostilities were in Idaho and Montana, but the well-publicized conflict certainly had impact on the decision of some to use the Oregon Trail that year (Joseph 1979).

Settlement and Gold Rush

The gold rush of the 1860s brought a dramatic surge of people moving east over the Oregon Trail to the mines in the Blue Mountains, Boise Basin, Salmon River district, and to the upper Clearwater region of Idaho Territory. The extent of this flood of travelers was mentioned on August 2, 1862, by William H. Barnhart, Indian agent at the Umatilla Reservation: "The thoroughfare to the mines of Powder river and Granite creek passes immediately through the reservation, not less than four thousand persons having passed directly by the agency during the last four months. The influx of this great number backward and forward through the reservation has had, and is having, an evil influence on the minds of the Indians" (Barnhart 1863:270).

By the 1860s the Oregon Trail remained a route of westward emigration but was also an eastward wagon road for hauling food, clothing, tools, farming equipment, and furniture to the new settlements of the Columbia Plateau, eastern Oregon, and western Idaho.

Context 3: Social, Political and Cultural Significance

The Oregon Trail took on symbolic significance when, in the mid-nineteenth century, tens of thousands of people traveled its ruts to find new homes or seek their fortunes on the Pacific Slope. Between the Missouri Valley frontier and the Rocky Mountains, the Oregon Trail was a primary travel corridor. West of South Pass emigrants headed in different directions. Some, such as the Mormons, traveled to the Great Basin and settled in Utah. Gold-seekers, especially in 1849 and succeeding years, pressed on to the diggings and new cities in California. Thousands more—often driven by a hunger for land or a new beginning—followed the course of the Snake River and then traveled the Oregon Trail in Oregon to seek new homes.

More than 2,100 travelers of the Oregon Trail saw their experience as a rite of passage. Many, for the first and only time in their lives, put pen or pencil to paper to record their journey in daily journals or subsequently to write their memoirs and recollections of the route for succeeding generations (Mattes 1988). The Oregon Trail in Oregon attracted artists who captured scenes along the way in pencil, pen, or oils and, in 1867, in photography. The route attracted missionaries who sought to convert Native Americans to Christianity. Several of the missionaries kept diaries and wrote letters about their travel experiences. The Oregon Trail also attracted naturalists who collected botanical, zoological, or geological specimens and sometimes wrote accounts of their scientific explorations. The Oregon Trail inspired a published literature. Some diarists turned their accounts into guidebooks for subsequent travelers, while at least one—Abigail Scott Duniway—transformed her diary into two novels, *Captain Gray's Company* (1859) and *From the West to the West* (1905).

The following summaries identify artists, missionaries, natural scientists, and literary figures who produced work contemporaneous to travel and use of the Oregon Trail in Oregon. Hundreds of additional diaries and reminiscent accounts were published subsequent to 1880 (Mattes 1988).

Art

Paul Kane (1810-1871) [Traveler of 1847]

Although not a traveler over the Oregon Trail, Kane's field sketches, watercolors, and oil paintings are one of the most important visual accounts of Native Americans between the Whitman Mission on the Walla Walla River and the Willamette Valley. Kane was born in County Cork, Ireland, and immigrated in 1819 with his parents to Toronto. He worked as a sign and furniture painter but aspired to do major artistic work. Although impoverished, he was able to spend 1841 to 1843 in Europe where he self-studied major works. He encountered George Catlin in London and listened with interest to the pleas of this artist and author for documentary artwork to preserve the images and life ways of Native Americans.

In 1845 and from 1846-48 Kane engaged in western travels. The Hudson's Bay Company permitted him to accompany its brigades to Oregon in 1847. Kane made over 700 sketches and, in time, painted some 100 finished oils of landscapes and Native American portraits, artifacts, villages, and subsistence activities. His probable portraits of Marcus and Narcissa Whitman and numerous scenes in the Columbia Gorge viewed by Oregon Trail travelers are rare visuals of that era. Kane wrote *Wanderings of an Artist Among the Indians of North America From Canada to Vancouver's Island and Oregon Through the Hudson's Bay Company's Territory and Back Again* (1859).

Kane visited Fort Walla Walla in November, 1846, and then departed by water for Fort Vancouver. He explored the Cowlitz and northern Willamette valleys, visited Puget Sound, and then passed east through the Columbia Gorge to the Whitman Mission in July, 1847. He then ascended the Columbia River and with a brigade returned to eastern Canada (Kane 1859; Harper 1971).

George Gibbs (1815-1873) [Emigrant of 1849 (west)]

George Gibbs attended Round Hill School in Northampton, Massachusetts, and Harvard University where he earned both a B.A. and a law degree. Gibbs was descended from one of the wealthiest families in the United

The Oregon Trail, Oregon, 1840 to 1880

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States. His father was a patron of painter Gilbert Stuart (who executed seven portraits for him). His grandfather, Oliver Wolcott, was secretary of the treasury in the Washington and Adams administrations.

Following graduation in 1837, Gibbs embarked on a two-year Grand Tour of Europe. He settled in New York City to practice law. In the 1840s he became librarian of the New York Historical Society and published in two volumes the *History of the Administrations of Washington and Adams* (1845). In 1849 Gibbs, George Templeton Strong, and William Henry Tappan, civilians, joined the Mounted Riflemen to travel west on the Oregon Trail. Sections of Gibbs's overland journal to Fort Laramie were published in New York City in 1849. Gibbs made numerous sketches of scenes along the Oregon Trail and at Government Camp on the Barlow Road, having chosen the land route rather than passage through the Columbia Gorge. The Gibbs artwork remains mostly unpublished (Beckham 1969; Settle 1940:22-25).

Gibbs lived for eleven years on the West Coast. He served as Collector of Customs, Astoria, and on the Willamette Valley, California, and Western Washington treaty commissions. He worked extensively on Native American linguistics and ethnography and published dictionaries of the Nisqually, Chinook, and Chinook Jargon. He became brigadier-general of the Washington militia during the Indian War of 1855-56 and served as geologist on the Northwest Boundary Survey, 1857-61. Gibbs lived for near a decade in the tower at the Smithsonian Institution where he laid the groundwork for what became the Bureau of American Ethnology. He also served as secretary for the American secretary for the Hudson's Bay Claims Commission (Beckham 1969).

William Henry Tappan (1821-1907) [Emigrant of 1849 (west)]

An artist and mezzotint engraver, William Henry Tappan traveled over the Oregon Trail in 1849 as a civilian accompanying the U.S. Army Mounted Riflemen. Tappan learned his artistry with Joseph Anderson and George C. Smith in Boston in the early 1840s. He then secured a position as draftsman with the U.S. Mint in Philadelphia and worked as a book illustrator. In 1848 Tappan was a member of the scientific expedition to Lake Superior headed by Louis Agassiz of Harvard University. The following year he settled at Fort Kearny where he made numerous sketches and kept a journal until in 1849 he departed for Oregon Territory, traveling with George Gibbs (1815-1871). Tappan engraved the frontispiece for Gibbs's two volume *History of the Administrations of Washington and Adams* (1845).

Tappan and Gibbs both made sketches of scenes along the Oregon Trail and Tappan executed an oil painting of the abandoned Wascopam Mission at The Dalles. In 1850 *A Report in the Form of a Journal* by Osborne Cross of the Mounted Riflemen was published in the Congressional Serial Set and included thirty-seven lithographs of Oregon Trail scenes, most likely the artistry of Tappan. Tappan was briefly postmaster of Oregon City, settled in 1851 in St. Helens, and then between 1852 and 1855 served as Indian Agent for southwestern Washington Territory. In 1853 he designed the territorial seal and in 1854 served in the first legislature. In 1855 he participated in the Walla Walla Treaty Council.

Tappan married in Washington Territory, moved to Colorado in 1867 to enter the mercantile business with his brother, and returned to Manchester, Massachusetts, in 1876. He was elected to the state legislature in 1877 and again in 1885. Tappan founded a local historical society and was chair of the publishing committee for the *History of the Town of Manchester, Essex County, Massachusetts, 1645-1895* (1895) (Palmquist and Kailbourn 2000:541).

Carlton Watkins (1829-1916) [Traveler of 1867]

An artist with a camera, Carlton Watkins captured dozens of scenes in the Columbia Gorge and on the Columbia Plateau during the era of overland emigration. A wet-plate photographer who made both stereographs and large-format images, Watkins was based in San Francisco. Watkins emigrated in 1849 to California to mine for gold, but in 1854 he found his calling when he began work as an assistant in San Jose in taking studio daguerreotypes. Watkins made expeditions in 1861, 1865, and 1866 to Yosemite and other

scenic locations in California. By late 1866 he had printed 230 mammoth negatives. Thirty of his Yosemite views, exhibited in the world's fair (*Exposition Universelle*) in Paris in 1867, won him a medal.

In 1867 George Murray, a childhood friend who was secretary of the Oregon State Navigation Company (OSNC), possibly encouraged Watkins to visit the Columbia Gorge. With OSNC support to transport his cameras and heavy glass plates by steamboat and portage railroads, Watkins worked from the Willamette River east to Celilo Falls. The images from this expedition documented portage facilities used by emigrants at the Cascades, the community at The Dalles, portage facilities at Celilo, and numerous scenic views of the sandy stretches along the Columbia River plateau as well as the waterfalls and scenery of the Gorge. Watkins made return trips to the region in 1882 and 1884 to make additional photographs (Toedtemeir and Laursen 1908:17-23; Palmquist 1983:3-37; Nickel 1999:8-16).

Religion

Jason Lee (1803-1845) [Traveler of 1834 (west), 1838 (east)]

A product of the Second Great Awakening, Jason Lee secured funding from the Methodist denomination to travel with four associates overland to Oregon in 1834 to establish missions among the Native Americans. This mission contingent joined Nathaniel J. Wyeth's fur company employees to make the cross-country trek. Lee kept a diary of his westward journey and sent it and letters east in installments that were published in the *Christian Advocate and Journal* (New York) in 1834 and 1835. Letters penned by Cyrus Shepard, another of the mission group, were published in the *Christian Advocate* and in *Niles Weekly Register* in 1834 (Hulbert and Hulbert 1935:146-184).

Lee's trip to the East in 1838 proved highly successful. He raised more than \$100,000 and recruited more than fifty to sail on the *Lausanne* around Cape Horn to Oregon. He expanded the missions to the Clatsop Plains, Oregon City, and Wascopam on the western Columbia Plateau. In spite of his enthusiasm and the work of his compatriots, however, Lee's missionary efforts failed. Few Native Americans converted and a number of the mission party turned to farming and commerce. The missions were closed in 1844 and Lee died the following year in the East (Brosnan 1932).

Marcus Whitman (1802-1847) [Traveler of 1835 (west), 1836 (west), 1842 (east), 1843 (west)]

A medical missionary, Marcus Whitman was born in 1802 in Rushville, New York. He studied for five years in Plainfield, Massachusetts, where he became an active Christian. He served two years apprenticeship to a doctor in Rushville and subsequently studied briefly at the College of Physicians and Surgeons of the Western District of New York. In 1835 he secured appointment from the American Board of Commissioners for Foreign Missions (ABCFM) to assist Rev. Samuel Parker to explore mission potentials in the Pacific Northwest. Whitman traveled west on the Oregon Trail with the American Fur Company caravan to its rendezvous in Wyoming. Parker continued west, while Whitman returned to marry Narcissa Prentiss.

In 1836 the Whitmans and Henry and Eliza Spalding accompanied the American Fur Company party to its Rocky Mountain rendezvous and continued west from South Pass on horseback over the Oregon Trail to Fort Walla Walla and then to Fort Vancouver. In the fall of 1836 the Whitmans established a mission, Waiilatpu, on the Walla Walla River near the base of the Blue Mountains in what is today southeastern Washington. The Whitmans' mission failed in securing many converts. The Cayuse resisted the insistence on a sedentary life style and attendance of Sabbath services. Tensions and conflicts grew with the Spaldings and others involved in the ABCFM work in the Pacific Northwest.

Whitman hurried overland to the East in 1842 to meet with the mission board and plead for continuation of the efforts. During his return in 1843 he traveled with nearly 900 emigrants, the first to pull their wagons over the trail to the Columbia River. While the Whitmans continued their mission work in the 1840s, tensions grew, especially for the increasing deaths of the Cayuse with the introduction of new diseases by the annual flood of emigrants passing through their homeland. The Cayuse Indians murdered the Whitmans and several others at

Waiilatpu in November, 1847. The mission was abandoned. Whitman's legacy was in his efforts to raise interest in the Pacific Northwest, his failure was to grasp the integrity of Native American life ways and religious practices, and his leadership of the 1843 migration (Jeffrey 2000).

Narcissa Prentiss Whitman (1808-1847) [Traveler of 1836 (west)]

Narcissa Prentiss hungered for a missionary life. Born 1808 in Prattsburgh, New York, she was swept up in the Second Great Awakening revivals of the 1830s. Narcissa was educated at the Female Academy, Troy, New York, and accepted into missionary service in the spring of 1835. The American Board of Commissioners for Foreign Missions required that she be married. In 1836 she married Dr. Marcus Whitman and departed over the Oregon Trail for their mission labors at Waiilatpu on the Walla Walla River in what is now southeastern Washington.

Narcissa recorded her overland journey in a journal and wrote numerous letters about life among the Cayuse Indians. She was a teacher, cook, and care-giver, especially to orphan children of Oregon Trail pioneers as well as to sick emigrants who landed on her doorstep. Narcissa's life at the mission was filled with difficulties and sadness. Her only child, Clarissa, drowned in the nearby river. Many of the emigrants who visited were unchurched, uncouth, foul-mouthed ruffians. Shortly after an outbreak of measles in the fall of 1847 the Cayuse Indians murdered the Whitmans and several others at their station. Narcissa's written words document overland travel and the challenges of mission life on a new frontier (Jeffrey 1991).

Science

Thomas Nuttall (1786-1859) [Traveler of 1834 (west)]

Born in Yorkshire, England, Nuttall worked as an apprentice in the printing business in Liverpool from 1800 to 1807. At night he studied Latin, Greek, and French and developed a lifelong interest in botany, geology, and mineralogy. Eager to pursue these topics he came to the United States in 1808 and studied with and worked as an assistant botanist to Benjamin Smith Barton who was then committed to writing the never-finished third volume of Meriwether Lewis's account of the Lewis & Clark Expedition. With financial backing from Barton, Nuttall began field collections in Delaware, Pennsylvania, New York, the Great Lakes, and in 1811 traveled to Fort Mandan, North Dakota. He returned to Europe from 1811 and then returned to the United States in 1815 to continue his explorations and collections.

Nuttall set the type for his *The Genera of North American Plants* (2 volumes, 1818) and, following his lengthy explorations west of the Mississippi published *A Journal of Travels into the Arkansas Territory* (1821). He then began teaching at Yale and next at Harvard University. In 1834-35 he accompanied Nathaniel Jarvis Wyeth overland via the subsequent route of the Oregon Trail to expand his collecting activity into the Pacific Northwest. On his return, Nuttall published two papers on plants from the region and described new genera in *Flora of North America* (1838, 1840) by John Torrey and Asa Gray.

In 1841 Nuttall inherited his uncle's estate near Liverpool. The will required he live there nine months out of each year. He moved to the property in 1842 and made but one return trip to the United States. Although there is no known diary of Nuttall's travels on the Oregon Trail, he was a major plant collector whose specimens secured during his travels to the Pacific Northwest were new additions to botany and the scientific literature (Stuckey 2000).

John Kirk Townsend (1805-1851) [Traveler of 1834 (west)]

An ornithologist and documentary author of his travels over what became the Oregon Trail, John Kirk Townsend was born in Philadelphia. His interest in birds quickened in the 1830s when he became an avid collector and taxidermist. He gained an invitation to join Nathaniel J. Wyeth's overland expedition of 1834 to Oregon, recommended by the naturalist Thomas Nuttall, who had resigned his post at Harvard to serve as

botanist on the journey. Townsend gained endorsements from the Academy of Natural Sciences and the American Philosophical Society, anticipating that he would secure specimens for their collections.

The Wyeth expedition traveled overland with wagons as far as South Pass, traveled on horseback over the Oregon Trail to the Columbia River, and descended by water to Fort Vancouver. Townsend, a superb marksman, secured numerous birds and mammals. He and Nuttall visited Hawaii in 1834 and then returned to the Pacific Northwest. Townsend shipped over 300 bird skins and 50 mammal skins with Nuttall when the botanist returned by sea. Townsend worked as post surgeon at Fort Vancouver in 1835-36 and continued developing his collections.

Learning of the treasures from the Oregon Country, John J. Audubon rushed to Philadelphia to try to persuade others to use Townsend's specimens for his *Birds of America*. Townsend departed by sea in late 1836, sailing to Hawaii, Tahiti, and Chile. He was dispirited by the news that Audubon had tapped his collections, ill from his travels, and in financial trouble. Townsend was compelled to sell some of his specimens both to Audubon and to collectors in England. In 1837 he published two essays in the *Journal of the Academy of Natural Sciences of Philadelphia* and then published his *Narrative of a Journey Across the Rocky Mountains to the Columbia River and a Visit to the Sandwich Islands* (1839), a work that included his Oregon Trail diary. That same year he published one part of his *Ornithology of North America*, a work not completed because of publication of Audubon's *The Birds of America* (1840-1844). Townsend's mammals were mostly described in Audubon and Bachman's *Viviparous Quadrupeds of North America* (1845-49). In his last years, Townsend worked as curator of collections and, though appointed for an expedition to Africa, died in Washington, D.C., in 1851, probably because of exposure to arsenic used to preserve specimens. Three bird species and numerous mammals carry his name (Mearns and Mearns 2007; Simpson 2000).

John C. Frémont (1813-1890) [Traveler of 1843 (west)]

John C. Frémont's fortunes improved with his marriage in 1841 to Jessie Benton, daughter of Senator Thomas Hart Benton of Missouri. Aware that his new son-in-law was a college graduate and topographical engineer, Benton used his position in the Senate to aid Frémont's exploration and mapping. Thus in 1842 and 1843 Frémont made expeditions over the Oregon Trail first to the foot of the Rockies and then to Fort Vancouver. His descriptive journals, when edited into flowing prose by his wife, Jessie, caught the attention of an eager public. The account, accompanied by seven detailed maps of the route as drafted by skilled cartographer Charles Preuss, was published as *A Report of an Exploration to Oregon and California* (1845). The volume became one of the most popular guidebooks for overland travel.

Frémont was an astute observer. He recorded distances traveled, described the geology and mineralogy, collected botanical specimens, and grasped the geographical concept of the Great Basin, the vast interior area of the American West whose rivers did not connect with the sea, a concept entered into his journal when traveling the trail in eastern Oregon.

Frémont traveled east along the Cascades to the Klamath Basin and, once in California, became a player in the Bear Flag Rebellion. His later career was of mixed accomplishment. His fourth western expedition in 1849 proved disastrous and resulted in the deaths of ten of his party. He was elected one of the first senators from California and in 1856 was the first nominee of the Republican Party for president of the United States. During the Civil War, President Lincoln dismissed him for arrogance in issuing his own Emancipation Proclamation. Following the war Frémont was an unsuccessful mining executive in California, and, in 1873, was convicted for his involvement in a swindle. He served from 1878-81 as territorial governor of Arizona (Herr 2000).

Literature

Peter Skene Ogden (1790-1854) [Traveler of 1820s]

Born in Quebec City to a Loyalist family formerly of New Jersey, Ogden grew up in Montreal, a major depot in the North American fur trade. Initially trained in law, Ogden opted to enter the fur business, working first for the

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American Fur Company and, by 1810, for the North West Company. In the 1810s he was involved in the company's struggle with its competitor, the Hudson's Bay Company. Following the merger of the firms in 1821, Ogden was refused employment because of his partisan activities. However, he went to London, pled his case, and gained appointment in 1823 to Spokane House.

In 1824 Ogden gained command of the Snake Country brigades, six expeditions over the next six years to trap out the vast interior west of the Rocky Mountains to make the area so devoid of fur-bearing animals that the Americans would turn back in disappointment. In the second (1825-26) and fourth (1827-28) brigades, Ogden and his parties explored much of eastern Oregon, including segments of the Oregon Trail. His far-ranging third expedition (1826-27) included examining the Klamath, Rogue, and Umpqua watersheds of northwestern California and southwestern Oregon. Ogden served at several posts and became chief factor at Fort Vancouver in 1846. He died in Oregon City.

Ogden wrote terse but detailed journals and drew manuscript maps of his explorations. His journals were not published until 1950, 1961, 1971, and 1987; though heavily edited, unreliable excerpts of his journals gained publication in 1909-10 in the *Oregon Historical Quarterly*. Ogden wrote the anonymous memoir *Traits of American Indian Life and Character* (1853) (LaLande 2000).

Samuel Parker (1799-1866) [Traveler of 1835 (west)]

Samuel Parker was a missionary employed by the American Board of Commissioners for Foreign Missions. He graduated from Williams College in 1806 and Andover Theological Seminary in 1810. Parker worked as a Presbyterian minister in New York state from 1812-33. Driven by missionary zeal but too old to gain an appointment, he journeyed over the Oregon Trail in 1835 to seek potential mission locations for the A.B.C.F.M. Dr. Marcus Whitman was his travel companion to the foot of the Rocky Mountains. Parker continued on west through the mountains to the Salmon and lower Snake watersheds and then down the Columbia River by boat from Fort Walla Walla. He returned by the river route to Nez Perce country in 1836 and made numerous observations on the geology, flora, fauna, and the tribes. He continued on to Hawaii and returned by sea via Tahiti and Cape Horn to the United States. Parker's account is a pre-emigrant narrative of the Oregon Trail and was published as *Journal of an Exploring Tour Beyond the Rocky Mountains . . .* (1838). He provided limited vocabularies of Nez Perce, Klickitat, Chinook, and Kalapuya of potential use to emigrants and settlers (Parker 1911:134).

Thomas Jefferson Farnham (1804-1848) [Traveler of 1839 (west)]

Hired by Horace Greeley and others to examine the route and resources of the Pacific Northwest, Thomas J. Farnham traveled over the Oregon Trail in 1839. After explorations on the Plains and along the eastern front of the Rocky Mountains, Farnham crossed via South Pass to the Snake watershed and followed the eventual emigrant route westward from Fort Hall to Fort Boise. He traveled via Burnt River to the Powder River where he camped near the "L'Arbor seul," the lone pine on Missouri Flat in sight of the Blue Mountains. He crossed the mountains to the Whitman Mission then visited Fort Walla Walla before following the Native American trail west along the south bank of the Columbia River. Farnham's travel account was published as *Travels in the Great Western Prairies, the Anahuac and Rocky Mountains and in the Oregon Territory* (1843). He also wrote *Travels in the California and Scenes in the Pacific Ocean* (1844), and *Mexico: Its Geography, Its People, and Its Institutions* (1846) (Schramm 2000).

Jesse Applegate (1811-1888) [Emigrant of 1843 (west)]

A farmer, Jesse Applegate was born in Kentucky, but, when he was ten, his parents moved their family to Missouri. In 1827 and 1828 Applegate attended the Rock Spring Seminary in Shiloh, Illinois, and following that he became a teacher and surveyor, helping plat the western part of Missouri. Because of his opposition to slavery and the economic hard times following the Panic of 1837, Applegate and his brothers Lindsay and Charles, with their wives and numerous children, decided to emigrate in 1843 overland to Oregon. The

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emigrants driving herds of cattle elected Applegate to head their "cattle column." The Applegate families initially settled in Polk County but removed in 1849 to Yoncalla in the Umpqua Valley.

In 1844 Applegate was named surveyor-general by the Oregon Provisional legislature, served in that body in 1845, and with others in 1846 helped lay out and open the Southern Emigrant Route or Applegate Trail from Fort Hall through the northern Great Basin to the Willamette Valley. Applegate was elected to serve in the Oregon constitutional convention of 1857 but because of his Whig political leanings did not attend but submitted his own draft of a constitution rejected by the Democrats dominating the meetings. In subsequent years he offered political counsel, published essays in the *State Journal*, and wrote many letters to territorial newspapers. Applegate's "A Day with the Cow Column in 1843," was first published in the *Overland Monthly* (1869) and by the Oregon Pioneer Association in 1876. It was an overview of one, long day on the Oregon Trail and became a widely read account of overland travel. (Applegate 1876; Snively 2000).

Peter Hardeman Burnett (1807-1895) [Emigrant of 1843]

A native of Nashville, Tennessee, Peter Hardeman Burnett became a businessman in Liberty, Missouri. Although self-taught, he studied law and opened practice in 1839 when he had suffered significant financial reverses because of the Panic of 1837. Hoping for a fresh start, in 1843 Burnett obtained permission from his creditors and set out with the emigration of nearly 900 men, women, children, and 3,000 head of livestock for Oregon. Burnett kept a journal of his travels and sent sections of it for publication in serial format in the *New York Herald*.

Burnett settled on the Tualatin Plains, gained a post in the Oregon Provisional Legislature in 1844, and in 1845 became a judge on the Provisional Supreme Court. He was elected to the territorial legislature and in August, 1848, was named by President Polk to the Oregon Supreme Court. By that date, however, he had departed for the gold rush. He soon found employment as attorney and general agent for John Sutter. He was named a judge and in 1849 elected governor of California, inaugurated in 1850. Burnett subsequently practiced law and became a prosperous California banker. He wrote *The Path Which a Protestant Lawyer to the Catholic Church* (1859) and *Recollections and Opinions of an Old Pioneer* (1880) (Lach 2002).

Joel Palmer (1810-1881) [Traveler of 1845 (west), 1846 (east); emigrant 1847 (west)]

An astute observer and forceful writer, Joel Palmer wrote one of the finest and most useful accounts of the Oregon Trail. He was a farmer and two-term member of the Indiana legislature when, in 1845, he left his family to travel to Oregon to assess its prospects. When he reached the Willamette Valley, Palmer examined the countryside, collected statistics on prices, weather, distances to Oregon, and "necessary outfits for emigrants." He also compiled word lists in the Chinook Jargon and Nez Perce languages. Palmer returned east overland in April, 1846, arriving in Indiana in July. He then published his account as *Journal of Travels Over the Rocky Mountains, to the Mouth of the Columbia River; Made During the Years 1845 and 1846* (1847). Palmer emigrated to Oregon in 1847 with his family and founded Dayton, a small town on the Yamhill River. He served as Oregon Superintendent of Indian Affairs, negotiated nine treaties with tribes, set aside reservations, and wrestled with the problems of the Indian wars of 1855-56. When news leaked that he believed the conflicts had been forced onto the Rogue River Indians, a public outcry rose and he was removed from office in February, 1856.

In 1862 Palmer served as Speaker of the House and in 1864 gained election to the state senate. He was defeated in his bid for governor in 1870. The following year Palmer began service as Indian agent on the Coast Reservation. He died at Dayton, Oregon (O'Donnell 1991; Novak 2000).

Riley Root (1795-1870) [Traveler of 1849 (west)]

Riley Root left his home in Galesburg, Knox County, Ill., on April 3, 1848. He visited his eldest daughter in Woodstock, IL., then explored the Mormon town of Nauvoo. He traveled on to St. Joseph and on April 25 joined a wagon train bound for Oregon Territory. During his journey Root kept a daily journal and mileage log.

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Root reached Oregon City on the Willamette River on September 13, 1848. He interviewed Henry H. Spalding and with no criticism recorded his anti-Catholic account of the deaths of Dr. Marcus and Narcissa Whitman in November, 1847. Root also wrote "Advice to Emigrants," "Description of Oregon," "Indians of Oregon," and "Things in Oregon." On April 20, 1849 he departed Oregon City and sailed from the mouth of the Columbia on April 26.

Root visited the mines of the gold rush, sojourning for five months in California, until on October 21, 1849, he departed by ship from San Francisco to Panama. He sailed from Chagres to New Orleans and arrived in Galesburg on January 8, 1850. Root published his journal and narratives as *Journal of Travels from St. Josephs to Oregon with Observations of that Country Together With a Description of California, Its Agricultural Interests and a Full Description of Its Gold Mines* (Galesburg, IL.: Press of the *Gazetteer and Intelligencer*, 1850). In 1860 Root told the census enumerator he had \$3,000 in Real Estate and \$5,000 in Personal Estate. He resided with his unmarried daughter, Clarissa Root, in Galesburg until his death (Bureau of the Census 1860, Knox County, IL.; Root n.d.; Root 1955).

Osborn Cross (1803-1876) [Traveler of 1849 (west)]

Born in Prince George County, Maryland, Osborn Cross graduated in 1825 from West Point. Cross served in the First Infantry, the Fourth Infantry, and transferred back to the First Infantry where he was made a first lieutenant. Cross served at Jefferson Barracks in Baton Rouge, Forts Wood and Pike in Louisiana, and Cantonments Brooke, Clinch, and King in Florida. He was a Forts Snelling, Crawford, and Winnebago between 1831 and 1836. In 1836 he served under Colonel Zachary Taylor, his cousin, in the Seminole Indian War. In the Mexican War he served under General John Wool. In April, 1849, Cross joined the Mounted Riflemen in St. Louis, Missouri, to command the supply train and construct quarters for troops on arrival in Oregon Territory. Following his return to the East, Cross became Chief Quartermaster for the U.S. Army at San Francisco. During the Civil War he held the same position under General George B. McClellan. On retirement in 1866 Cross was named a colonel. He died New York City in 1876 (Settle 1940:18-21).

Cross kept a daily journal from May 20 to October 5, 1850, providing detailed descriptions of the overland route and his passage by water via the Columbia Gorge to the Willamette Valley. On his return to the East, Cross submitted his journal and it was published in 1850 in the Congressional Serial Set as the "Journal of Major Osborne Cross." The account was republished, edited by Raymond Settle, as *The March of the Mounted Riflemen* (1940).

Abigail Scott Duniway (1835-1915) [Emigrant of 1852 (west)]

The Oregon Trail was a writing laboratory for Abigail Scott. At age seventeen she drew the assignment to chronicle the migration in 1852 of her parents, brothers, and sisters overland to Oregon. The journey had its terrible moments with the deaths of her mother and a beloved younger brother. Using the travels as inspiration, Scott, who married Ben Duniway in 1853, transformed the journey into her first novel—*Captain Gray's Company* (1859). The book is the first major work of fiction in the Pacific Northwest to use the Oregon Trail as a thematic element. Duniway, a dedicated suffragist, edited and published the *New Northwest*, a newspaper, and subsequently authored *From the West to the West*, a second work of fiction set on the overland trail. Altogether Duniway wrote twenty-two novels or volumes of poetry (Moynihan 1983; Ward 2008).

C. Aubrey Angelo (1810-1875) [Traveler of 1865 (east and west)]

A travel correspondent, C. Aubrey Angelo traveled from Walla Walla to the mines at Auburn, Oregon, and in western Idaho and returned in 1865. He passed by stage coach over parts of the Oregon Trail used by emigrants. He penned accounts of visits to Umatilla Landing, La Grande, Virtue Mine, Auburn, and the Burnt River region for the *Alta California*. A collection of his travel essays, *Sketches of Travel in Oregon and Idaho*, was published in 1866 and reprinted in 1988 (Angelo 1988).

Context 4: Economic and Commercial Significance

The Oregon Trail attained its primary reputation as an arduous emigrant route, an experience that required planning, fortitude, perseverance, and coping with adversity. It bespoke an epochal passage—the transit of nearly 2,000 miles of wilderness lands almost entirely devoid of Euro-American settlements and culture. With passing years, the route also gained economic significance as an artery of commerce as well as continued passage of people seeking to reach specific destinations. Between 1862 and 1880 travel flowed both west and east over the Oregon Trail in Oregon.

Gold Rush

The discovery of gold and silver in northeastern Oregon and west-central Idaho Territory in 1862 created a major rush of thousands of new settlers into the region. The mines of the Clearwater, Salmon, and Boise areas of Idaho were major attractions and moved rapidly from placer to lode mining operations. In northeastern Oregon, miners found deposits in the Blue Mountains, on the flanks of the Wallows, and on the sagebrush plain east of the Powder River Valley. These discoveries sparked the development of Auburn, Baker City, Granite, Greenhorn, and LaGrande—all adjacent to or suitable for travel on the Oregon Trail. Miners, emigrants, businessmen, freighters, and others used the Oregon Trail to get to these new communities as well as to the mining districts in Idaho (Meinig 1968).

In 1865 C. Aubrey Angelo described the impact of the mining boom on Umatilla Landing, a former camping site for emigrants on the Oregon Trail. He wrote:

This mushroom town, which has suddenly sprung to life, has exceeded the most sanguine expectations of its friends It is a truly wretched place to live in, but as a counterpoise, it is at present the most thriving business locality on the Columbia During the last year twenty-five thousand tons of freight have been landed at Umatilla, all destined for the upper country. Mammoth wagons, light fast freight teams, and myriads of mule trains here take on their loads. Freight is now conveyed to Idaho at six cents per pound, and even at that low figure leaves a handsome profit (Angelo 1988:37).

Trade and Commerce

The spread of stock-raising led to the use of the Oregon Trail by drovers to move horses, cattle, and sheep to mining towns to feed their population as well as west over the Cascade Mountains to the residents of the Willamette Valley and Columbia estuary. In 1881 the *Omaha Daily Republican* estimated that Idaho had 450,000 cattle, 60,000 horses, and 60,000 sheep (Oliphant 1968:108). The old emigrant trail served as a major route for movement of livestock to and from the pastures of the interior of the Pacific Northwest to markets west of the Cascades. Some drovers also took their herds south or southeasterly to the railheads in Nevada and Utah.

Sternwheelers plied the Columbia River between Portland and the Cascades where there was a portage; between the Cascades and The Dalles where there was a portage around Five Mile Rapids and Celilo Falls; and between Celilo and Priest Rapids or Celilo and Lewiston on the Snake River. The steamboat landings along the Columbia at The Dalles, mouth of the Deschutes, mouth of the John Day, and Umatilla Landing connected by local wagon roads to the Oregon Trail to the south (Mills 1947).

Toll Roads

The Oregon Trail inspired the development of toll roads. Earliest among these was the Barlow Road franchised in 1846 by the Oregon Provisional legislature. Although rugged and difficult to travel the Barlow Road persisted into the early twentieth century as an important corridor for movement of livestock from the ranges of central and eastern Oregon to the markets in the Willamette Valley. Investors also developed two toll roads across the Blue Mountains to try to improve travel conditions, especially for freight wagons and stage coaches.

Barlow Road

Blazed in 1845 and opened in 1846, the Barlow Road was a privately-owned trace across the Cascade Mountains south of Mount Hood. Although it had no authority, the provisional legislature of Oregon granted a franchise to Samuel K. Barlow and other investors to open and operate this toll route. The Barlow Road crossed the public domain and, after 1892, the Cascade Forest Reserve, but remained in private ownership until 1919 when Henry Wemme deeded it to the State of Oregon. Today Highway 26 follows the western portion of the Barlow Road and crosses its old traces at several locations between Government Camp and the Sandy River.

Thomas and Ruckel Stage Road

The Thomas and Ruckel Stage Road opened between 1863 and 1865 to provide a better winter route over the Blue Mountains from Walla Walla to the Grand Ronde Valley and the mines of eastern Oregon and west-central Idaho. The goal was to replace the Oregon Trail and the Lincton Mountain Road which often closed with heavy snowfalls. The Thomas and Ruckel Road crossed Wildhorse Creek about five miles upstream from Athena and followed the ridges between Wildhorse and the Umatilla River, descended Ryan Grade to the Umatilla, and then followed that river to Bingham Springs (Adams, Oregon). From the hot springs the route followed the South Fork of the Umatilla to Thomas Creek, crossed the Blue Mountains at what became Ruckel Ranger Station, and descended to Summerville in the Grand Ronde Valley. This road lay east of the Oregon Trail but intersected it at places atop the Blues near Meacham, Oregon.

Initially a man named Greathouse operated a stage from Wallula, Washington, to Boise, Idaho, via this route. John Hailey (1835-1921) became the next owner. Some of the freight over this stage road came through the dock and warehouse at Umatilla Landing. Hailey earned good income from his investment and sold out in 1870. Washouts of numerous bridges on the Umatilla were a regular problem, especially when most washed away in 1882. Construction of the Oregon Short Line Railroad proved too stiff competition for the stage road to continue as a toll operation. It was abandoned in the later 1880s (Anonymous 1962).

Meacham Road

About 1862 John Harvey Meacham and Alfred B. Meacham established the Mountain House, a stage stop in the Blue Mountains near Lee's Encampment. Advocates of temperance, the Meachams served meals but no alcoholic beverages. They provided lodging, feed for livestock, and modest blacksmith services to travelers on the Oregon Trail. The Meachams blazed the Meacham Road on the public domain in the early 1860s to create an alternative route to the Oregon Trail. Alfred Meacham left the business in 1869 when he was named Oregon Superintendent of Indian Affairs. Harvey Meacham died in 1872 when hit by a falling tree (Corning 1956:163). The post office "Encampment" opened in 1862 and changed its name to Meacham in 1890 (Landis 1969:48).

Agriculture and Livestock

Transcascadia offered many attractions to growers of livestock. Although arid, the region had extensive pastures of Blue Bunch Wheatgrass, a natural, nutritious feed for cattle, horses, and sheep. The intermontane region boomed with the mining rushes of the 1860s. Livestock investors first invade the fertile, well-watered valleys of the Umatilla, Tucannon, Walla Walla, Grand Ronde, and Powder. Eventually they also tapped summer pasture at higher elevations in the Blue and Wallowa Mountains. The herds moved east to the mining districts in Idaho and west via the old Oregon Trail to the Barlow Road or shipment by steamboat and scow via the Columbia River to the markets west of the Cascades. By 1868 settlement had also spread into the John Day and Deschutes watersheds (Oliphant 1968:39-88).

Railroads

In 1855 Joseph S. Ruckel selected lands at the mouth of Ruckel Creek at the Middle Cascades in the Columbia Gorge where he built an incline tramway and a warehouse. Working in conjunction with J. O. Van Bergen and Captain McFarland, he developed the Oregon Transportation Line with connections by river, land (portage), and river between The Dalles and Portland. In 1858 he joined Harrison Olmstead to build the Oregon Portage Railroad along the Oregon Shore, first served by a locomotive in 1862 (Gill 1924:180-184, 200).

In 1850 Daniel and Putnam Bradford settled on the north bank of the Columbia at the Cascades. In 1855-56 they constructed a mule-drawn flatcar on rails with roadbed and trestles to haul passengers and freight over the portage from the Upper to the Lower Cascades. In 1860 Bradford & Company and the Ruckel interests came to terms with each other to create a monopoly that passed to the Oregon Steam Navigation Company. They eventually purchased steam locomotives to facilitate this portage. These operations provided the portage on the Washington shore (Lockley 1928[1]:184; Bancroft 1888[2]:312, 480).

In 1862 the Oregon Steam Navigation Company converted The Dalles-Celilo portage wagon road into a railroad. The company laid nearly twenty miles of tracks and placed a locomotive and rolling stock in service to haul freight and passengers from Celilo to The Dalles. This route was north of the Oregon Trail. None of the emigrant diaries mention using the railroad, though it played a highly significant role in the eastward migration of miners and supplies with the mining boom in the interior of the Pacific Northwest in the 1860s and the 1870s (Robertson 1995:121).

The development of steam-powered transportation—steamboats and the railroad—significantly accelerated the movement of people, freight, and livestock across the Columbia Plateau and into northeastern Oregon and western Idaho. Steamboats plied the Columbia from Celilo Falls to Umatilla Landing starting with the voyage of the *General Wright* in October, 1858. In 1874 rail service commenced between Wallula on the Columbia River and Walla Walla, replacing the rudimentary “Rawhide Railroad” of 1873-73. In 1881 the Oregon Railway & Navigation Company completed a line from The Dalles to Umatilla Landing. In 1882 the OR & N purchased the Meacham Road right-of-way from the Meacham family to secure an alternative route to the Oregon Trail over the Blue Mountains. The Oregon Short Line extended tracks west from Pocatello, Idaho, to Huntington, Oregon, in 1884, while the OR & N built east over the Blue Mountains (Meinig 1968:177, 242, 257; Robertson 1995:117).

Construction of the railroad essentially along the route of the Oregon Trail through Oregon by the early 1880s largely ended use of the old emigrant route by travelers. Freighters, stock drovers, and local residents, however, used portions of the Oregon Trail for many more years. In the 1920s its ruts were bisected in numerous places by construction of Oregon’s twentieth century highways.

F. Associated Property Types

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Introduction

The following presentation of associated property types assists with the identification and evaluation of properties with a significant association with the Oregon Trail in the state of Oregon. Demonstrating a property's association with the Oregon Trail is not, in and of itself, enough to establish eligibility for listing in the National Register – a property must demonstrate historical significance related to the Oregon Trail and possess integrity. Important factors in determining significance is establishing a prominent association to one or more of the historic contexts within the period of significance through a comparative analysis of other similar properties (i.e. similar in property type, function, age, and/or associated context).

Below, there are 14 different property types identified that were developed through an understanding of the above Historic Contexts in Section E. For each associated property type this MPD presents a description, character-defining features, potential research questions, significance statements for applicable National Register Criteria, and specific registration requirements.

Most properties nominated under this MPD will be located on or adjacent to a contributing trail/wagon road segment. However, some property types may be listed individually, independent of any trail segment if they meet the specific registration requirements for that resource type.

Criteria

All properties nominated through this MPD will be eligible under Criterion A. In addition to Criterion A, properties may also be eligible under Criterion D. Current research and the established context of this MPD throughout Section E does not suggest eligible properties under Criterion B or Criterion C due to the transitory nature of travel, meaning individuals did not often stay in one area long enough or build permanent buildings or structures to establish significance as required for the National Register. It is recommended to update this Criterion discussion of the MPD if properties eligible under Criterion B or C are identified in the future.

Criterion A

All segments of the Oregon Trail and related properties nominated through this MPD must demonstrate significance under Criterion A for their significant association with the settlement of the Oregon Country and the establishment of a trade and travel network to the rest of the United States. Properties eligible under Criterion A must relate to one or more of the historic contexts established in Section E.

Criterion D

Segments of the Oregon Trail and related properties may also be eligible under Criterion D, if they have yielded or have the potential to yield important information. That information must be evaluated within an appropriate historic context defined in Section E and it must be clear how that information effects the historic context, either by confirming, refuting, or supplementing in an important way, existing information. To demonstrate the connection between the historic context and the significance of the specific property, research questions must be used that are derived from the Historic Context. These research questions will inform an appropriate Area of Significance, Level of Significance, and Period of Significance for a property.

Properties associated with the Oregon Trail benefit from a vast amount of historical records that speak in detail to the history of the Trail. However, archaeological and ground-truthed information could bolster and correct this information. The historical record taken together with dateable artifacts and features will allow researchers to place individual cultural properties in time, including approximately when they were established and when they were abandoned. Keep in mind, Criterion D should not be the only Criteria to assess the eligibility of archaeological properties. A property identified through archaeology will be eligible under Criteria A as well.

Additional research, discussion and examination of the Oregon Trail will broaden and tell a more complete story. For a property to be eligible under Criterion D the following must be true.

1. Properties must be associated with the period of significance and the areas of significance specified by this MPD.
2. Archaeological properties that are eligible under this MPD should possess some degree of integrity, though not all seven aspects of integrity need be present, to convey its importance and association with the Oregon Trail.

The following common set of research questions may lead to additional or unknown information regarding the Oregon Trail. The hope is that through answers to these or similar research questions a significant association with the Oregon Trail will be understood with a property that will, in turn, inform and guide the researcher to the appropriate context discussed in Section E to establish significance. These research questions are primarily constructed in support of Criterion D, generally, and they should not be taken as a comprehensive list of all potential research questions; rather, they should be considered as additional research questions are developed and help determine the significant association of the resource to information regarding the Oregon Trail. Additional property type specific research questions are provided in the significance section for each property type.

General Research Questions

1. Are there significant differences between lifeways of people based on geographic locations (i.e., those that decided to stop and settled in eastern Oregon versus those that made it further west)? Was settlement location based on state of origin or ethnic background that can be recognized through the archaeological record?
2. Are there geographic features along sections of the trail that can be recognized and linked to historic records that predate the current recognized use of the trail?
3. Oregon Trail narratives tend to focus on the role of men in tending wagons or defending their families. What information can be gleaned concerning the role of women and/or children that travelled along the Oregon Trail?"

4. In what ways was the experience different for African Americans, Irish or other ethnicities that travelled along the trail? Can we learn more about segregation or other experiences for different ethnic groups that used the trail?
5. The degree and type of interaction between the emigrants on the Oregon Trail and the Native population, whose land they passed through, varied greatly. What can we learn regarding the type of interaction (e.g., trade, hostilities) that occurred between these peoples over time?
6. What can we learn from the interaction between the emigrants on the Oregon Trail and non-native settlers, such as retired fur trappers from the north, who settled just before the Oregon Trail?
7. Can the ethnic affiliation of a group be identified based on material culture represented in a site?
8. How does the ethnic or linguistic group identified by archaeological or other evidence relate to the history of Native Americans in the area?
9. How did historical contacts between Native Americans and emigrants contribute to the development of the multiethnic communities that characterize Oregon today?
10. How does this site relate to the historical development of contemporary Native American tribes and what can it tell us about demographic, economic, technological, and sociopolitical developments?
11. What sort of entertainment was available along the trail? Games? Music? Can the archaeological record inform us regarding such activities?
12. Were there new types of technology or other innovations developed along the trail?
13. What variations in use can be found across space and time (e.g., size of campsites or size of travelling parties; use of horses vs oxen to pull wagons; trail preference; degree and type of contact with Native populations that were encountered)
14. What was the nature and extent of plant and animal use along the trail and how did it vary through space and time?
15. How might studies of the Oregon Trail archaeological sites contribute to methodological advances in dating, faunal analysis, and in understating site formation processes?
16. Is there archaeological evidence for wealth or status differences within or between the various travelling parties?
17. What was the nature of the environment in the site vicinity at the time it was occupied and how did it change over space and time?
18. Did site inhabitants use local resources? Did the use of local resources throughout the emigrant's use of the trail affect the natural environment? Were portions of the natural environment permanently after the lengthy period of travel? Are there extinct natural resources due to over use, grazing, or harvesting by emigrants?
19. In what ways did the introduction of new plant and animal species by the emigrant's alter the environment and landscape?
20. What was the contribution of terrestrial or riverine resources to the group's subsistence economy? In what ways could further research and study of historic accounts and the archaeological record inform our understanding of terrestrial and riverine resources?

Criteria Considerations

Several categories of properties are considered generally ineligible for listing in the National Register under ordinary circumstances. However, through several criteria considerations (A through G) certain circumstances may merit these properties eligibility for listing.² While any of these criteria considerations may pertain to a potential eligible property, those most likely to be of relevance to properties nominated through this MPD

² For more detailed guidance on the application of Criteria Considerations, see National Register Bulletin #15, *How to Apply the National Register Criteria for Evaluation*, pp. 25-43.

include those concerning religious properties (A), moved buildings (B), birthplaces or graves (C), and cemeteries (D).

Level of Significance

In determining the applicable level of significance, it is important to evaluate the properties significance in relationship to other properties and property types within a common historic context, period, and geographical area. Additionally, a property may be found to be significant at one or more different levels of significance. Nationally-significant properties associated with the Oregon Trail are reflective of the initial settlement of the Oregon Country, and often will capture the earlier years of the MPD's period of significance. Properties associated with the Oregon Trail eligible for the state and/or local levels of significance are, generally, those properties significant after initial settlement and reflective of regional/local trade and travel. As an example, stage houses are a property type from later in the period of use of the Oregon Trail as stage houses developed in direct response to the growing number of travelers. As they were not present in the early years, their significance is more likely derived at the state or local levels.

Area of Significance

All properties nominated through this MPD will have significance in either the area of Settlement/Exploration or Transportation. The significance of the property may rely solely on association with either one of these areas of significance or the property may draw significance through one or more additional areas. For each property type described below, the significance section discusses other appropriate areas of significance.

Integrity

Historic properties eligible under this MPD must possess sufficient integrity to convey their historic associations. This requirement ensures that the physical character of the property is directly connected with the association to the history and significance of the Oregon Trail. The National Register establishes seven aspects of integrity: location, design, setting, materials, workmanship, feeling, and association. While the physical features of an eligible property need not retain all seven aspects of integrity, it must at least retain those aspects that convey its historic significance and identity. Those physical features are those that define both why a property is significant (Applicable Criteria and Areas of Significance) and when it was significant (Period of Significance).

Assessing a property's integrity requires clearly articulating the property's character-defining features. Character, in this sense, refers to all the visual aspects and physical features that comprise the appearance of the historic property. These features can include the overall shape or size, materials, craftsmanship, decorative details, or even aspects of its site and environment.³

While every aspect of integrity should be assessed for each property, for all non-archaeological properties nominated through this MPD, integrity of *location*, *setting*, *feeling*, and *association* are key aspects.

An archaeological sites integrity must be informed by appropriate research questions and historical contexts, and as such, integrity of *location*, *materials*, and *association*, are key aspects, though every aspect should be assessed. Location, materials, and association, especially as they relate to deposition, disturbance, and the ability to distinguish artifacts associated with one or more historical contexts identified in Section E, are critical for evaluating an archaeological sites integrity under Criterion D. This is because these physical aspects provide the ability to recapture the sense of historic events by revealing the preferences of those who existed there with the evidence that they left behind.

³ Technical Preservation Services, Preservation Brief 17, "Architectural Character – Identifying the Visual Aspects of Historic Buildings as an Aid to Preserving their Character," <https://www.nps.gov/tps/how-to-preserve/briefs/17-architectural-character.htm>

Boundaries

Boundaries of eligible properties should be drawn to include the entirety of eligible property(ies), identified by the extent of visible above-ground properties and evidence of below-ground archaeological deposits. Boundaries should be defined by distribution of historic properties and natural and cultural features, and secondarily by historic and current legal boundaries, as defined in the National Register Bulletin titled "Defining Boundaries for National Register Properties." Areas undefined by natural and cultural features or historic or current legal boundaries should include an area that encompasses the full extent of the property(ies) and a reasonable area encompassing the immediate setting. Properties slightly distant from the Oregon Trail or those visually or physically separated from or along a trail section may be included as a contributing element within a discontinuous historic district or listed individually as long as they retain integrity. An example of a discontinuous area would be properties that share a visual association or those that once possessed a direct physical connection but are now disconnected due to subsequent alterations or changes in the landscape, such as a major highway.

Viewsheds vs. Viewpoints

While viewsheds and regional geographic features (mountains, valley's, rivers, etc.) noted in historic travel journals contribute to the setting, feeling, and association of contributing properties, viewsheds are physically large properties and as such are not eligible for listing under this MPD in and of themselves. Instead of nominating viewsheds, a viewpoint overlooking the viewshed, and the viewpoint's direct or physical connection with a trail segment, should be considered as a character-defining feature of the eligible associated property and the viewpoint should convey the significant association of the viewshed. Boundaries, then, should not capture the full extent of a viewshed and instead should include a viewpoint adjacent to an eligible trail segment that provides a view of the visible physical feature. For example, if emigrant diaries noted a viewshed of a pastoral landscape upon reaching a summit, then the boundary should capture a viewpoint of the pastoral landscape from that summit and not include the pastoral landscape within the nomination boundary.

In determining a viewpoint's integrity, one must establish what degree the view from the viewpoint conveys its historic character, what original fabric as described in the historic record remains, and whether the changes in the landscape since the period of significance are irrevocable. Ultimately, the viewpoint should convey the historic character and a sense of time and place as described in the historic record that is reflective of the period of significance. While a viewshed is not eligible for listing under this MPD, the integrity of that viewshed, as related to the contributing viewpoint, must retain sufficient integrity for the viewpoint to be a contributing feature to an eligible trail segment. To that end, the impact of major modern intrusions, such as highways, parking lots, buildings, etc., should be evaluated and it should be determined that modern intrusions do not detract or violate the setting or feeling of the view. Additionally, since vegetation is not stable and is always changing, the absence of original vegetation may not diminish a view's integrity if the same or similar species of appropriate size exist and support or reinforce the original setting and feeling of the viewpoint. For example, if emigrant diaries noted a particular viewpoint from the top of a hill for its pastoral views and today, that same view features industrial buildings, then that view no longer retains integrity as the industrial setting replaced all character of the described pastoral setting.⁴

The "Lands and Land Forms" property type will be the property type most often associated with the listing of viewpoints and that property type's section captures and defines what makes a viewpoint significant as related to the Oregon Trail. Other property types may have associated viewpoints that contribute as character-defining features, and if they do, it is recommended to refer to the "Lands and Land Forms" section for guidance on identifying significance and integrity of the viewpoint.

⁴ See National Register Bulletin 18, "How to Evaluate and Nominate Designed Historic Landscapes" for additional guidance.

General Registration Requirements

Properties listed using this MPD must meet the following general registration requirements:

1. Eligible properties must be within the political boundaries of the State of Oregon
2. Eligible properties must have existed between 1840 and 1880, the period of significance described in this document. Eligible properties may have a period of significance that includes only a portion of the period described in this document or be associated with additional contexts not related to the Oregon Trail.
3. Eligible properties must be identified in the primary historic literature of the Oregon Trail or the history of events and communities that developed in association with the Trail.
4. Eligible properties must retain sufficient historic integrity to convey the property's significance. The seven aspects of integrity must be applied to each property to assess its historic integrity. For all non-archaeological properties, integrity of *location*, *setting*, *feeling*, and *association* are important considerations. For archaeological properties, integrity of *location*, *materials*, and *association* are important considerations. This said, for both non-archaeological and archaeological properties, diminution of these aspects of integrity does not preclude listing under this MPD.

In addition to meeting these general registration requirements, properties must meet property type-specific registration criteria set forth under the discussion of the individual property types.

The properties identified below in this document do not represent an exhaustive list of potentially eligible properties, and not all those noted below will be eligible for listing under this MPD. Primary sources of emigrant's experiences identified the following property types and consequently, there are some property types below that do not have known extant properties as of the date of this MPD. These are included in case any are discovered in the future and the primary source literature must be used to support these findings and to demonstrate significance. Although each property type identified below is historically significant to the emigrant experience on the Oregon Trail, the properties identified below may only be listed under this document if they meet the general registration Criteria and the appropriate property-type specific registration requirements.

F.1 Name of Property Type: Trail/Wagon Road Segments

1a. Description

Trail and Wagon Road segments are distinct areas of the trail defined by specific terrain. Segments include West of the Snake River; Blue Mountains; Columbia Plateau; Cascade Mountains; Columbia Gorge, and may be divided into smaller individually-eligible trail segments for listing. Segments are bounded by areas where trail preservation and integrity is poor, due to erosion or development. Most of the Oregon Trail was created by only the passage of wagons, livestock, and pedestrians that removed vegetation as they passed creating a road or track.

A road segment usually consists of linear swales, depressions, or physical traces on the landscape. Trail segments may occur as single pathways, which may be narrow or relatively wide, as a closely spaced parallel roadway, or as multiple and braided paths. Parallels and multiple paths were sometimes the result of wagons moving abreast across the landscape, usually to avoid the dust clouds produced by the passing of wagon trains and caravans. In certain cases, travelers created multiple paths because of erosion that could cause the temporary or permanent disuse of an adjacent parallel pathway. Swales often capture runoff water, promoting the growth of brush and grasses, seen as a linear path of vegetation. Trail segments may also be raised where vegetation stabilizes the roadway and the adjacent surrounding soils are eroded away. In arid locations, the trail is defined by an un-vegetated area where plants have been unable to reestablish themselves after the abandonment of the road. Trail segments are also defined by a light scatter of artifacts within and along the edge of the road. These linear features are usually well-defined in aerial imagery and visible on the ground. Ill-defined pathways may only be visible from the air. In some areas, paved and graveled roads and highways now follow the established route of the Oregon Trail, having developed from the continuous use.

Segments of the Oregon Trail Listed in the National Register of Historic Places

Oregon Trail Historic District (Lytle Pass Area) [Sections 10, 14, 23, 24, 25, T19S, R45E, W.M., Malheur County.]

Listed in the National Register of Historic Places October 23, 1975, NRIS No. 75001589.

Oregon Trail, Wells Springs Segment [400-foot strip of land, 200 feet on either side of the trail, starting at eastern boundary of Section 13, T2N, R25E, W.M., and continuing for 7.08 miles to the western boundary of Section 19, T2N, R25E, W.M., U.S. Navy Weapons Testing Range, Boardman, Morrow County.]

Listed in the National Register September 13, 1978, NRIS No. 78002305.

Oregon Trail, Barlow Road, part of the Barlow Road Historic District [Mile 1778.0, 19.5 miles east of Biggs, OR., Sherman County. NE1/4 of SE1/4, Section 8, T1N, R19E, W.M.]

Listed in the National Register February 24, 1992, NRIS No. 92000334.

In 1867 Thompson and Pengra mounted the subdivisions of Township 1 North, Range 19 East, W.M. They noted the bifurcation of a "Toll Road" and the "Emigrant Road" in the SE 1/4 of Section 8. The road junction lay approximate 2.25 miles west of the ford of the John Day River (Thompson and Pengra 1867a). Aubrey Haines wrote: "The 1864 freighters' route began 3.1 miles west of the McDonald Ford crossing of the John Day River. This cutoff was made possible by the construction of Sherar's Bridge over the Deschutes River, near the mouth of Buck Hollow." Sherar's Bridge opened as a footbridge in 1860 and was constructed for wagon use by 1864 (Haines 1981:377-378).

Esther Belle McMillan Hanna:

“The road forks near this one [west of John Day River]. One takes to The Dalles, the other is a cut-off leading to the Cascade Mountains” (Allen 1946:100).

Oregon Trail Barlow Road, part of the Barlow Road Historic District [An irregular corridor east-west typically 1,200 feet in width to include visible traces of the Barlow Road, encompassing approximately 6,194 acres for a distance of 30 miles from Gate Creek, SE $\frac{1}{4}$ of SE $\frac{1}{4}$, Section 35, T4S, R11E, W.M. west to Barlow Toll Gate (Western), SE $\frac{1}{4}$ of SE $\frac{1}{4}$, Section 11, T3S, R7E, W.M.]

This property listed in the National Register on February 24, 1992 as part of the Barlow Road Historic District, NRIS No. 92000334.

Oregon Trail South Alternate of Barlow Road Segment at Wildwood Recreation Site [Ca. Mile 1894, undefined strip of land .2 of a mile long, SE $\frac{1}{4}$ of NE $\frac{1}{4}$, Section 31, T2S, R7E, W.M., BLM Wildwood Recreation Area, Wemme, Clackamas County.]

This property listed in the National Register on November 20, 1974, NRIS No. 74001679.

Feasibility Study Segments of the Oregon Trail

The National Park Service identified the following Oregon Trail segments as part of their feasibility studies for the National Historic Trails program. For more information on the NPS feasibility study, please see Section H of this document.

Meek Cut-Off [Starting at Mile 1527.0, Southeast boundary of Vale, OR., Malheur County. NE $\frac{1}{4}$ of NW $\frac{1}{4}$, Section 29, T18S, R45E, W.M., and rejoining at Mile 1819, The Dalles, Wasco County.]

In 1845 an estimated 1,000 emigrants decided to turn west at the crossing of the Malheur River to follow the untested and ultimately infamous Meek Cut-Off. Enticed to hire Stephen H. L. Meek, the emigrants embarked on a harrowing journey where there was no trace. W. A. Goulder later recalled: “At Fort Boise, Meek told us that we could avoid all the trouble and danger by taking a route over which he could guide us from Fort Boise to The Dalles of the Columbia. With the assistance of [Nathan] Olney, Meek made a rude map of the country, showing a route up the Malheur River and across low intervening ridges to the Des Chutes, and thence to the Dalles.” Meek explained that his route would avoid the Cayuse and Walla Walla Indians and potential hostilities (Clark and Tiller 1967; Goulder 1909:124-25).

The decision to follow Meek caused some soul-searching, for it sometimes meant the break-up of traveling groups and even families. Ellen Garrison Carlin wrote: “on the Malheur river we stopped for several days here we come to Meeks cutoff the company did a great deal of parlying as to whether we could go this cutoff we were here [two] days, before the decision was made some had concluded to go the cutoff but some could not decide” (Clark and Tiller 1967:41).

The Meek Cut-Off took emigrants and the livestock into an arid landscape. The rough terrain, lack of water, and shortage of supplies cost an estimated fifty lives. The route significantly delayed the emigrants who did not reach The Dalles until November. Many thus faced the adversities of travel through the Columbia Gorge by water with the onset of winter and arrival in the Willamette Valley in December (Tiller and Clark 1967:140-143).

Free Emigrant Route [Starting at Mile 1527.0, Southeast boundary of Vale, OR., Malheur County, NE ¼ of NW ¼, Section 29, T18S, R45E, W.M. and continuing west across Malheur, Harney, Lake, Deschutes, and Lane counties to the Willamette Valley via the Middle Fork of the Willamette River]

In 1853 Elijah Elliott, a Kentuckian, persuaded a number of emigrants in his wagon train to turn west at the Malheur River to follow the trace of the wagons and livestock on the Meek Cut-Off of 1845. The goal of these emigrants was to find a newly surveyed and partially cleared right-of-way opened in 1852 and 1853 by residents of the upper Willamette Valley. The new route via Harney Basin, Crooked River Valley and the upper Deschutes region crossed the Cascades to the Middle Fork of the Willamette River. It held the promise of avoiding the Columbia Plateau and both passage through the Columbia Gorge or over the Barlow Road (Menefee and Tiller 1976[77]:308-335).

The Free Emigrant Route attracted travelers in both 1853 and 1854. On August 27, 1853, Harvey Hines reached the Malheur River and wrote: "We found here a large number of wagons whose owners had stopped at the representations of some gentlemen, residing in the upper end of the Willamette Valley, that there was a much better and shorter way into the valley by keeping up the Malheur, and over the Cascade mountains We listened to their speeches, but while many were convinced and decided to try the new way, we did not believe that the better way had remained undiscovered until now, and so decided to keep the 'old paths'" (Hines 1885:2).

Despite valiant efforts of both road promoters and route users, the Free Emigrant Route was problematic. The rigors of the arid high desert and the arduous crossing of the Cascade Mountains convinced most that they had made a mistake to select the route. Emigrant use largely ended in 1854.

Whitman Mission Route [Exact location yet to be determined]

The National Park Service and OCTA have identified the following feasibility study: "The Whitman Mission route leaves the Oregon Trail eight miles east of Pendleton, OR., and crosses the Umatilla River midway between the present-day Cayuse and Mission, Ore. From there it heads north across Wildhorse Creek and up Sand Hollow, passing a mile and half west of the town of Adams. South of Warm Springs Canyon the route turns northeast and then southeast along Swartz Creek before crossing the Walla Walla Valley and swinging north into Washington State. The route crosses the Walla Walla River at present-day Mojonier, about two miles southwest of Cottage [College] Place, and turns northwest to the Whitman Mission National Historic Site west of Walla Walla."

The feasibility study further includes: "The route continues beyond the mission, crossing Cold Creek and following the north bank of the Walla Walla River west. It passes north of Touchet, Wash., and crosses back to the south side of the river at Reese, at the mouth of Ninemile Canyon. The route ends at the site of historic Fort Walla Walla, which today is submerged by Lake Wallula."

The feasibility study does not include the route to the Whitman Mission from the Grande Ronde Valley. Between 1842 and 1847 some Oregon Trail emigrants headed slightly northwest from the foot of Ladd Canyon across the Grand Ronde Valley. Their route lay east of the thousands of acres of swamps along the valley's west side to the vicinity of the present communities of Imbler and Elgin. They then ascended the eastern slope of the Blue Mountains and descended to the Columbia Plateau, a route today known as State Highway 204. They passed through the present location of Milton-Freewater and on to the Whitman Mission. Destruction of the mission in November, 1847, and the subsequent Cayuse Indian War brought an end to this route, there

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being little reason to use it unless emigrants wanted to abandon their wagons at Fort Walla Walla west of the former mission site and travel by water down the Columbia River (Evans 1990: Map 2).

Both prior to 1847 and subsequently emigrants crossed the western margin of the Grand Ronde Valley to the site of present La Grande and then turned due west to ascend the foothills of the Blue Mountains where they followed the ridges to a point where they descended to Hilgard at the crossing of the Grand Ronde River in its canyon about four miles upstream from where it enters the Grand Ronde Valley.

The division of wagon roads in the east half of Section 2 at the foot of Ladd Canyon where the Oregon Trail entered the Grand Ronde Valley was documented in W. B. Barr's plat of survey of Township 4 South, Range 38 East, W.M. None of the routes on the plat carried a name (Barr 1881).

Medorem Crawford, September 11-12, 1842, took the route across the Grand Ronde Valley and over the Blue Mountains to the Whitman Mission. Route to Whitman Mission and Fort Walla Walla [Mile 1634L1/4, 6 ½ miles southeast of La Grande, OR., Union County, E ½, Section 2, T4S, R38E, W.M.]

"Sunday started at 7 ½ o'clock with our Indians for Guide. They took us in northern direction [across the Grand Ronde Valley] & put us on the companies trail about 10 o'clock we came to the Creek . . . 12 Sept. Monday. Came to trees, at first quite thin & without underbrush having fine grass but as we arose we came to a densely timbered country, mostly pine & fir. The most beautiful tall straight trees. Our traveling through the timber was quite difficult as was the path wound back and forth and many logs lay across it" (Crawford 1897:20).

The feasibility study route between the Umatilla River east of Pendleton and the Whitman Mission was used between 1843 and 1847 by emigrants needing supplies, medical care, or deciding to winter-over at the Whitman Mission. Emigrants turned northeast at the western base of the mountains to take this route to the Walla Walla River. Others, who had crossed the Blue Mountains by crossing the Grand Ronde Valley descended to the Walla Walla watershed, visited the mission, and followed this route west to rejoin the Oregon Trail.

James Nesmith, October 5, 1843:

"Delayed some time in camp this morning [on Umatilla River] . . . Started about noon the trail for Dr. [Marcus] Whitman's. Traveled eight miles and encamped for the night" (Nesmith 1906:354).

Edward Evans Parrish, October 20, 1844:

"This company is going to separate this morning. The families who go on to The Dalles are: Hoover, Welch, and Nelson. Parrish, Cave and Hawley are going to Dr. Whitman's to winter and try it again in the spring. We are twenty miles down the [Umatilla] river and have to go back again to the forks of the road twenty miles up the river. This I hate. If the packers who went after flour had returned and met us at the forks of the road it would have saved us forty miles travel" (Parrish 1888:114).

Joel Palmer, September 17, 1845:

"At eight o'clock this morning, the men who had left us at Grand Round for Dr. Whitman's station, rejoined us, accompanied by the doctor and his lady [Narcissa

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Whitman]. They came in a two horse wagon, bringing with them a plentiful supply of flour, meal and potatoes . . ." (Palmer 1847:58).

Loren B. Hastings, October 8, 1847:

"Many Cayuse Indians and squaws came to us with potatoes, peas, corn, etc., to swap for clothing. At night Doctor [Marcus] Whitman (the missionary who has a station about 35 miles from here) came to our camp and remained with us all night" (Hastings 1926:23).

This route fell into disuse following the Whitman Incident in 1847, but commencing in the fall of 1853 some emigrants traveled north from the base of the Blue Mountains in the upper Umatilla watershed to southeastern Washington Territory. They followed the old wagon trace from the Whitman Mission to the Walla Walla River where they descended its banks west to old fort Walla Walla, ferried across the Columbia River, traveled up the west bank of the Columbia, crossed the Yakima, and ascended it to the Naches River. The route then followed the river to cross Naches Pass north of Mount Rainer where it descended the western slopes to Puget Sound.

Road to Umatilla Landing [Mile ca. 1706, SE 1/4 and also SW 1/4, Section 35, and SE 1/4, Section 33, T3N, R30E, W.M., ca. 6 miles east of Echo, Umatilla County, Oregon.]

This MPD suggests that another feasibility study could examine that segment of the Oregon Trail that mostly followed the east bank of the Umatilla River to the Columbia River. This was the primary route of the Oregon Trail until 1847 when Dr. Whitman opened a cut-off due west from present Echo, OR., across the Columbia Plateau. This route is identified on some of the cadastral survey plats of the 1860s as the "Road to Umatilla Landing" (Davenport 1861a). The branching of the "Emigrant Road" in Sections 33 and 35 was documented in the survey plat (Campbell 1869a). The route continued north to the Columbia and along its south bank to the mouth of the Deschutes River. This portion of the Oregon Trail on the south bank of the river is referred to as the Upper Columbia River Route.

John Howell, September 21, 1845:

"Started at sun-rise [on Umatilla River] Camp on the Columbia. Good grass some wood. The Columbia river at this place is about 50 miles below Walla Walla is about one mile wide gentle current. The banks are about 20 feet high Narrow bottoms. But a sand plain extends back from the river 15 or 20 miles and rises tolerably gradual the whole distance . . ." (Howell 1907:151-152).

Andrew Jackson Poe, August 22, 1847:

"Moved 13 Miles Camp on
the Columbia River Poor
Sandy Country No timber
Bought wood of the indians
From the umatilla River
to the Columbia Bad Sand
(Poe 1847)

Osborne Cross, having followed the Umatilla River downstream, September 11, 1849:

"The day's ride had brought me to the banks of the Columbia river, after four months and eleven days since leaving Washington city (Cross 1850:98).

Segments of the Oregon Trail Studied in Preparation of this Document

Below are several trail segments studied in preparation of this document. While this is not an exhaustive list of all trail segments, the following segments were selected based on the condition of the trail, length of the segment, and the presence of the Oregon Trail on public lands. In preparation of this document, each of these segments were visited and recorded as part of developing this MPD. For additional information, please see Section H.

Oregon Trail at White Swan and Virtue Flat: White Swan [ca. Mile 1593, SE ¼ of Section 35, T9S, R41E, W.M. to SE ¼ Section 26, R9S, R41E, W.M.]; Flagstaff Hill [ca. Mile SE ¼ Section 6 T9S R41E to NW ¼ of Section 6, T9S, R41E, W.M.]

This trail segment passes through lands administered by the Bureau of Land Management and the National Historic Oregon Trail Interpretive Center site at Flagstaff Hill in Baker County, Oregon. The well-defined ruts remain in a setting of sagebrush steppe, altered primarily by the diminution of bunch grass but little else since the era of overland emigration in the mid-nineteenth century. Additional segments in this vicinity pass through three privately-owned tracts for which property owners gave permission for establishing G.P.S. coordinates in June, 2012. At this time the privately-owned trail ruts are not included in this nomination because consent of the property owners to such designation has not been secured.

This segment of the Oregon Trail was identified with a historical marker placed in 1906 by Ezra Meeker and was identified by Aubrey Haines of the National Park Service during his field reconnaissance in 1972-73. The BLM has erected both concrete obelisks and plastic markers denoting the Oregon Trail ruts on its lands in the White Swan Mine, Virtue Flat, and Flagstaff Hill areas. The segments on BLM lands were discussed in that agency's Oregon National Historical Trail Management Plan (Oman 1989). This report identified three segments:

(1) White Swan

The BLM found in 1989 that near the historic White Swan Mine "one mile of unmarked trail remnants descend steep hills to Virtue Flat. Part of the Trail at White Swan is used for jeep trail access to the private rangelands in the Virtue Hills" (Oman 1989:61). The mile of remnants remains in 2012 as well as another segment of nearly one-quarter mile across the ravine to the east, also within the White Swan Mine area. To the south of the White Swan Mine are well-preserved ruts on public lands known as Star Ranch I and Star Ranch II. Inaccessible to the public, no GPS coordinates were established for the ruts on these properties and they are not included in this study.

(2) Virtue Flat

The BLM found in 1989 that "one-quarter mile of wagon ruts are on BLM land" and that two miles of the ruts are on private land. GPS coordinates were established of these traces in June, 2012, with permission of the three, private property owners. The privately owned Oregon Trail segments on Virtue Flat are not included in this study.

(3) Flagstaff Hill Site

The BLM found in 1989 a situation that exists in 2012: "On land at Flagstaff Hill, one mile of pristine and intact trail ruts descend to the valley" (Oman 1989:62). In spite of some erosion and development of a loop trail system for the National Historic Oregon Trail Interpretive Center at Flagstaff Hill, these trail traces remain intact in 2012. The ruts pass through sagebrush and are in an area with awe-inspiring views of Missouri Flat in the

Baker Valley and the steep eastern escarpment of the Elkhorn Range of the Blue Mountains to the west.

Blue Mountain Crossing [Mile 1647, SW ¼ Section 31, T2S, R37E, W.M. to SW ¼ Section 2, T2S, R36E, W.M.]

This trail segment passes through lands administered by the Wallowa-Whitman National Forest in Union County, Oregon. The ruts begin on the hillside above the general camping area used by emigrants, a site that is today Hilgard State Park on the north bank of the Grand Ronde River. The ascent of the steep hillside has been blasted away and significantly modified by construction of Interstate 84 but become visible in the meadow atop the ridge. The ruts continue across the ridge to the north and then drop into the watershed of Five Points Creek and Dry Creek, follow those streams to the north, and eventually ascend from Pelican Creek (originally Tillicum Creek) to the ridges east of California Gulch. The Oregon Trail passes through majestic groves of tamarack, fir, and Ponderosa pine as well as open meadows for a number of miles to the northern boundary of the Wallowa-Whitman National Forest.

The BLM's Oregon National Historic Trail Management Plan (1989) identified approximately seventeen miles of mostly intact trail ruts in the Blue Mountain Crossing: 1 mile (state of Oregon), 10 miles (private), 6 miles (Wallowa-Whitman National Forest), and 1/4 mile (BLM, Vale District) (Oman 1989:65). At two places between Hilgard and the forest boundary to the north the Oregon Trail crosses private land. GPS coordinates were taken in June, 2012, of this entire trail segment but the privately-owned properties are not included in this nomination.

The Blue Mountain Crossing includes a 600-acre park, a special designation created in the early 1990s by the Wallowa-Whitman National Forest with highway access from I-84, parking, rest rooms, and interpretive facilities. A day-use site, this park affords visitors an excellent opportunity to see the original Oregon Trail in a setting representative of the significant crossing of the Blue Mountains.

Well Springs Segment [Mile 1731, Section 18, T2N, R25E, W.M., to Section 19, T2N, R25E, W.M.]

This trail segment passes through the U.S. Navy Weapons Testing Range, a property on the Columbia Plateau lying south of Interstate 84 and about a dozen miles south of the Columbia River. The trail ruts and historical landscape are remarkably unchanged because the area has been closed to public access for the past 75 years. The segment passes through the southernmost sections of the testing range and runs from east to west almost parallel to Emigrant Road, a gravel right-of-way that follows much of the southern boundary fence of the federal property. To the east the lands of the former Eastern Oregon Farming Company, today a cottonwood plantation producing wood fiber for Potlatch Corporation, are devoid of traces of the trail. Intensive farming and installation of irrigation systems have obliterated traces of the historic route. To the west the trail enters private lands where the landscape is under transformation with the installation of windmill towers for the generation of electricity.

The route runs for approximately eleven miles over a rolling sagebrush steppe bisected at places by ravines with seasonal water courses running mostly in a north-south direction. The ravines are known as Juniper Canyon, Well Spring Canyon, and Fourmile Canyon. Juniper Canyon is appropriately named because of the scatter of juniper trees along its course. The trail ruts are well defined but, in a few places, show the impact of the explosion of large-scale ordinance such as the 500-pound bombs tested at this site during World War II.

The western portion of this section of the Oregon Trail, the Well Springs Segment, is a linear route of 400-foot width and 7.08 miles length. The corridor is 200 feet on either side of the trail. Special features of this route include the emigrant campground at the Well Springs, a scatter of

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lithic materials (perhaps the consequence of drilling for gas wells in the 1920s), refuse from a later stagecoach station, and a cemetery where are buried unidentified local settlers. Cornelius Gilliam, killed on March 28, 1848, was originally buried in this cemetery but subsequently his family removed his remains to The Dalles, Oregon.

The Boardman Segment abuts on the east the Oregon Trail Well Springs Segment, previously listed in the National Register of Historic Places on September 13, 1978, which starts at eastern boundary of Section 13, T2N, R25E, W.M., and continues west for 7.08 miles to the western boundary of Section 19, T2N, R25E, W.M., south of Boardman, Morrow County, NRIS No. 78002305.

1b. Significance

Trail/Wagon Road segments are the physical representation of the Oregon Trail and are the primary property type as the Oregon Trail is the link and context for the contributing properties associated with the road. These historic properties, most of which have been abandoned, were part of a road system instrumental in the historic development of the Oregon Country and reflect the significance of certain geographic areas along the trail. Under this MPD, it is expected that the most typical nomination will comprise a contributing trail/wagon road segment as the anchoring resource, with other contributing resources drawing from, and enhancing the contextual associative qualities of the trail segment. Under such circumstances, the trail/wagon road would be nominated as a part of a linear historic district made up of several property types. However, a trail/wagon road segment with exceptional significance or exceptional integrity, or both, need not have other associated resources to support nomination through this document, and may be individually nominated on its own merits. Such a resource may be nominated as a historic, linear structure. In either case, the appropriate Area of Significance may be Exploration/Settlement, Transportation, or both.

The trail segments may also have significance outside of their association with the Oregon Trail, as most commonly portions of the trail were originally Native American trails, though that is not the only other significant association. While these segments do speak to the significance of the Oregon Trail, research for associated nominations that cross other significant segments, such as those that were once Native American trails, will hopefully connect larger historic contexts that may provide additional information into how and why emigrants chose specific routes and trail segments for travel.

To assist with evaluating integrity of Trail/Wagon Road segments, the Oregon-California Trails Association developed a trail classification accepted by the National Park Service, Bureau of Land Management, and the United States Forest Service. The trail classification breaks down into six different categories and evaluates road segments based on condition, use, and integrity and classifies them accordingly as unaltered, used, verified, altered, approximate, and reconstructed. These trail classification categories are designed to assess the condition of trail segments at the time of mapping and establish a basis for protecting and preserving those trails on public and private lands. This classification system can be a useful tool in determining the integrity of a trail segment.

Class Type	Description
Class 1: Unaltered Trail	The trail segment retains the essence of its original character and shows no evidence of having been substantially altered by motor vehicles or by modern road improvements. There is visible evidence of the original trail in the form of depressions, ruts, swales, tracks, scarring, vegetative differences, rock alignments along the trailside, and eroded trail features.
Class 2: Used Trail	The trail retains the essence of its original character but shows past or present use by motor vehicles, typically as a two-track road overlaying the original wagon trail. There is little or no evidence of having been altered permanently by modern road improvements, such as widening, blading, grading, crowning, or graveling. In forested areas the trail may have been used for logging but still retains elements of its original character.

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Class 3: Verified Trail	The trail route is accurately located and verified from written, cartographic, artifact, geomorphic, and/or wagon wheel impact evidence (as rust, grooved, or polished rocks). But due to subsequent weathering, vegetative succession, rodent surface digging, or logging, trail traces will not be visible on the surface. What does remain is a verified trail corridor that has not been directly altered by modern intrusion or development. Typically this includes trails that once passed through forests and meadows, across excessively hard surfaces or bedrock (such as on ridges), over alkali flats and sandy or gravelly soils, through ravines or washes, and other surfaces not conducive to trail preservation.
Class 4: Altered Trail	The trail location is verified but elements of its original condition have been permanently altered, primarily by road construction, such as widening, blading, grading, crowning, graveling, or paving, or through the construction of railroad lines. In some cases, the original trail has been permanently altered by underground cables and pipelines. In other cases, trail segments, whose locations are verified, may have been destroyed by natural events or modern developments, leaving no evidence of its original appearance.
Class 5: Approximate Trail	The trail is either so obliterated or unverifiable that its location is known only approximately. In many cases, trail segments have been destroyed entirely by development, such as highways, railroads, structures, agriculture, utility corridors or inundated beneath reservoirs. In other cases, natural causes have removed any remains of a trail. In both cases, there is not enough documentary or geomorphic evidence to locate the trail accurately. Thus, only the approximate route is known.
Class 6: Reconstructed Trail	The original trail segment no longer exists in any form but has been replicated by design and construction to appear as it was during emigrant use at its original location.

Criterion A

Trail/Wagon road segments will be significant under Criterion A, at the local, state, or national level, for their direct connection and association with the routes taken by emigrants. Trail/wagon road segments may be significant in the areas of Settlement/Exploration and/or Transportation. These segments of the Trail provide a physical link and sense of time and place to the emigrant experience. The segments provide insight to the difficulties inherent in overland travel during the middle of the nineteenth century and the challenges faced by the emigrants on a daily basis.

As the primary property type under this MPD, Trail/Wagon Road segments must retain the aspects of location, setting, feeling, and association. In evaluating a trail segment's integrity, one must use the trail classification system described above and an eligible trail segment should mostly be classified under Classes 1-3. An eligible trail segment can have portions classified under Classes 4-6, only if those instances are few and brief, but a trail segment with a majority of segments classified under Classes 4-6 is not eligible for listing. Additionally, the trail segment must be of a sufficient length. To evaluate an appropriate length, while there is no defined minimum or maximum, generally, the trail segment should be about a mile long, which can include interruptions, though these interruptions should be few and brief.

Criterion D

Under Criterion D, at the local, state, or national level, trail/wagon road segments have the potential to yield information on the emigrants' experience on and use of the various routes. Trail segments may be significant in the areas of Archaeology, Engineering, Settlement/Exploration, and/or Transportation. The various diaries and stories of the Oregon Trail express the difficulties of travel, be it broken wagons or lost personal possessions. Therefore, intact trail segments have the potential of providing significant information about the actual routes taken by the travelers on their journey west and future data could confirm the use of a trail braid or other route used by emigrants. Additionally, archaeological data concerning the types of possessions and equipment used

by travelers along the Trail may also yield additional information regarding trail segments, especially when artifacts are found scattered within or along the edge of a trail segment.

Along with the general research questions, research (archaeological or otherwise) into the physical nature of these properties may provide answers to relevant research questions including, but not limited to:

- What was different about the use of the trail in the early years versus the latter years?
- How did trail selection and use vary based on make-up and size of wagon train?
- What factors influenced the later development of a trail into a wagon road, into a military wagon road, into a highway?
- What characteristics are useful in distinguishing the age and use of a trail over time?
- Was there any effort to make trail improvements or adding assistance infrastructure for certain trail segments?

1d. Registration Criteria

Eligible trail segments must meet the general registration requirements and the following property-type specific registration requirements:

1. Eligible segments must be of sufficient length (generally about a mile long and can include interruptions as long as they are few and brief) to evoke a sense of travel or destination and that convey the historic setting, feeling, and association of the Oregon Trail.
2. Eligible segments must be discernible on the landscape and/or in aerial photography and classified using the following Trail Classification system. Brief interruptions within a segment, where evidence of the Oregon Trail is not visible (those portions of a trail segment classified under Classes 4-6), are acceptable when these interruptions are few and brief; the great majority of the trail segment remains intact; and integrity of setting, feeling, and association are retained. For the purposes of this document, such interruptions are considered part of the contributing segment.

In determining boundaries for trail/wagon road segments, the full extent of single, parallel, and braided pathways and/or the associated artifacts should be included within the boundary of an individual segment. Since this property type is the primary property type under this MPD, if there are any property types discussed below that are adjacent to or on the eligible trail/wagon road segment, then the trail/wagon road segment should be considered a historic district and include the other property types within the nomination boundary as contributing resources.

F.2 Name of Property Type: Lands and Land Forms

2a. Description

The cultural geography of the Oregon Trail in Oregon contains a variety of landforms and landmarks. These features were for many overland travelers the mileposts of their journey. Some carried trail guides such as John C. Frémont's *Report of an Exploring Expedition to the Rocky Mountains* (1845), John M. Shively's *Route and Distances to Oregon and California, With a Description of Watering Places, Dangerous Indians, &c.* (1846), Joel Palmer's *Journal of Travels Over the Rocky Mountains, to the Mouth of the Columbia River* (1847), or Riley Root's *Journal of Travels from St. Joseph to Oregon with Observations of that Country* (1848). These and other guides often identified by name and described the natural features along the trail. Some of these landforms and landmarks are in close proximity to the trail and can be recognized as properties historically associated with the Oregon Trail. Others, while important to the overall historic setting, feeling, and association of the Oregon Trail are regional features and not directly historically associated with the Trail.

The following is a listing of notable landforms and landmarks along the Oregon Trail; however, properties need not be included in this list to be listed under this MPD.

Springs

Springs served as trail markers for many emigrants. Soda Springs, Beer Springs, and other "curiosities of nature" invariably gained notice in traveler diaries. In Oregon this process of measuring progress on the trail continued with the logging of a variety of springs. Some of these locations also served as camping places.

Hot Springs, Malheur Crossing [Mile 1527.0 SE boundary of Vale, OR., Malheur County. NE 1/4 of NW 1/4, Section 29, T18S, R45E, W.M.]

This property is identified as a contributing feature of the Oregon Trail Historic District (Lytle Pass Area), listed in the National Register of Historic Places on October 23, 1975, NRIS No. 75001589.

Alkali Springs [Southern boundary of Section 5, T17S, R45E, W.M.]

Tub Springs [Section 31, T16S, R45E, W.M.]

Upper Well Spring [Mile 1738.4 South of Boardman Bombing Range, Morrow County, Oregon. NW 1/4 of NW 1/4, Section 28, T2N, R25E, W.M. (Haines 1981:373-374). The cadastral survey plat of 1867, however, provided an exact location: "Well Spring" (adjacent to south side of "Emigrant Road"), SE 1/4 of SE 1/4, Section 20, and "Spring" (1/4 mile to southeast), NW 1/4 of NW 1/4, Section 28 (Thompson and Pengra 1867b).

This property is identified as a contributing feature of the Well Springs Segment – Oregon Trail, listed in the National Register of Historic Places on September 13, 1978, NRIS No. 78002305.

Emigrant/Immigrant Springs [Mile ca. 1860, T48S, R11E, Section 31, NW1/4SW1/4, W.M.], a spring on the north side of Barlow Road on the descent toward White River.

This property is identified as a contributing feature of Barlow Road Historic District, listed in the National Register of Historic Places on February 24, 1992, NRIS No. 92000334.

Mountain Ascents and Descents

Transit of the Oregon Trail in Oregon provided some of the most significant, abrupt changes of elevation of the nearly 2,000 mile journey across the western part of the United States. Many emigrants noted the challenges of the mountains.

Lytle Pass Area, Oregon Trail Historic District [Sections 10, 14, 23, 24, 25, T19S, R45E, W.M., 4-7 miles southeast of Vale, Oregon.]

This property is identified as a contributing feature of the Oregon Trail Historic District (Lytle Pass Area), listed in the National Register of Historic Places on October 23, 1975, NRIS No. 75001589.

Descent of Ladd Canyon into Grand Ronde Valley [Mile 1633.0–7.5 miles southeast of La Grande, OR., Union County. W ½ of Section 12, T4S, R38E, W.M.]

Blue Mountains Eastern Ascent [Mile 1641, Section 7, T3S, R38E, W.M. and continuing northwest]

Blue Mountains Western Descent from Deadman's Pass [Mile 1671.2 Southeast of Pendleton, OR., Umatilla County. NE ¼ of NW ¼, Section 1, T1N, R34E, W.M.]

Descent of Laurel Hill [Mile 1884.0, 2 ¼ miles west of Government Camp, Clackamas County, NE ¼ of SE ¼, Section 15, T3S, R8E, W.M.] Identified as a contributing feature, Chute #2, to the Barlow Road.

This property is identified as a contributing feature of Barlow Road Historic District, listed in the National Register of Historic Places on February 24, 1992, NRIS No. 92000334.

Valleys

Mindful of their labors as farmers, a number of emigrants dutifully noted valleys they encountered during the journey across the trail in Oregon. Some commented on the lush grass, water resources, and the quality of the soil. Eventually some emigrants, and more particularly their children, moved east of the Cascades starting in the 1860s to make claims or purchase lands in these valleys.

Baker Valley [Powder River] [Mile 1600.0 and following, northeast of Baker City, OR., Baker County. T9S, R41E, W.M.]

Grand Ronde Valley [Mile 1633.0 and following, vicinity of La Grande, Union County, Oregon. T4S, R38E, W.M.]

Umatilla Valley [Mile 1671.2 and following, watershed of Umatilla River]

Tygh Valley [Mile 1846, Wasco County, T4S, R13E, W.M.]

Landmarks

Several geographical features marked the course of the Oregon Trail in Oregon and became landmarks for its travelers. These geographical features helped emigrants pace their journey; passing them became, for some, a measure of progress on the way west.

Farewell Bend [Mile 1551.6]

At this point emigrants said farewell to the Snake River. They had followed the Snake for 334 miles since encountering it near Fort Hall.

Flagstaff Hill [Mile 1600.0]

Although no emigrants noted or commented on Flagstaff Hill, site of an early twentieth century mine and ore-processing mill and since 1992 the National Historic Oregon Trail Interpretive Center, they did note views of the distant Blue Mountains on the western horizon. The mountains came into view as they traversed Virtue Flat headed west to the Powder River and Baker Valley.

Lone Pine/Stump [Mile 1603.3]

This landmark had brief use as a sentinel. An emigrant felled it in September, 1843. For a time, the stump served as a marker.

Ladd Canyon [Mile 1663.0]

The steep descent into the Grand Ronde Valley afforded panoramic vistas of the valley, the Blue Mountains to the west, and the Wallowa Mountains to the east.

Deadman's Pass [Mile 1671.2]

At Deadman's Pass the Oregon Trail left the pine forests of the Blue Mountains to descend a long ridge to the Umatilla River.

Mount Hood [Mile 1879]

Although glimpsed many times on the western horizon, Mount Hood rose as the most dominating feature in the northern landscape when travelers passed through or camped at Summit Meadows. Its perpetual snows and permanent glaciers created both scenic and ominous wonder for those viewing its slopes.

Laurel Hill [Mile 1884.0]

Referred to by some as the "Elephant of the Mountains," the precipitous descent of Laurel Hill into the canyon of the Zigzag River was a place of terror. Its talus slopes and steep grades, sometimes termed "chutes" by diarists, demanded strength, ingenuity, and determination to move wagons, livestock, aged travelers, and children down its slopes.

This property is identified as a contributing feature of Barlow Road Historic District, listed in the National Register of Historic Places on February 24, 1992, NRIS No. 92000334.

Rock Corral [ca. Mile 1890, SE1/4NE1/4 of Section 21, T2S, R6E, W.M.]

A large rock located about one mile west of Rhododendron or 1.2 mile west of Sleepy Hollow Road bridge and 1/8 mile north of the north bank of the Sandy River, this rock attracted some campers and, for a time, was the site of a log corral to contain livestock.

This property was individually listed in the National Register of Historic Places on December 19, 1974 as the "Rock Corral" on the Barlow Road, NRIS No. 74001673.

Cascades of the Columbia [ca. Mile 1864.8]

The remnants of a massive landslide that once dammed the Columbia River, the Cascades was a turbulent set of three rapids that forced emigrants to portage around the frothing white water. By the 1850s Bradford Brothers (on the north bank) and Ruckel and Olmsted (on the south bank) developed portages to move people and commodities around the Cascades. Between 1878 and 1896 the Army Corps of Engineers constructed a bypass canal and locks to facilitate steamboat traffic around the rapids. The site was listed in the National Register as "Cascade Locks" on May 15, 1974, NRIS No. 74001686.

2b. Significance

Landforms, landmarks, and other physical features contribute to the overall historic setting, feeling, and association of the Oregon Trail. Emigrants named features and created a historical place name registry of features that caught their attention. Many of these names have persisted through time, gained local use, and have been included on the quadrangle maps of the U.S. Geological Survey or gained notice in *Oregon Geographic Names*, a popular guide and historical account that has gone through numerous revisions and reprintings. Some of these features are located close to the Oregon Trail and, as such, contribute to the significance of the Oregon Trail.

Physically large landforms, landmarks, and other physical features, are not eligible for listing under this MPD in and of themselves. Similar to viewsheds, the extent of these large physical features, such as valleys, canyons, hills, or mountains, should be captured through an appropriate viewpoint that shares a physical connection with an eligible trail/wagon road segment. In these instances, the large physical features will contribute to the viewpoint's integrity, but the extent of these large physical features will not be part of the nomination boundary. For additional guidance on the difference between viewsheds and viewpoints, please refer to the introductory portion of Section F.

Criterion A

Landforms, landmarks, and other physical features will be significant under Criterion A, at the local, state, or national level, for their direct connection and association with the routes taken by emigrants. Properties may be significant in the areas of Settlement/Exploration and/or Transportation. These physical features of the Trail provide a physical link and sense of time and place of the emigrant experience. This property type will almost always be a contributing resource to a trail segment, where the trail segment would serve as the primary property. If the landform, landmark, or other physical feature is not directly located on or adjacent to a trail segment, then a viewpoint instead should be what is used to capture the associated significance of the physical feature. For example, if a hot spring is located adjacent to a trail segment and is noted in primary resources as an important landmark and resting place along the Oregon Trail, then the nomination should consider the hot spring as a contributing resource to the adjacent trail segment. On the other hand, if primary sources noted an area along the trail where the first glimpse of Mt. Hood appeared, then the viewpoint of the first appearance of Mt. Hood should be evaluated to see if the viewpoint contributes to the trail segment. In this case, the viewpoint would be what conveys the significant association, not the physical feature of the mountain.

The landmarks, landforms, and other physical features signify the natural and physical challenges and environment emigrants experienced during their journey. As such, to retain integrity under this Criterion, a landmark, landform, or other physical feature must retain the aspects of location, setting, feeling, and association. To do this, the landmark, landform, or other physical feature, must reflect the physical character as described in the historic record and a sense of time and place of the period of significance should be conveyed through the property's surroundings. Since setting is directly connected to the physical environment and the physical character of a historic property, this aspect of integrity for this property type is the most important. Though landforms, landmarks, and other physical features often contain living entities, including trees, shrubs, and plants, the survival or condition of those living entities should be evaluated as to the appropriateness

described within the primary sources and as seen during the period of significance rather than the current conditions.

Regarding viewpoints, the viewpoint's relationship to surrounding landmarks, landforms, and other physical features should reflect the basic physical conditions evident within the period of significance and described by emigrant's diaries. For example, if a pioneer journal noted a particular viewpoint for its views of the wide open and natural land and presently, filled within that viewpoint is a modern city that did not exist during the period of significance, then that viewpoint does not retain integrity.

Criterion D

For this property type, eligible properties under Criterion D have the potential to yield information on the emigrants' decisions, experiences, and how they tracked progress made during the journey. The archaeological record has the potential of providing data explaining these types of decisions or experiences of travelers along the Trail. This property type will almost always be a contributing resource to a trail segment, where the trail segment would serve as the primary property. Under Criterion D, eligible landmarks, landforms, and other physical features will be significant at the local or state level and may be significant in the areas of Archaeology, Settlement/Exploration, and/or Transportation. For this Criterion, integrity is dependent on the ability of the artifacts and/or deposits to answer specific research questions about that property type, and not on setting, physical appearance, or sense of function or destination.

Research (archaeological or otherwise) into the physical nature of these properties may provide answers to relevant research questions including, but not limited to:

- How might land forms affected trail routes?
- In what way would landforms influence settlement or subsistence practices of emigrants?
- Does a topographic landform serve as a predictor of "dumping" episodes to reduce wagon load?

2c. Registration Criteria

Landforms that are not identified in the historic records are not eligible for listing despite their proximity to the Trail because they do not share a historic context with the Oregon Trail. This property type will almost always be a contributing resource to a trail segment, where the trail segment would serve as the primary property. In addition to meeting the general registration Criteria, eligible Landforms, landmarks, and other physical features must meet the following property-type specific registration requirements: :

1. Eligible landforms, landmarks, and other physical features must retain their physical characteristics dating to the period of significance, including overall size and scale, and any prominent features noted during the historic period. In the absence of adequate historic documentation, landforms, landmarks, and other physical features are assumed to have retained their character-defining features from the period of significance.
2. Eligible landscape features must be contiguous or in close proximity to the Oregon Trail. Viewsheds and regional geographic features (mountains, valley's, rivers, etc.) noted in historic travel accounts are not eligible for listing, but do contribute to the integrity of the nominated trail segment.

Boundaries for landforms, landmarks, and other physical features should be drawn in one of two ways. First, if the landform, landmark, or other physical feature is not adjacent to an eligible trail segment, then the boundary must be limited to the viewpoint of the visible physical feature from the eligible segment of the Oregon Trail. If a landform, landmark, or other physical feature is adjacent to the eligible trail segment, such as a spring or rock corral, then the boundary should include the extent of the most significant feature as opposed to a viewpoint. Discernment of the boundary for landforms, landmarks, and other physical features, should be used to capture a reasonable extent and to justify the boundary's limits, which should be done by relying on documented accounts and descriptions of these features to determine and justify the appropriate significant feature. For additional guidance on the difference between viewsheds and viewpoints, please refer to the introductory portion of Section F.

F.3 Name of Property Type: River Crossings, Fords, and Ferries

3a. Description

River crossings were often problematic for overland travelers. Many could not swim and the prospect of drowning lurked at many river crossings, especially at Three Islands Crossing on the Snake Plain and at the crossing of the Snake River near Fort Boise to the Oregon side of the river. So fearful were some emigrants of fording the Snake that they clung to the sandy, sagebrush plain to follow the south side of the Snake (avoiding two crossings) and entered Oregon upstream from the second ford, having skipped double peril. The route of the Oregon Trail in Oregon nevertheless brought travelers to several rivers, and through the existence of unimproved river crossings and fords along the Oregon Trail, overland travelers managed to continue along the route. Eventually, as the number of emigrants traveling the Oregon Trail increased, ferry operators capitalized off emigrants need for crossing by providing fee-based ferry services at dangerous river crossings. To date, no known extant ferries exist.

Crossing of Snake River [Mile 1510.8—Canyon County, ID. S ½, Section 26, T6N, R6W, B.M. to NW ¼, Section 19, T20S, R47E, W.M.—Malheur County, OR.]

Crossing of Owyhee River [Mile ? , approximately three miles southwest of Owyhee, Oregon, SW¼ SE ¼, Section 33, T15S, R45E, W.M.]

Crossing of Malheur River [Mile 1527.0—Southeast boundary of Vale, OR., Malheur County. NE ¼ of NW ¼, Section 29, T18S, R45E, W.M.]

Crossing of the Snake River: Olds Ferry [Mile 1551.3—Snake River, south of Farewell Bend, Malheur County, OR. SW ¼ of NW ¼, Section 4, T15S, R45E, W.M.]

Crossing of Burnt River [Mile 1552-ff.—Southeast corner of Baker County, OR. T14S, R45E, W.M.]

Crossing of Powder River [Mile 1617.5—¼ mile south of North Powder, OR. Baker-Union counties, SW ¼ of SE ¼, Section 22, T6S, R39E, W.M.]

Crossing of Grand Ronde River [Mile 1647 ¾, Section 31, T2S, R37E, W.M.]

Crossing of Umatilla River [Mile 1712.0—Echo, OR. Umatilla County, SE ¼ of NW ¼, Section 16, T3N, R29E, W.M.]

Crossing of John Day River (McDonald Ford) [Mile 1775.0—7.5 miles south of Blalock, OR. Gilliam County, NE ¼ or NW ¼, Section 11, T1N, R19E, W.M.]

Crossing of Deschutes River, Mouth [Mile 1804.0, 13.5 miles east of The Dalles, OR., Sherman County. NW ¼ of NW ¼, Section 26, T2N, R15E, W.M.]

Crossing of Deschutes River, Sherar's Bridge [Mile ca. 1837, Sherman/Wasco counties, OR.]

3b. Significance

The most important feature of river crossings for the Oregon Trail in Oregon was that each became a measure of progress toward the goal of reaching the country beyond the Cascade Mountains. Two rivers were challenging. The first and most significant was the crossing of the Snake River from the Idaho shore to Oregon. The Snake was deep and often had a swift current. The ford was viewed as a place of potential danger. The second was the crossing of the Deschutes, a bold and often rapid stream that surged around rocks on its way to the Columbia. Most emigrants secured assistance from Native Americans, later from ferry operators, and finally use of a bridge by 1864 to cross this stream.

Many crossings, such as the crossings of the Malheur, Burnt, Powder, Grand Ronde, Umatilla, and John Day rivers were ordinary fords. At least two of the river crossings of the Oregon Trail in Oregon—the mouth of the Deschutes and Sherar's Bridge on the Deschutes--meet a level of historical significance to merit nomination to the National Register. The noteworthy crossing of the Snake is often mentioned in its association with the former site of Fort Boise, a vanished historical feature on the Idaho side of the Snake River, which is listed in the National Register of Historic Places. The Deschutes, draining the eastern flank of the Cascade Range, was often swift and dangerous even in August-October. Most diarists described the challenges they faced at the Deschutes River mouth or at Sherar's Bridge, the crossing on the alternate route of the Barlow Road. Initial emigrant use of this crossing occurred in 1845 when emigrants on the Meek Cut-Off descended the river to return to the route along the Columbia. The crossing at the mouth of the Deschutes has been significantly altered by construction of I-84 and inundation by the reservoir of The Dalles Dam; further study needs to be made to determine the integrity and precise location of the crossing. As time progressed and use of the Oregon Trail increased, these crossings became the sites of fee service for assistance, of ferries, and eventually of bridges.

Criterion A

River crossings, fords, and ferries will be significant under Criterion A, at the local or state level, for their direct connection and association with the routes taken by emigrants. These crossings associated with the Trail provide a physical link and sense of time and place of the emigrant experience and represent a portion of the difficulties to overcome in navigating the Trail. Properties may be significant in the areas of Engineering, Settlement/Exploration, and/or Transportation. This property type will always be a contributing resource to a trail segment, where the trail segment would serve as the primary property.

Criterion D

Under Criterion D, river crossings, fords, and ferries, will be significant at the local or state level, and may be significant in the areas of Archaeology, Engineering, Settlement/Exploration, and/or Transportation. While to date none of the river crossings have documented archaeological properties that relate to the Oregon Trail, a river crossing is, however, important as an associated property type to an eligible trail segment as future archaeological data may contribute to our understanding of the riverine environment and the methods used to cross a river. Particularly if the remains of a ferry used to aid in crossing a river were discovered. Further, the archaeological record will greatly enhance our understanding of a river crossing, ford, or ferry, if the waterway dried up due to modern improvements upstream of the river crossing or information could also potentially inform us about the first ferry operators along the Oregon trail.

Research (archaeological or otherwise) into the physical nature of these properties may provide answers to relevant research questions including, but not limited to:

- What can the archaeological record tell us about the differences in the riverine environment? Were there differences in size and scale of crossings?
- What can we learn about how Native Americans provided assistance to emigrants attempting to ford or cross rivers?
- What can historic documents and the archaeological record tell us about the selection process in river crossing?
- What role, if any, did such crossings influence later area settlement, use or commerce?
- Did the selection of river crossings change over time, and if so, how might these changes have been influenced by the group size or make-up, settlement focus of emigrants, or local relations with the area Native population?
- How did seasonal fluctuations in water levels influence the selection to cross or wait? Is this reflected in the archaeology?
- What can the archaeological remains of a ferry tell us about the construction methods of ferries or the way they were used to cross rivers?

3c. Registration Criteria

Eligible river crossings, fords, and ferries must meet the general registration requirements and the following property-type specific registration requirements:

1. Eligible river crossings, fords, and ferries must be part of an identified and eligible Oregon Trail segment, as noted in migrant diaries or confirmed by historic research and/or archaeological investigation.
2. Eligible river crossings, fords, and ferries must be identifiable on the ground, either by the location of trail segments on either side of the crossing, improvements made during the period of significance, or other historic or archaeological remains along the banks and/or in the waterway.

Boundaries for eligible river crossings, fords, and ferries should include the full extent of single, parallel, and braided pathways to and from the crossing and the associated scatter of artifacts on either bank.

F.4 Name of Property type: Intersecting Routes

4a. Description

At several locations travelers on the Oregon Trail faced the prospect of intersecting routes. These intersecting routes became more common with the passing of time and the spread of settlement across the Columbia Plateau and toward the Snake River. The intersecting routes include toll roads as well as routes for free travel. Some of these routes have strong potentials for feasibility studies independent of their intersection with the Oregon Trail and perhaps some may merit nomination to the National Register.

Intersecting Routes

The Dalles-Fort Boise Military Wagon Road [Mile 1511, Section 19, T20S, R47E, W.M., vicinity of confluence of Malheur River and Snake River near ford of Snake River northwest to Mile 1527, Section 29, NE 1/4 of NW 1/4, W.M., at Vale, Malheur County, OR.]

Congress funded five land-grant, military wagon roads in Oregon in the 1860s. All were poorly built and maintained. The goal of the corporations was to scratch the ground sufficiently to persuade the governor to certify completion of the road to quality for the transfer of hundreds of thousands of acres from the public domain to the private investors. The Dalles-Fort Military Wagon Road was no exception. The road crossed the Columbia Plateau, followed the John Day River, looped around the southern slopes of the Blue Mountains, followed Willow Creek to the Malheur River at the crossing at Vale, then southeast to just north of the mouth of the Owyhee River. From the Malheur crossing to the Snake River ferry this military road was coincident with the Oregon Trail (Humason 1869).

The route of The Dalles-Fort Boise Military Wagon Road is documented in the map, "State of Oregon" (Williamson 1876) and in the "Map of the Department of the Columbia Projected and Compiled at the Engineer Office, Department of the Columbia" (Symons 1885). No emigrants mention this route in their diaries nor are any known to have turned from the Oregon Trail to try to follow it, though it is likely that gold-seekers on horseback did so to get to the diggings on the upper John Day River in the 1870s.

In 1875 Nicolas Walden encountered "The Dalles and Ft. Boise Military Wagon road" in Sections 18 and 19 of this township, passing through it to the ferry landing on the banks of the Snake River. The route was then synonymous with the old Oregon Trail (Walden 1875b).

Route to Powder River Mines [Mile 1602, approximately four miles east of Baker City, OR., Baker County. NE 1/4, Section 1, T9S, R41E, W.M.]

A cut-off from the Oregon Trail opened in 1862 to take travelers southeast to Auburn and other communities such as Sumpter or the placer diggings of the upper John Day River (Evans 1990: Map 3-9). This route ran through the southern part of Missouri Flat in the valley where subsequently Baker City developed as a town and successor to Auburn as the largest community in the county. In 1874 Benjamin Vaughan identified the route as the "Baker Boise and Umatilla Stage Road" in T10S, R41E, W.M. (Vaughan 1874a).

Hamilton Scott, September 18, 1862:

"Five miles brought us to where the roads part, one leading to Fort Walla Walla and the other to Powder River gold mines at Auburn, Oregon. I, with a number of others took the latter road. Camped on Powder River ten miles from Auburn" (Scott 1862:52).

E. S. McComas, September 18, 1862:

“Started earley. Come 8 m. to where the emigrants separates, those going to the mines turn to the left, those going to Willammett and Wallah Wallah Valleys to the right. Here was a grand division . . . The people of the train had come so far and travelled so long and passed through danger together over such a long and toilsome journey that many of them had become fast friends. Our team turned for Auburn” (McComas 1954).

James S. McClung, September 18, 1862:

“a pleasant morning we started by sunrise & traveled 3 miles & came to the road which leads to Auburn City near the gold mines on Powder River here at the forks of the road for several hours some were going to stop at Auburn “Citty which was 15 miles distant from here & here the company divided some going that road and some the other” (McClung 1862).

Goodale’s [Jeffrey’s] Cutoff [Mile 1599, eastern base of Flagstaff Hill, Baker County, OR., W ½, Section 6, T9S, R41E, W.M.]

In 1862 Tim Goodale, a veteran of the Rocky Mountain fur trade since 1839, opened a new emigrant route west of Fort Hall. The trail headed northwest to Big South Butte, crossed Little Wood River, passed south of Bradley Summit, followed the upper reaches of Camas Creek, and eventually entered the watershed of the Boise River. An estimated 1,095 emigrants followed Goodale west to Boise via this route. The western portion of the cut-off led through the upper Weiser country to cross the Snake River at Brownlee and re-joined the Oregon Trail (so some believe) at the eastern base of Flagstaff Hill to the east of Baker Valley, Oregon. More documentation is needed to confirm this connection (Merrill 1990:9-15).⁵

Road to Orodell and Grand Ronde Valley [Mile 1647L 3/4, 6.5 miles west of La Grande, OR., Union County. NE 1/4, Section 31, T2S, R37E, W.M.]

By 1874 when John A. Hurlburt and his crew mounted the subdivision of the six southern-most sections of this township, he noted the route of the Oregon Trail at the crossing of the Grand Ronde River at Hilgard and a road running east (or down) the river to Orodell and the Grand Ronde Valley (Hurlburt 1874b).

Foster Toll Road [Mile ca. 1657-1663, SE of Meacham, OR., Umatilla County. T1S, R35E, W.M.]

In 1882 Rufus S. Moore identified the “Foster Toll Road” running southeast from Meacham. This is probably a later name for the route opened by the Meacham brothers who established a stage house at Meacham in the late 1860s. The route ran parallel to the “Old Emigrant Wagon Road” and intersected it in the SW1/4 SE 1/4 of Section 25, crossing the old route and heading to the southeast (Moore 1882).

Walla Walla & Umatilla Road Mile 1691.0, Pendleton, OR., Umatilla County, NE 1/4 of SW 1/4, Section 9, T2N, R32E, W.M.]

This route branched northeast from the Oregon Trail and led to the lower Walla Walla River region. It was identified as the “Walla Walla & Umatilla Road” turn off from the “Old Emigrant Road” in 1864 during the subdivisions of this township. The town site of “Pendleton” lay in the

⁵ Goodale’s or Jeffrey’s Cutoff was a route used by several wagon companies in western Idaho in the nineteenth century. Whether or not this route included a segment running across the base of Flagstaff Hill toward Idaho is a matter of debate and is not resolved with any documentation.

next section to the east (Chaplin 1864a). Starting in 1853 some emigrants traveled to Fort Walla Walla, crossed the Columbia River, and traveled via the Yakima, Wenass, and Naches rivers to Naches Pass. This route, an old Native American trail across the Cascades, led to Puget Sound. Settlers began cutting a wagon route in 1853. Lieutenant Richard Arnold and the U.S. Army opened it as the Fort Steilacoom-Fort Walla Military Road in 1854 and 1855 (Stevens 1860[12]:190-193).

4b. Significance

The opening of cut-offs and branches to the Oregon Trail as well as construction of intersecting routes commenced in 1845 with the Meek Cut-Off. That route across central Oregon and the efforts of motivated travelers to try to blaze a route across the Cascade Range south of Mount Hood inspired those who followed the Free Emigrant Route also to try to find a short-cut to the Willamette Valley. Since intersecting routes often have an associated significance with a historic context disassociated with the Oregon Trail, these routes significance is tied to their ability to confirm that the old Oregon Trail was a viable wagon road to Oregon but that subsequent transportation needs led to alternative routes and short-cuts.

Criterion A

Intersecting routes will be significant under Criterion A, at the local or state level, for their direct connection and association with the routes taken and decisions made by emigrants. The cut-offs and other intersecting routes to the Trail speak to the advances in technology and changes in transportation methods over the span of the Trail's use. Intersecting routes may be significant in the areas of Settlement/Exploration and/or Transportation. Regarding integrity, the trail classification system, provided in the first property type section of this MPD for Trail/Wagon Road segments, must be used and an eligible intersecting route should mostly be classified under Classes 1-3. An eligible intersecting route can have portions classified under Classes 4-6, only if those instances are few and brief, but an intersecting route with a majority of segments classified under Classes 4-6 is not eligible for listing.

Criterion D

Under Criterion D, intersecting routes will be significant at the local or state level, as they have the potential to yield information on choices that emigrants' had with the various routes to complete their journey. Intact cut-offs or branches of the Trail have the potential of providing archaeological data concerning information such as travel decisions, trail development, and changes in technology and transportation. Eligible properties may be significant under Archaeology, Settlement/Exploration, and/or Transportation. To date, the road junctions have no known archaeological properties and are unmarked by historical signage.

Research (archaeological or otherwise) into the physical nature of these properties may provide answers to relevant research questions including, but not limited to:

- What can we learn about the decision to choose one route over another?
- In what ways were the creation of alternative trails influenced by settlement or subsistence decisions?
- How does the presence of alternative routes influence sites along the Trail?
- What caused certain routes to be abandoned over others?
- Were spur roads established to avoid toll gates?

4c. Registration Criteria

Intersecting routes are identified as existing within the period of significance of this MPD, but are not closely associated with the historic context of the Oregon Trail itself and therefore the entire intersecting route or a segment of that intersecting route may not be listed under this document. As such, an intersecting route is eligible under this MPD only for its nexus and connection with the Oregon Trail, and the boundary should capture only the intersection of the routes, not the length of the intersecting route.

The Oregon Trail, Oregon, 1840 to 1880

Name of Multiple Property Listing

Oregon

State

Eligible intersecting routes will contribute to an eligible trail segment if the nominated portion meets the general registration requirements and the following property-type specific registration requirements:

1. The eligible portion of the intersecting route must be a contributing property to an eligible trail segment.
2. The eligible portion of the intersecting route must be noted in migrant diaries or confirmed by historic research and/or archaeological investigation.
3. The eligible portion of the intersecting route must be identifiable on the ground and classified using the Trail Classification system under Classes 1-3, which is provided in the trail/wagon road segment property type section.

F.5 Name of Property Type: Fur Trade Posts

5a. Description

In 1811 the Pacific Fur Company founded Astoria, the first, permanent, land-based fur trading post in the Pacific Northwest. This site at the mouth of the Columbia River served for several decades as a point of import and export in the fur trading operations in the region. The partners-in-the-field in the enterprise at Astoria sold out to the Northwest Company of Montreal in 1813. In 1821, the British parliament forcibly merged that company with the Hudson's Bay Company in an effort to quell virtual civil war in the competition between the two firms' employees. Thus, prior to the opening of the Oregon Trail, the Hudson's Bay Company succeeded to the interests of two other firms in operating regional trading stations.

In the 1820s George Simpson, dynamic governor of Hudson's Bay Company operations, and John McLoughlin, chief factor or trader in the Pacific Northwest, began transforming the posts operated by the company toward self-sufficiency. Their goal was to reduce expensive imports and encourage farming and stock-raising, where feasible, to sustain the several hundred employees working at the company's posts or on its brigades. Three of the Hudson's Bay Company's fur trade posts directly affected the experiences of overland travelers on the Oregon Trail in Oregon. Sometimes these stations provided food, shelter, livestock, and blacksmithing services.

None of the Hudson's Bay Company posts were located within the state of Oregon, yet emigrants and others using the Oregon Trail in Oregon often visited and mentioned these locations. Fort Boise, the old fur trade post, was adjacent to the crossing of the Snake River and a point of entry into what became the state of Oregon. Fort Walla Walla (formerly Fort Nez Percés) was a point of supplies and the departure location for emigrants abandoning their wagons and traveling down the Columbia River by water). Fort Vancouver was an important, if temporary, destination for travelers in the 1840s who visited the post to purchase cloth, tinware, foodstuffs, tools, and blacksmith services. In the first decade of extensive emigrant use of the Oregon Trail Fort Boise, Fort Walla Walla, and Fort Vancouver were all in Oregon Territory and only subsequently became locations in states carved out of that territory.

Fur trade posts not located within Oregon are not eligible for listing under this MPD, but are discussed below because they are historically associated with the Oregon Trail in Oregon and provide important historic context.

Fur Trade Posts

Fort Boise [Mile 1510.7–4.7 miles northwest of Parma, ID., Canyon County –SW 1/4 of SE 1/4, Sec. 26, T6N, R6W, B.M.]

This property listed in the National Register of Historic Places on December 24, 1974, NRIS No. 74000736.

Erected in 1834, this Hudson's Bay Company post was located on the east bank of the Snake River a short distance downstream from the confluence of the Boise River (from the east) and the Owyhee River (from the west) with the Snake. The post was referred to variously as Fort Boise, Big Wood Fort, and Snake Fort. The primary goal of the company at this site was to siphon the Indian trade to the western margin of the Snake Plain and draw that commerce away from American traders who passed through the Rocky Mountains to the east. By 1845 the fort had eight employees who tilled two acres, tended twenty-seven cattle and seventeen horses, and operated a trading store (Gibson 1985:58).

Beleaguered by dust, seeking browse for their livestock, and willing to risk fording the Snake River at Three Mile Crossing, thousands of emigrants moved to the north bank of the Snake and descended the valley of the Boise River to this fort. John C. Frémont reported in 1843 that the post had thriving livestock, a few vegetables, and was supported by salmon (Jackson and

Spence 1970[1]:537). Emigrant John Minto in 1844 noted that his party purchased twenty pounds of flour but failed to obtain dried elk meat they viewed at the station (Minto 1901:222).

The primary adobe building at Fort Boise toppled into the Snake River in a flood during the winter of 1853 with more damage to the site in 1862. The Hudson's Bay Company withdrew most of its operations from south of the 49th parallel starting in 1846. Fort Boise, however, appeared in exterior and interior sketches made in 1849 during the visit of the U.S. Army Mounted Riflemen (Cross 1850).

Although most of Fort Boise washed away in floods in 1852 and 1863, the approximate site has a concrete marker erected in 1971. The fort appeared in illustrations (Cross 1850) and as "Fort Boisée" on the Preuss map accompanying John C. Frémont's diary of 1843 (Jackson and Spence 1970[1]: atlas]. The fort is mentioned in emigrant travel diaries and reminiscences and, though it lacks an archaeological component, was entered in the National Register.

Fort Walla Walla/Nez Perce [Mile 1730.3—mouth of Walla Walla River, WA., Walla Walla County, Sec. 27, T7N, R31E, W.M.]

Erected in 1818 by the Northwest Company, this post passed in 1821 to the Hudson's Bay Company. It was located immediately above the mouth of the Walla Walla River at its confluence with the Columbia River. The site is today submerged in the waters of Lake Wallula behind McNary Dam. The fort served as an important trading post and site for adjacent horse-raising enterprises for the fur trade. It was the point of origin or return of numerous brigades, including those of Peter Skene Ogden to the Snake Plain and Great Basin in the 1820s (Stern 1993, 1996).

By the 1840s the fort was surrounded by a palisade of timbers set on end and had square bastions on its corners. For many years, trader William McBean, his Native American wife, and family resided at the post (Munnick and Warner 1972: A-51).

Early travelers on the Oregon Trail visited Fort Walla Walla because of their need for food or livestock. The emigration of 1843 crossed the Blue Mountains and came to the fort where a number of travelers decided to abandon their wagons to travel by water down the Columbia to the Willamette Valley. Some built small boats; others hired Hudson's Bay Company bateaux. Jesse A. Applegate recalled: "During the time we remained at Walla Walla, probably two weeks, the men were busy sawing lumber and building small boats. They called them skiffs, and one of average size would carry a family of eight or ten persons" (Nesmith 1906; Applegate 1914:41).

After the emigration of 1845 fewer emigrants took the route to Fort Walla Walla. With the outbreak of the Cayuse War in 1847 emigration via this route virtually stopped. Destruction of the Whitman Mission at Waiilatpu and withdrawal of the Hudson's Bay Company personnel to British Columbia were pivotal factors.

Although the site of Fort Walla Walla/Nez Percés is beneath Lake Wallula, it is noted by a historical marker at Wallula Junction. There is no known archaeological property (at this time) for the fort, though such might be discovered at a future date with draw-down of the reservoir behind McNary Dam. At some future date when data recovery is feasible, the site may be eligible for listing on the National Register.

Fort Vancouver [Mile 1901.8. Vancouver, Washington, Clark County—Sec. 27, T2N, R1E, W.M.]

This property listed in the National Register of Historic Places in 1972, NRIS No. 66000370.

The Oregon Trail, Oregon, 1840 to 1880

Name of Multiple Property Listing

Oregon

State

Founded during the winter of 1824-25, Fort Vancouver became the headquarters until 1846 for the Hudson's Bay Company in the Pacific Northwest. The company located the post on the north bank of the Columbia River about two miles upstream from its confluence with the Willamette River. The post grew rapidly in importance as the company diversified its operations. It was the site of a trading post or store; shops for blacksmithing, tinsmithing, and carpentry; warehouses for storing imported goods and exports; quarters for personnel; and the location of gardens, orchards, salmon salting, a shipyard, and nearby sawmill and grist mill. With these diverse resources and monopoly over the fur trade the fort, by the early 1840s, was a Mecca for early Oregon Trail travelers. Hundreds came there to purchase cloth, food, tools, kitchen utensils, or other necessities for establishing a subsistence economy on a new frontier (Hussey 1958).

Most overland emigrants arrived at Fort Vancouver by water. Many left their wagons on the south or Oregon shore of the Columbia and journeyed to the fort to purchase supplies. Some, who transported their wagons through the Gorge on log rafts, re-assembled them on the north bank of the Columbia and continued their journey to their land claims north and west of Fort Vancouver. As a result of the Oregon Treaty (1846) the Hudson's Bay Company moved its headquarters to Victoria, Vancouver Island, British Columbia. The post rapidly diminished in importance. Its lands were filed on by the U.S. Army as well as American settlers. Many of its resources were plundered, a matter ultimately addressed in the 1860s by the Hudson's Bay Claims Commission (Hussey 1958:113-114).

Although all structures at Fort Vancouver were razed or obliterated in the nineteenth century and its location became an army base, airfield and sawmill for the Spruce Production Division in the early twentieth century, the site had remarkable historical, archaeological resources. The centennial of the fort in 1925 quickened interest, led to a formal organization in 1940, and in 1948 to the congressional authorization for the Fort Vancouver National Monument. On July 9, 1954, the site became a unit of the National Park Service. Based on historical images, documentary accounts, and archaeological work, the National Park Service has reconstructed the bastions, exterior wall, several structures, and a small garden. The Fort Vancouver National Monument is today part of the Vancouver Historic Reserve, a multi-faceted group of historical and cultural attractions in Vancouver, Washington.

5b. Significance

The fur trade posts at Fort Boise, Fort Walla Walla, and Fort Vancouver were important landmarks and, for a few years in the 1830s and early 1840s, points of supply for overland travelers. Fort Vancouver was the most important among these posts because of its maritime connections, workshops, and its store that sold commodities desired by settlers. Overland emigrants passing through the Columbia Gorge often stopped at the landing at Fort Vancouver before heading south into the Willamette Valley or turning north toward Puget Sound.

Criterion A

Fur trade posts will be significant under Criterion A, at the national, state, or local level, for their direct connection and association with the commerce and trade history of the Oregon Trail. Properties may be significant in the areas of Agriculture, Commerce, Industry, Settlement/Exploration, Social History, and/or Transportation. These properties provide an important association with trade networks and explain the choices and decisions emigrants made when it came to supplies and other resources during their journey.

Criterion D

Under Criterion D, at the national, state, or local level, fur trade posts have the potential to yield information on things such as their method of construction, use, or even changes in trade over time. Since there are no known extant fur trade posts in Oregon, Criterion D will be the primary Criterion in which to demonstrate significance for this property type. Properties may be significant in the areas of Agriculture, Archaeology, Commerce,

Industry, Settlement/Exploration, Social History, and/or Transportation. The archaeological record has the potential of providing data explaining unknown history regarding the location or use of fur trade posts, which ultimately will establish a temporal and physical connection to the Oregon Trail. If an extant fur trade post were to be discovered and it had a significant association to the Oregon Trail, then, integrity of setting, feeling, and association must be retained.

Research (archaeological or otherwise) into the physical nature of these properties may provide answers to relevant research questions including, but not limited to:

- How was the trading post designed/laid out (e.g. activity areas) and how did it address the use and potential camping of local Natives?
- What information can be gleaned from the post regarding changes in trade over time (both in resources sought as well as items offered in exchange), competition among different trading factions, or relationship with local native populations?
- What effect did the Oregon Trail have on the establishment or growth of the trading post and what evidence exists to support the effects?
- What can we learn about women placed at these posts? Children?
- What influence, if any, did Native populations have on the development and design of these posts?
- When comparing fur trading posts in different regions along the Oregon Trail, what are the commonalities and differences? Are there signs of more competition closer to the more developed East Coast?
- Did the location of a fur trade post affect the surrounding environment or influence the desecration of a particular property?

5c. Registration Criteria

Fur trade posts are identified as existing within the period of significance of this MPD and are closely associated with the historic context of the Oregon Trail itself; however, the three identified properties lie outside the State of Oregon, the geographic confines of this MPD, and therefore may not be listed under this document. To date, there are no other fur trade posts identified in the historic record.

If a fur trade post within the State of Oregon is identified, to be eligible under this MPD fur trade posts must meet the general registration requirements and the following property-type specific registration requirements:

1. Eligible fur trade posts must be directly linked to the use and development of the Oregon Trail and adjacent or in reasonable proximity to the route.
2. Eligible fur trade posts must be identifiable on the ground through historic or archaeological remains.

The boundaries of contributing fur trade posts should include the extant or archaeological remnants of the main fur trade post building itself, associated outbuildings, fence lines, and other features related to the habitation and use of the site that were constructed or used during the period of significance for this MPD.

F.6 Name of Property Type: Missions

6a. Description

The Second Great Awakening, 1796-1840, was an important social and intellectual movement and a prelude to overland immigration to the Pacific Slope. This period of religious intensity was particularly strong along the American frontier and directly affected the lives and actions of tens of thousands of residents who, along with their neighbors, considered moving farther and farther west. The Second Great Awakening was marked by development of denominational "home" and "foreign" mission societies, founding of seminaries and academies to prepare young people for the ministry and Christian life, publication of tracts and other literature, camp meetings, and the zeal to bear witness to Christian teachings.

By the 1830s several groups considered expanding their mission fields to the Indians of the Pacific Northwest. A precipitating factor was the delegation of four Nez Perce men who traveled in 1831 to St. Louis to meet with Superintendent of Indian Affairs William Clark to request religious instruction for their people. The *Christian Advocate and Journal* carried a story about this event on March 1, 1833. This "cry from the wilderness," inspired the Methodists and Rev. Jason Lee to establish Methodist missions in the watershed of the Columbia River. In 1834 Lee and his party accompanied Nathaniel Wyeth, an American investor in the fur trade, and traveled the eventual route of the Oregon Trail. The men ascended the Missouri and Sweetwater drainages, traversed South Pass, crossed the Snake Plain, and crossed the Blue Mountains and the Columbia Plateau to the Willamette Valley (Brosnan 1932:2-4; Lowenberg 1976:62-63).

Mission sites not located within Oregon are not eligible for listing under this MPD, but are discussed below because they are historically associated with the Oregon Trail in Oregon.

Methodist Missions

Jason Lee established his headquarters mission at Mission Bottom on French Prairie west of the Cascades. As he raised more money and recruits, he expanded the operations, two stations of which became associated with the Oregon Trail.

Wascopam Mission (The Dalles) [Mile 1819.0, The Dalles, Wasco County, OR., Sec. 3, T1N, R13E, W.M.]

Rev. Henry Perkins and Rev. Daniel Lee founded this mission on March 22, 1838 (Lee and Frost 1844:(152-153). Its location was probably in what became known as the Wiley Block, approximately 308 Webster Street, The Dalles, Oregon (Hillgren 1939:221). The mission was reportedly burned in the early 1850s by the U.S. Army; there is no known archaeological component. A recent, major study of the Wascopam Mission, however, noted: "Nothing remains of the mission compound today, and its exact location is uncertain" (Boyd 1996:20).

The station staff increased in May, 1838, with the arrival of Perkins' wife, Elvira (Johnson) Perkins, who became a teacher at the station, and, in time with the birth of children in the Perkins family. Winslow Anderson, an African-American, also joined the staff that month to work with Daniel Lee in construction of living quarters for the families, increased with the addition of Daniel Lee's wife, Maria, in 1841 (Boyd 1996:19). With the advent of travel on the Oregon Trail in 1840, virtually every traveler until 1845 visited the Wascopam Mission. For many, the station was the only structure other than the Whitman Mission on the Walla Walla River encountered between Fort Boise and the Willamette Valley. Peter H. Burnett, an emigrant of 1843, described the situation at The Dalles:

“The mission houses stand on the southwest side of the river. When you ascend the bank, the ward runs before you in a gentle and regular inclination for about a mile, when it joins a line of hills of moderate altitude, covered with a profusion of pine timber, intermingled with some scattering white oak. Just at the foot of the hill, and on the edge of this timber, stand the mission houses, and between them and the river, are sprinkled numerous Indian huts or lodges Immediately to the southwest is a fine mill stream, and directly below it a rich bottom prairie skirted with yellow pines and oak” (Burnett 1880:92).

The lure of the Wascopam Mission for emigrants lay in the curiosity of viewing four structures around an open plaza. The two-story mission house, 20 by 30 feet, faced the river, with living rooms for each family on the first floor and bedrooms upstairs. Other features included the “Spanish wattled house,” erected in 1839, and, in 1841, a barn and a log meeting house for the Indians (Boyd 1996:19).

Between December 30, 1838, and January 6, 1839, Wascopam Mission hosted the region’s first camp meeting. This and subsequent religious gatherings were hallmarks in the station’s development. Lee and Perkins subsequently left the mission, but were succeeded by Henry Brewer. This layman put his energies into farming to try to make the station self-sufficient. In August, 1843, Jason Lee and Daniel Lee, his nephew, both left Oregon, denoting the rapid decline in fortunes for the Methodist efforts in the region (Boyd 1996:22-23).

The mission served as a supply point for famished, impoverished emigrants. In a letter penned on November 24, 1843, Henry Perkins observed: “Our station has the usual aspect of a hotel or camp.” Henry Brewer wrote on November 7, 1843: “They draw heavily on our little supplies, but we could not see them pass hungry & starving” (Boyd 1996:24).

The Methodist Mission Society withdrew its support for the Oregon missions in 1843, firing Jason Lee and sharply curtailing funds. The station fell on hard times in 1844, though was staffed by Alvin Waller until 1847. The starving, weary pioneers who followed Stephen H. L. Meek over his ill-fated trail through eastern and central Oregon came to this mission for succor in the fall of 1845. In 1847 Rev. Marcus Whitman purchased the assets of the mission and put it in the charge of his nephew, Perrin Whitman. Six months later the outbreak of the Cayuse War and the murder of eleven at the Whitman Mission on the Walla Walla River led to the precipitous abandonment of Wascopam Mission.

Oregon City Mission (Oregon City) [Mile 1932, east bank of Willamette River at Abernethy Creek, Oregon City, Clackamas County, OR., Sec. 29, T2s R2E, W.M.]

Willamette Falls offered several attractions for a Methodist mission. The rapids were a major Native American fishery and trading station. The location was the meeting point between speakers of Upper Chinookan dialects and the Kalapuyans of the Willamette Valley. The site was important for portage of supplies around the falls as well as holding significant waterpower potentials for industry. Because of its pivotal importance, Rev. Jason Lee decided in the spring of 1840 to establish a mission and warehouse on the east bank of the Willamette below the rapids, near the head of navigation on the river (Brosnan 1932:176).

During the summer Rev. Alvin F. Waller and his wife settled at Willamette Falls to build a log house. The following year, 1841, Lieutenant Charles Wilkes of the U.S. Navy visited the site and noted: “Mr. Waller and his wife gave us a kind welcome, and insisted upon

our taking dinner with them. As they have no servants, Mrs. Waller prepared the dinner, while Mr. Waller took care of the out-door business. Though the house was built of rough materials, it was very evident that neatness and order prevailed" (Wilkes, C. 1845[4]:343-44).

The Methodist mission at Oregon City imposed many obligations on its agent. On August 19, 1842, Rev. Waller noted:

"My labor has been a little of almost every thing. I have been carpenter and joiner, receiver and forwarder of goods, retail merchant, salmon trader and salter, boat and canoe maker, stone layer, blacksmith, farmer, cooper, nurse, and physician On Sabbath I have generally held three or four meetings."

In December, 1842, Waller organized at Oregon City the first Methodist congregation on the west coast of North America (Brosnan 1932:179-180).

The role of the Oregon City mission became increasingly secular, especially during the tenure in the mid-1840s of George Abernethy. Hired as the steward, or bookkeeper, for the Oregon Methodist missions, Abernethy's interests were material. He and his wife filed on the mission site as a Donation Land Claim, built a home on the bank of the river, and erected a brick commercial building where they sold groceries and dry goods. The arrival of emigrants each fall created a boom in business for this thrifty investor who also served as Oregon's Provisional Governor, 1845-49 (Evans 1889[2]:184).

There is no known archaeological component. The site of the George Abernethy house and store on the east bank of the Willamette River was wiped clean of structures in the great flood of 1861 (Corning 1956:1). The site has been severely disturbed/destroyed by construction of McLoughlin Boulevard in Oregon City and the massive Interstate 205 bridge that crosses the river at this location.

ABCFM Missions

In 1835 the American Board of Commissioners for Foreign Missions (ABCFM) dispatched Samuel Parker and Marcus Whitman to explore the eventual route of the Oregon Trail and assess the prospects for missions in the Pacific Northwest. Parker kept a journal of their travels published in 1838. Whitman turned back to the East at the Green River; Parker continued overland to Fort Walla Walla and descended the Columbia River by water to the Pacific Ocean (Parker 1838).

The following year Whitman and his wife, Narcissa, and Henry and Eliza Spalding traveled the same route and established missions among the Cayuse and Nez Perce Indians. The Whitmans settled at Waiilatpu, a location about twenty miles upstream on the Walla Walla River from its confluence with the Columbia. Overland travelers from 1836 to 1847 usually crossed the Blue Mountains from the Grand Ronde Valley to the Umatilla. They then turned northeast to Walla Walla region and visited the Whitman station.

Whitman Mission/Waiilatpu [Mile 1709.6–8 miles west of Walla Walla, WA., Walla Walla County—Center of Sec. 32, T7N, R35E, W.M.]

Founded in 1836 by Marcus and Narcissa Whitman, this important outpost was a magnet for overland emigrants. The first wagons arrived in 1840, mostly just running gear and wheels. Over the next four years, however, the flow of travelers increased. In 1843 Whitman, who had been preaching and fund-raising in the East, helped lead west nearly 900 travelers and perhaps 3,000 head of livestock. This emigration visited the Whitman Mission. In 1844 an estimated 1,500 persons came to the mission. After 1845

many emigrants took a shorter route west of the Blue Mountains via the Umatilla Valley to the west. Whitman noted the change in travel when he wrote on September 29, 1845: "Few of the Immigrants call on us" (Drury 1937:238-39, 353, 362).

The Whitman mission eventually included a T-shaped adobe, five other structures including a school, blacksmith shop, and warehouse, several smaller structures, and a sawmill (constructed twenty miles distant in the Blue Mountains). The mission offered many attractions: food, medical assistance, emergency blacksmith repairs, and refuge for sick emigrants and orphan children of overland travelers. During the winter of 1846-47, for example, William Geiger, a teacher at the station, taught more than twenty children, most of them Euro-Americans (Drury 1937:371).

The arrival of the emigrations sorely taxed the resources and energies of the Whitmans and their helpers. Some who came to the station were tough, rough-speaking, rude "Missouri Pikes." They were not Christians but expected hospitality and assistance. Narcissa wrote that she was "so thronged and employed that I feel sometimes like being crazy." She further remarked that "poor husband, if he had a hundred strings tied to him pulling in every direction, could not be any worse off." In addition to three Indian-Euro-American children taken into their family since 1840, the Whitmans in the fall of 1844 also took on the care of the seven Sager orphans whose parents had died on the trail (Jeffrey 1991:184-186).

In November, 1847, an accumulation of discontents induced some of the Cayuse Indians to attack the station, kill the Whitmans and twelve others, take more than fifty hostages, and end the ABCFM operations on the Walla Walla River. The attack, in part a product of Native American anxiety about the continuing influx of new settlers and the annual ravages of new diseases, led to the Cayuse War of 1847-48. Volunteer settler-soldiers from west of the mountains came to the Columbia Plateau to seek vengeance for those who had killed the residents of the mission at Waiilatpu (Ruby and Brown 1972).

Although little more than a site with a cemetery when taken over in 1936 by the National Park Service, Whitman Mission National Historic Site was subjected to archaeological excavations in the 1940s and, most recently, by ground-penetrating radar and testing (DeVore 2005, 2006).

Wascopam Mission [Mile 1819.0, The Dalles, Wasco County, OR., Sec. 3, T1N, R13E, W.M.]

Marcus Whitman purchased Wascopam Mission from the Methodists in 1847 for \$600. He placed his nephew, Perrin Whitman in charge of the mission, but no actions were taken before the outbreak of the Cayuse War in November and the abandonment of the station (Corning 1956:258).

Catholic Missions

In the fall of 1838 fathers Francois Norbert Blanchet and Modeste Demers arrived from an overland journey from Quebec. Their goal was to establish missions among the Native Americans and employees of the Hudson's Bay Company residing in the Pacific Northwest. College graduates and trained linguists, the priests made rapid progress in their efforts to preach, teach, and convert. Unlike the Methodists or ABCFM missionaries, they did not insist on a prolonged, instructed "believer's baptism" through confession of sins and seeking of God's grace, but rather offered an easier and quicker way to Christianity. Further, they did not premise conversion on agrarianism, a sedentary lifestyle, nor on mastery of English.

Father Blanchet anticipated a mission at Oregon City and, when the town was platted in December, 1842, purchased a lot for the facility from Dr. John McLoughlin. The rapid decimation of the Native American population and influx of settlers, however, thwarted that plan, but led in 1845 to the founding of a Catholic Parish in the town (O'Hara 1925:69).

St. Anne's Mission, Umatilla River [ca. Mile 1678, site uncertain, east of Pendleton, OR., Umatilla County]

Fathers Augustin M. A. Blanchet and John B. A. Brouillet established this mission on November 27, 1847, in a cabin owned by Cayuse Indian Tawatoo (Young Chief) on the Umatilla River. The priests had explored the region surrounding Fort Walla Walla since September to seek prospective sites for stations. Father Pascal Ricard, an Oblate priest and member of this group, had first established St. Rose Mission at the mouth of the Yakima River. St. Anne's was the second station, but two days after its founding the Cayuse Indians attacked and destroyed the Whitman Mission on the Walla Walla River. Brouillet helped bury the dead at Waiilatpu, returned to St. Anne's, and then abandoned the site (Paulus 2010; Bancroft 1886[1]:654-655).

Father Augustin Blanchet, at request of the Cayuse, attempted to re-establish St. Anne's in June, 1849, but was unable to do so because of the continuing problems of the Cayuse War. In 1852 Father Eugene C. Chirouse came to the Umatilla River and re-established St. Anne's mission. The station was abandoned during the Indian war of 1855 when it sacked and burned. Ultimately in 1865 Father Adolph Vermeersch again established St. Anne's Mission, this time locating it on the south bank of the Umatilla River "by a pine tree in a grove of cottonwoods." The site eventually had a church, residence and school, but all three may have been located in a simple log cabin [See Mission of St. Ann, Register II, 1865-1888 (Munnick and Munnick 1989)]. Subsequently the mission was moved twice again, was renamed St. Andrew's, and finally moved in 1905 to its present location at 8022 St. Andrews Road, Pendleton, Oregon, on the Umatilla Reservation (Paulus 2010).

Although located within a few miles of the Oregon Trail's route through the Umatilla Valley, there is no documented record of interface between travelers of that route and the priests of this station. The precise locations of the earliest missions are unknown and there are likely no archaeological components. The site of the mission established in 1865 by Father Vermeersch may have archaeology associated with its structures, a matter for further investigation.

St. Rose of the Cayuse Mission [Mile 1717.0–3.7 miles east of Lowden, WA., Walla Walla County—Sec. 34, T7N, R33E, W.M.]

The records of this Catholic mission open with an entry on June 26, 1847, at Fort John on the Laramie and include rites at Fort Boise, the Cascades of the Columbia, and many on the Walla Walla River. The individuals were almost all identified as Cayuse or Walla Walla Indians, excepting some members of metis fur trade families. The entries stop on February 25, 1856 (Munnick and Munnick 1989).

Aubrey Haines noted: "It is unlikely that the mission settlement would have been attractive to American emigrants, who had a strong anti-Catholic bias . . ." (Haines 1981:370). None of the sacramental records appear to relate to overland emigration. The mission has an historic marker and its cemetery is about 3,000 feet north on a ridge. There are no known archaeological investigations of this site.

6b. Significance

The Christian missions on or near the Oregon Trail in Oregon served as points of refuge, assistance, and as beacons of American culture for overland travelers in the 1840s. The most important of these stations were the Whitman Mission at Waiilatpu on the Walla Walla River in southeastern Washington, visited by travelers between 1836 and 1847; Wascopam Mission, encountered by emigrants between 1838 and 1847, at The Dalles, Oregon; and Oregon City Mission, 1838-45 on the banks of the Willamette River at Oregon City.

The missions also accepted ill travelers unable to continue farther on their journey. The missions provided food, blacksmith assistance, and nurture in the final weeks of the overland journey when many were in straightened circumstances.

For Native Americans the missions were important factors of cultural and religious change. The missions hastened the transformation of their traditional cultures. The missionaries sought to convert them to an agrarian lifeway, Euro-American clothing and customs, and, of course, to Christianity. The location of the missions on or near the Oregon Trail contributed to and hastened the demographic calamity that swept through the Native American population of the Columbia Plateau. The emigrants were a source of new pathogens that spread disease, discontent, and ultimately warfare in 1847-48 that led to the collapse of the initial mission systems.

Criterion A

Missions will be significant under Criterion A, at the national, state, or local level, for their direct connection and association with the religious and cultural history of the Oregon Trail. Properties may be significant in the areas of Agriculture, Health/Medicine, Religion, Settlement/Exploration, and/or Social History.

Criterion D

Missions will be significant under Criterion D, at the national, state, or local level, for having the potential to yield information regarding religious, economic, or cultural practices at a mission that speak to daily life or other interactions at a mission. Eligible missions may be significant in the areas of Agriculture, Archaeology, Health/Medicine, Religion, Settlement/Exploration, and/or Social History.

Research (archaeological or otherwise) into the physical nature of these properties may provide answers to relevant research questions including, but not limited to:

- What sort of crops were grown at the mission? Were new species introduced to the area?
- What evidence exists that might clarify aspects within the mission relating to animal husbandry, agriculture, hunting, etc.
- How did life at the mission differ from that of other missions (e.g., different religious affiliation, regional setting or geography, purpose of mission)?
- Can the effects of the mission on the local native population be recognized (e.g., changes in settlement or subsistence practices, adoption of new housing styles or tools, acceptance of new animals for food or utilitarian use)?
- What might we discover about life in a mission?
- What might we learn about the medical decisions and/or treatment of emigrants during this era?

6c. Registration Criteria

Eligible missions must meet the general registration requirements and the following property-type specific registration requirements:

1. Eligible missions must be directly linked in the historic record to the use, development of, and providing support and assistance to emigrants of the Oregon Trail.

2. Eligible missions must be adjacent or in reasonable proximity to the route.
3. Eligible missions must be identifiable on the ground through historic or archaeological remains.

The boundaries of contributing missions should include the extant or archaeological remnants of the main mission house or building itself, outbuildings, fence lines, and other features related to the habitation and use of the site that were constructed or used during the period of significance for this MPD.

Three missions merit further discussion to illustrate the registration Criteria:

The Wascopam Mission appears in numerous primary accounts written by travelers and in two images (following its abandonment) from 1849. The first is a view of the mission that accompanied the report of the travels of the U.S. Army Mounted Riflemen to Oregon (Cross 1850); the second is an oil painting by William H. Tappan who traveled with the Riflemen in 1849, an image in the collections of the Oregon Historical Society. Despite this documentation, Wascopam Mission's precise location is problematic. Activities of the U.S. Army at the site in the 1850s and construction of the city of The Dalles, Oregon, have obliterated all traces. In his Oregon Trail study, however, Aubrey Haines pointed out that the historical marker at Trevitt Street and West Third Place was not the location of the site. Without further documentation he asserted: "The mission buildings were at Washington Street and East 11th, a little more than a half mile to the southeast. They were burned in 1850, after Fort Dalles was built" (Haines 1981:383). This information is not particularly helpful because the U.S. Army did not establish Fort Dalles until 1852. There are no known archaeological remains of the mission, though if archaeological evidence is found there is potential that evidence is eligible under this MPD. Considering these problems, Wascopam Mission does not qualify for listing under this MPD.

In a similar way the Methodist Oregon City Mission and the Catholic St. Anne's Mission and Saint Rose of the Cayouse, while referred to historical literature, do not appear on maps, do not have precise locations, were not mentioned by Oregon Trail travelers, and have no known archaeological properties. These sites do not qualify for listing.

The Whitman Mission was abundantly documented in diaries and letters between 1836 and 1847. It is noted by Charles Preuss as "Dr. Whitman" on *Topographical Map of the Road from Missouri to Oregon . . .*, Map VII appended to John Frémont's journals of his 1842 and 1843 explorations of the Oregon Trail (Jackson and Spence 1970). Whitman Mission is documented in archaeological excavations and testing and was acquired by the National Park Service in 1936 as a National Historic Site. It meets the registration Criteria, however, it is outside the geographic boundaries of this MPD and so it is not eligible for listing under this MPD.

F.7 Name of Property Type: Indian Agencies/Reservations

7a. Description

In 1851 Superintendent of Indian Affairs Anson Dart dispatched Elias Wampole to the eastern Columbia Plateau to establish an agency among the Cayuse and Umatilla Indians. The station at Echo, OR., was on the banks of the Umatilla River. It was short-lived but served briefly as a landmark for Oregon Trail travelers.

Utilla Agency [Mile 1712.0 – Echo, Oregon., Umatilla County, SE 1/4 of NW 1/4, Section 16, T3N, R29E, W.M.]

Several emigrants mentioned this site in their diaries:

John Johnson, August 5, 1851:

“We met a man from Oregon, who had a contract to put up a building for an Indian Agency, he wanted to hire a few men to help him raise the building as he had hewed out the frame from green cottonwood, and they had twisted and curled up so, it was quite a job to put the frame together, but finally Harve Green and Mr. Williams and I agreed to stop 2 or 3 days and help raise the building (Johnson 1851:19).

P. V. Crawford, August 28, 1851:

“Four miles down the valley brought us to the Umatilla Agency” (Crawford 1924:163-164).

Charles A. Brandt, September 7, 1851:

“Came to the Agency. Here is the first frame house we have seen in Oregon” (Brandt 1851:24).

John S. Zieber, September 25, 1851:

“This day we traveled 17 miles and again crossed the Umatilla River, which brought us to the Indian Agency where Mr. [Elias] Wampole is stationed and where there is a large new frame house, which was at this time unfinished within, though the outside presented a fair appearance as [it] was painted white as snow Most of the materials with which this house has been built were brought from the late Dr. Whitman’s station” (Zieber 1921:331).

Umatilla Reservation [Miles ca. 1668 to 1689, OR., Umatilla County]

The United States did not enter into treaties with the tribes of the Columbia Plateau until 1855. The agreements negotiated at the Walla Walla Treaty Council ultimately led to ratified treaties with the Nez Perce, Confederated Tribes of Umatilla, and the Confederated Tribes of Warm Springs. The tribes ceded extensive land areas but retained both reservations and reserved subsistence rights. The Umatilla Reservation was the only one traversed by the Oregon Trail.

7b. Significance.

The Utilla (Umatilla) Agency was the first administrative site in the interior of the Pacific Northwest where the Office of Indian Affairs began in 1851 to implement federal policy. Although use and occupancy of the agency was short-lived because of the outbreak of hostilities and its destruction, the subsequent Umatilla Agency at a

new location became the administrative headquarters of the Umatilla Reservation created by treaty on June 9, 1855. The second location of the agency on the reservation was not on the Oregon Trail nor was it mentioned by overland travelers in their diaries or reminiscent accounts.

The Umatilla Reservation is a significant feature. The Oregon Trail entered the reservation (subsequent to its designation in 1855) in the Blue Mountains and passed through the reservation in following the course west along the Umatilla River to the later site of Pendleton. Although reduced in size by railroad rights-of-way, allotment of lands, and opening of alleged "surplus acres" for Euro-American settlement, the reservation survives and is today the home and headquarters for the Confederated Tribes of the Umatilla Indian Reservation.

Criterion A

Indian Agencies/Reservations will be significant under Criterion A, at the national, state, or local level, for their direct connection and association between the relationship and administrative history between Native Americans and emigrants. Properties may be significant in the areas of Politics/Government and/or Settlement/Exploration.

Criterion D

Indian Agencies or Reservations will be significant under Criterion D, at the national, state, or local level, for yielding or having the potential to yield information regarding the intersection of the Native American community and the emigrants of the Oregon Trail as well as the treatment of Native populations during this period. Properties may be significant in the areas of Agriculture, Religion, Social History, and/or Settlement/Exploration.

Research (archaeological or otherwise) into the physical nature of these properties may provide answers to relevant research questions including, but not limited to:

- What local changes can be documented following the establishment of the agency/reservation (e.g., adoption or changes in farming, animal husbandry, religious practices)?
- What evidence exists to help document the variances in treatment of different Native populations within the reservation?
- Can the impact of the reservations on women (both native and non-native) be determined? Children?
- What impact did the reservations have on Native settlement and subsistence practices? How can these impacts be recognized through the archaeological record?
- What can be determined regarding class differences among individuals at the reservation, (traders, soldiers, etc.)?
- As a separate arm of the government, how much influence did the army have on decisions made by Indian agents?

7c. Registration Criteria

Eligible Indian Agencies/Reservations or portions thereof including, discrete identifiable archaeological remains, must meet the general registration requirements and the following property-type specific registration requirements:

1. Eligible Agencies/Reservations must be directly linked to the use and development of the Oregon Trail and either adjacent or in reasonable proximity to the route.
2. Eligible Agencies/Reservations or portions thereof must be identifiable on the ground through historic or archaeological remains.

The boundaries of Indian Agencies/Reservations should be the extent of the administration building, either extant or its archaeological remnants.

The Oregon Trail, Oregon, 1840 to 1880

Name of Multiple Property Listing

Oregon

State

The Utilla Indian Agency merits further discussion to illustrate the registration Criteria:

The site of the Utilla Indian Agency was the subject of archaeological investigations in 1989 (Woodward and Woodward 1985, 1990; Duncanson 1990). The primary focus was not on material remains of the Indian Agency but on the temporary use of the site as Fort Henrietta, a camp of the Oregon Volunteers in the Cayuse Indian War of 1847-48. There is no known archaeological property for the short-lived Utilla Agency. The repeated mention of the location in travel diaries, however, confirms that the location was an associated property type related to the Oregon Trail. This agency is not directly associated with any of the Oregon Trail segments included in this nomination and therefore not eligible for listing under this MPD.

F.8 Name of Property Type: Toll Gates

8a. Description

The Oregon Trail was a free route across the public domain for emigrant use. However, in 1846, entrepreneurs in the Willamette Valley improved a rudely cut trace of 1845 through the forests over the southern slopes of Mount Hood and opened the Barlow Road. Named for Samuel K. Barlow (1795-1867), one of its developers, the route was franchised by the Oregon Provisional Legislature. Although the wagon trace lay on public lands, it continued to operate as a toll road under various ownerships until 1919 when the right-of-way was deeded to the State of Oregon. By some estimates as many as 75% of the overland emigrants entering the Willamette Valley traversed the Barlow Road (Wasco and Clackamas County Historical Societies 1976).

Over the decades five toll gates confronted travelers on the Barlow Road. The toll keepers collected fees in order to pay for the route's maintenance. Rolling rocks, falling trees, and streams changing the course were important elements impacting the condition of the road and necessitated regular repairs.

Toll gate at Gate Creek [Mile 1857R ½, Gate Creek, north of Smock Prairie, OR., Wasco County, SE 1/4 of NE 1/4, Section 35, T4S, R11E, W.M.].

This property is identified as a contributing feature to the Barlow Road Historic District, listed in the National Register of Historic Places on February 24, 1992, NRIS No. 92000334.

The eastern toll gate was located at the "Strickland Place" on Gate Creek in a setting of oak savannah at the margin of the conifer forest blanketing the Cascade Mountains. The site was manned on a seasonal basis—usually August to October—to collect tolls from travelers. This site served as a toll gate from 1846 to 1852 (Wasco and Clackamas County Historical Societies 1976:74).

Andrew Jackson Poe, September 2, 1847:

Movd 4 Miles Campt
At the first toll gate
Bad Road Stoney through
Pine woods
Paeid Barlow Toll
13.70 So much for the
Cascade Mountains
(Poe 1847)

Amelia Hadley, August 17, 1851:

"Traveled 12 miles over the most hilly rough road I ever saw after we left camp we ascended a mountain where we had eight horses to a wagon camp to night at the food of cascades called barlow gate" (Hadley 1984[3]:95).

Rev. Neil Johnson, September 6, 1851:

"It was raining when we got to Barlows Gate, and continued to rain for several days, raised the mountain streams until the road became unpassable. Hemmed in between two crossings of the Zigzag, here were more than 20 wagons and teams, no food for beasts, and rain still faling in torrents" (Johnson, N. 1851).

Abigail Jane Scott, September 19-20, 1852:

"Sep 19th . . . About seven miles farther brought us to another small stream and within three miles of Barlow's gate, at the foot of the Cascade mountains; We

here found a good camp Sep 20th We came three miles this morning and encamped near Barlow's gate" (Scott 1986:131).

Amelia Knight, September 6, 1853:

"Evening after throwing away a good many things and burning up most of the deck boards of our wagons so as to lighten them, got my washing and some cooking done, and started on again crossed 2 branches, traveled 3 miles, and have camped near the gate, or foot of the Cascade Mountains (Knight 1986[6]:71).

Toll gate at Summit House [Mile 1879.1, Summit Meadow, south of Mount Hood, OR., Clackamas County, SE 1/4 or NW 1/4, Section 25, T35S, R8 ½E, W.M.]

This site is identified as a contributing feature to the Barlow Road Historic District, listed in the National Register of Historic Places on February 24, 1992, NRIS No. 92000334.

This toll gate was located approximately 2.5 miles west of Barlow Pass, the summit of the Cascade Range. The Summit House was located at Summit Meadows, a swampy opening of about six acres in the forest where livestock found poor browse. This toll gate operated from 1866 to 1870. There are no diary references to this site. The small cemetery on the northwest side of Summit Meadows, a burial location for some travelers, is located south of the probable toll site. The site is sometimes known as Vicker's 'Summit House,' named for Perry Vickers. Various inscriptions on rocks at this site were made by members of the Kelly family of Portland who, a century ago, had a summer home at the location (Wasco and Clackamas County Historical Societies 1976:74; Haines 1981:401).

Toll gate at Two-Mile Camp [Approximately Mile 1886, 3 miles east of Rhododendron, OR., Clackamas County]

This toll gate was located three miles east of Rhododendron in the watershed of Camp Creek and the Zigzag. It operated from 1871 to 1878. There are no physical features which mark its location (Wasco and Clackamas County Historical Societies 1976:74).

Sarah Butler, July 13, 1878:

"We came on down to the gate house. Eat dinner. Crossed two clay colored streams . . ." (Butler 1974:377).

Toll gate Near Rhododendron [Mile 1889.1, ½ mile east of Rhododendron, OR., Clackamas County, SE 1/4 of SE 1/4, Section 11, T3S, R73, W.M.]

This site is identified as a contributing feature to the Barlow Road Historic District, listed in the National Register of Historic Places on February 24, 1992, NRIS No. 92000334.

This toll gate was located approximately one-half mile east of Rhododendron and operated from 1879 to 1915. Today the site is the location of a replica toll gate and is located within Toll gate Campground, a recreation site developed in the 1930s by the Civilian Conservation Corps and maintained by the Mount Hood National Forest. Two, large maple trees planted by toll keeper Daniel Parker, flank the old road trace at this location (Wasco and Clackamas County Historical Societies 1976:55, 74).

Frank Stevens, July 5, 1881:

“Came up several hills and then came down for some ways through the timber which had been killed by fire, and then all of a sudden to the Toll Gate. Toll here—4-horse team, \$2.25; 2-horse team, \$2.00; loose cattle, 12 ½¢ per head. Had a small store here for the commodation of emigrants” (Stevens 1881).

Toll gate at Francis Revenue Place [Mile ?, west of Sandy, OR., at the west side of the crossing of Sandy River, Clackamas County, SW 1/4 of Section 7, T5E, R2S, W.M.]

This toll gate was located at the crossing of the Sandy River at the western end of the Devil's Backbone, a ridge over which the Barlow Road passed north of the Sandy River. This toll gate operated from 1853 to 1865. Revenue's farm on the west side of the river included a residence, trading post, and a bridge he constructed over the river (Wasco and Clackamas County Historical Societies 1976:62-63, 74).

8b. Significance

Although incompletely documented, the five toll gates on the Barlow Road were stations that gained passing historical mention in the accounts of some travelers. Most emigrants were so impoverished that by the time they reached the toll gates they had little or nothing to offer as pay for passage on the road. These toll gates after 1860 also collected tolls from travelers and drovers driving livestock east to the Cascades. In time, the herds of cattle, horses, and sheep that fed on the bunch grass of the interior or Oregon flowed westward over the Barlow Road to markets in the Willamette Valley. The toll gates were places of temporary refuge for the sick and hungry and also sites from which maintenance parties went out to clear the trace of fallen trees and landslides.

Criterion A

Toll gates will be significant under Criterion A, at the local, state, or national level, for their direct connection and association with the commerce and transportation history of the Oregon Trail. These properties provide an important association with trade networks and explain the choices and decisions emigrants made when it came to finances and deciding on an appropriate route. Toll gates may be significant in the areas of Commerce, Settlement/Exploration, and/or Transportation. Extant toll gates should additionally retain enough of the aspects of design and materials to be able to resemble the historic appearance within the period of significance.

Criterion D

Under Criterion D, toll gates will be significant at the local, state, or national level, as they have the potential to yield information on the business and commerce history of entrepreneurs along the Oregon Trail. Additionally, potential information may further explain about trade networks or the use of toll gates during the period of significance. Eligible properties may be significant under Archaeology, Commerce, Settlement/Exploration, and/or Transportation.

Research (archaeological or otherwise) into the physical nature of these properties may provide answers to relevant research questions including, but not limited to:

- What can we learn about capitalism?
- How did fee-based organizations manage various state issued currencies and notes?
- What can we learn about trade?
- What kinds of archaeological material can we expect at these established locations?
- What landforms or property lines dictated the establishment of toll gates?
- Were certain groups charged more or less depending on their ethnic or racial backgrounds?

8c. Registration Criteria

Eligible toll gates must meet the general registration requirements and the following property-type specific registration requirements:

1. Eligible toll gates must be part of, adjacent to, or marking a diverging route to or from, an identified Oregon Trail segment, as noted in migrant diaries or determined by historic research and/or archaeological investigation.
2. Eligible toll gates must be identifiable on the ground, either by the location of trail segments on either side of gate or other historic or archaeological remains.

Boundaries should include the full extent of single, parallel, and braided pathways to and from the toll gate and/or the associated artifacts on either side of the gate, but not extending down the diverging route unless the segment is eligible for listing under this MPD.

The toll gate sites can be identified with fair accuracy. The sites at Gate Creek, at Toll Gate Campground, and at the Revenue farm have potentials for historical archaeological investigation, though as of writing, none of these sites have been investigated. Considering the lack of structures and no information on archaeological properties, these sites are at this time unevaluated. However, the sites at Toll Gate Campground and at Two-Mile Camp are within the Barlow Road corridor listed in the National Register and both lie within federal ownership as they are in the Mount Hood National Forest. The locations at Gate Creek, Summit Meadows, and the Revenue farm are privately owned.

F.9 Name of Property Type: Military Posts

9a. Description

The United States Army and the Oregon Volunteers established military posts on the Oregon Trail in the mid-nineteenth century. In 1849 Major William Wing Loring and Lieutenant Osborne Cross served as commanders of the Mounted Riflemen, a regiment of troops who crossed the Oregon Trail to establish garrisons at key locations on its route and in the Pacific Northwest. The military stations were to protect emigrants and other travelers and to police relations with the Native American tribes (Settle 1940).

The Cayuse War, 1847-48, and the Yakima War, 1856-57, led to operations by the Oregon Volunteers on the Columbia Plateau and in southeastern Washington. The troops engaged in those operations established short-term posts for the disbursement of supplies and soldiers.

Military Posts not located within Oregon are not eligible for listing under this MPD, but are discussed below because they are historically associated with the Oregon Trail in Oregon.

Fort Waters [Mile 1709.6–8 miles west of Walla Walla, Washington, Walla Walla County–Center of Section 32, T7N, R35E, W.M.]

Lieutenant Colonel Cornelius Gilliam of the Oregon Volunteers established this post at the site of the Whitman Mission (Waiilatpu) on March 2, 1848. It served as a base for the volunteers engaged in the Cayuse Indian War and was named for Lieutenant Colonel James Waters of the Oregon Volunteers (Frazer 1972:177).

Fort Henrietta [Mile 1712.0–Echo, OR., Umatilla County, SE 1/4 of NW 1/4, Section 16, T3N, R29E, W.M.]

A detachment of the 1st Oregon Mounted Rifles, a volunteer company, established this fort on November 18, 1855, on the west bank of the Umatilla River about 300 feet southwest of the emigrant crossing of the Oregon Trail. The post was a stockade of cottonwood logs with two bastions. Major Mark A. Chinn named it Fort Henrietta in honor of the wife of his commander, Major Granville Haller. The site was abandoned in 1856 (Haines 1981:368-369). No known diaries of Oregon Trail travelers mention this fort, probably the consequence of it being burned shortly after the soldiers departed (Frazer 1972:128-129; Haines 1981:368-369)

Fort Dalles/Camp Drum [Mile 1819.0–Wasco County, Oregon–Section 4, T1N, R13E, W.M.]

First known as Camp Drum, this military post was established by the Mounted Riflemen, U.S. Army, on May 21, 1850, and was renamed Fort Dalles in July, 1853. Its purposes were multiple. First, it was to provide protection for emigrants on the Oregon Trail. Second, it was to serve as a holding place for supplies brought up the Columbia River by the Quartermaster Department from its warehouses at Fort Vancouver and Fort Cascades for distribution to other military posts east of the Cascades. Third, it was to serve as a military presence adjacent to the nearby Warm Springs Indian Reservation. The post was a significant point for dispersing soldiers and supplies during the Yakima Indian War of 1856-57 and continued as a troop garrison until 1861. The Army retained the site for Quartermaster supply distribution until May 22, 1867. On March 28, 1877, the U.S. Army transferred the site to the Department of the Interior (Knuth 1966:293-346; 1967:5-52; Frazer 1972:127-128; Haines 1981:384).

Fort Cascades, Fort Rains, Fort Lugenbeel, Quartermaster's Depot [ca. Miles 1849.8 to 1854.8, Skamania County, Washington. T2N, R7E, W.M.]

On September 30, 1855, the United States Army established Fort Cascades at the Lower Cascades of the Columbia River. The fort stood on the north bank of the Columbia approximately 1/4 mile west of the tip of Bradford Island. The fort was intended to provide protection security for shipment of Quartermaster Department supplies upstream to Army posts in the interior and to check Native American demands for payments from emigrants crossing through their lands and villages during the portage around the rapids.

The defenses included a blockhouse and complement of buildings at Fort Cascades, a two-story blockhouse known as Fort Rains (at the Middle Cascades), and a cruciform, two-story blockhouse at officers' quarters known as Fort Lugenbeel (at the Upper Cascades). The Quartermaster Department from Fort Vancouver also constructed a warehouse at the Lower Cascades to receive and hold supplies destined to military posts in the interior.

On March 26, 1856, the Indians attacked these three fortifications. They drove the Army troops from Fort Cascades, pillaged the post, and burned it to the ground. They besieged soldiers and local residents who found refuge in the blockhouses at Fort Rains and Fort Lugenbeel. On March 28, troops from Fort Dalles and Fort Vancouver retook the ruins of the primary post and relieved the soldiers and civilians at the blockhouses at the Middle and Upper Cascades. The Army began reconstruction of Fort Cascades in April, 1856, and occupied it and the blockhouses on June 14, 1861. A token force returned from August 20 to November 6, 1861. The Army abandoned these military reservations on February 2, 1867 (Fraser 1972:172; Beckham 1984:107-128).

Fort Vancouver [Mile 1901.8, Vancouver, Washington, Clark County. Section 27, T2N, R1E, W.M.]

Fort Vancouver was established adjacent to the Hudson's Bay Company's Fort Vancouver on the north bank of the Columbia River approximately one mile above its confluence with the Willamette River. Captain John S. Hathaway, U.S. Army, established the post, initially called Columbia Barracks, on May 13, 1849. When quarters were completed in 1850 the Mounted Riflemen who had traveled over the Oregon Trail in the summer and fall of 1849 settled at the fort. The post was named Fort Vancouver on July 13, 1853, and was joined by Vancouver Arsenal in 1859. The facilities were renamed Vancouver Barracks on April 5, 1879 (Frazer 1972:176-177).

9b. Significance

The two military posts associated with the Oregon Volunteers (Fort Waters from the Cayuse War of 1847-48 and Fort Henrietta from the Indian War of 1855-56) do not have direct connections to the history of the Oregon Trail. Neither of the sites is mentioned in any known diary or reminiscent account of travelers. There is no known archaeological property for Fort Waters, though it is possible that some of the artifacts recovered at the Whitman Mission may relate to the fort's brief use. Although archaeological work was mounted at Fort Henrietta at Echo, OR., the discoveries were not significant and do not directly contribute to the story of the Oregon Trail at that location.

Fort Dalles, Fort Vancouver, and Fort Cascades (and its blockhouses) were U.S. Army posts. Fort Dalles, Fort Cascades, and the blockhouses were visited by numerous travelers in the 1850s. Fort Vancouver was largely ignored by Oregon Trail travelers, not being located directly on the land route of the trail. The Surgeon's Quarters, the only remaining building at Fort Dalles, and Fort Vancouver; however, are listed in the National Register.

Criterion A

Military Posts will be significant under Criterion A, at the local, state, or national level, for their direct connection and association with military history along the Oregon Trail. These military posts provide an important association regarding early military use for those emigrants traveling the Oregon Trail and can provide information to the relationships with the Native peoples. Properties may be significant in the areas of Military, and/or Settlement/Exploration.

Criterion D

Under Criterion D, military posts will be significant at the local, state, or national level, and may be significant in the areas of Archaeology, Military, Social History, and/or Settlement/Exploration. Military posts have the potential to yield information on the layout and position of the former military buildings, military strategy, as well as, speak to the social history and relations between the military, emigrants, and Native peoples.

Research (archaeological or otherwise) into the physical nature of these properties may provide answers to relevant research questions including, but not limited to:

- What impacts can be recognized from the establishment of a military post?
- What evidence exists that would be useful to substantiate the relationship between the military and local Native population?
- Can class differences (e.g., officers vs. enlisted men vs. laundresses and traders) be recognized in archaeological record?
- Did such differences influence the availability of goods?
- Is there a correlation between the existence of military outposts, with the successful settlement of towns?
- What is the role of women on the lives of soldiers stationed at the post?
- What kinds of monetary or material exchanges were made between soldiers and those travelers on the Oregon Trail?
- Was the military ever ordered to serve as armed guards in particular regions?
- How were these posts impacted with the onset of the Civil War?
- Were remote outposts forced to rely on locally produced food and supplies when compared to other posts closer to military supply routes?

9c. Registration Criteria

Eligible military posts must meet the general registration requirements and the following property-type specific registration requirements:

1. Eligible military posts must be directly linked to the use and development of the Oregon Trail and adjacent to or in reasonable proximity to an eligible trail/wagon road segment.
2. Eligible military posts must be identifiable on the ground through historic or archaeological remains and must contain physical remnants that positively identify the property as a military post.

The boundaries of contributing military posts should include the extant or archaeological remnants of the post itself, outbuildings, fence lines, and other features related to the habitation and use of the site that were constructed or used during the period of significance for this MPD.

The following discussion illustrates the registration Criteria.

Fort Waters was located at the site of the Whitman Mission. There are no specific features known that identify this post or its brief use during the Cayuse Indian War of 1847-48. The Whitman Mission site is in the National

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Name of Multiple Property Listing

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State

Register and is administered by the National Park Service. However, it is outside the geographic boundaries of this MPD and so it is not eligible for listing under this MPD.

Fort Henrietta site is designated by markers on the west side of the Umatilla River near Fort Henrietta Park on Main Street, Highway 320, Echo, Oregon. The site includes a replica, two-story bastion erected in 1988. Archaeological investigations in the 1980s resulted in a short publication, "Firearms at Fort Henrietta" (Ducanson 1990). The Oregon SHPO Archaeological Site No. 361 supplies "Supplemental Information on the Umatilla Agency and Fort Henrietta Sites (SHPO Biblio 361). Archaeological Site 6361 is "A Report on Cultural Resource Investigations With the Echo Urban Growth Boundaries" (Woodward 1985; SHPO Biblio 6361). Although the site is known, it has no, specific documented connections with the Oregon Trail. It is not therefore eligible.

The site of Fort Dalles is within the present town of The Dalles, Oregon. The former Surgeon's Quarters, a handsome, Gothic Revival building erected in 1856 stands and is operated as a museum. There are no reported archaeological investigations, though it is likely that historical, archaeological properties are extant. The Surgeon's Quarters is on the National Register.

Fort Cascades, Fort Raines, and Fort Lugenbeel are sites partially tested by archaeological investigations and documented through extensive literature searches in manuscript records in the National Archives, Washington, D.C. For Fort Cascades see "An Overview of Investigations at 45SA11: Archaeology in the Columbia River Gorge" (Minor, Toepel and Beckham 1985) and "Archaeological Testing at Fort Cascades and the Cascades Townsite (45SA9)" (Minor and Beckham 1984). For Fort Lugenbeel see "Archaeological Testing at Fort Lugenbeel and the Upper Cascades Townsite, Skamania County, Washington" (Minor and Beckham 1988). Fort Vancouver is almost entirely absent from mention in travel diaries. A government military post, it was not on the trail and, when encountered by emigrants, was of less importance than the store and facilities at the adjacent Hudson's Bay Company post. The fort is located with the Fort Vancouver Historic Reserve and is on the National Register.

None of the U.S. Army or Oregon Volunteer forts are directly associated with any of the Oregon Trail segments included in this nomination and therefore are not eligible under this MPD.

F.10. Name of Property Type: Euro-American Towns

10a. Description

For many years the Oregon Trail in Oregon passed through Native American country and travelers noted occasional camps of Native Americans. In the early 1850s Euro-American settlement commenced at The Dalles at the western margin of the Columbia Plateau. In 1862 settlers established La Grande in the Grand Ronde Valley. By 1862 gold discoveries in the Blue Mountains led to the founding of Auburn, a community that grew rapidly to perhaps 5,000 residents in 1863-64. Auburn lay eight miles southwest of the Oregon Trail where it passed Flagstaff Hill and entered Missouri Flat in Baker Valley. Auburn was soon abandoned when the mineral deposits played out. Those who remained in the region developed Baker City. For Oregon Trail travelers between 1862 and 1880 the scattering of small towns offered lodging, meals, supplies, livestock, and blacksmith services.

Auburn, Oregon [T10S, R39E, W.M.]

Auburn was a short-lived boom town that emerged in the fall of 1861 with the discovery of gold on Griffin Creek. Miners rushed to the Blue Mountains of eastern Oregon. The town, laid out in 1862, was located approximately eight miles southwest of Baker City or approximately ten miles from the primary route of the Oregon Trail. The Auburn post office opened on November 1, 1862, and endured until October 31, 1903, though the town vanished by the late 1860s (Landis 1969:4; McArthur 1974:28).

Henry Herr, October 1, 1862:

“Powder River; now 12 miles from Auburn City where the celebrated mines are; camped in the valley. The city is but six weeks old and has about 500 houses—log cabins; population about 5,000, many living in tents. One hotel The Auburn House, meals \$1; potatoes 12 ½ lb. Sugar 50, apples 25 lb. Flour \$20, per hundred. Saw one man wash out one pan full around \$5, which is considered immensely rich” (Herr 1862).

Baker City, Oregon [T9S, R40E, W.M.]

This community lay approximately two miles southeast of the Oregon Trail. Baker City, founded in 1865, eclipsed the mining town of Auburn by 1867 and remained a viable community and seat of Baker County. The post office opened in Baker City on March 27, 1866 (Hiatt 1893:52; Landis 1969:4). In spite of its location near the Oregon Trail few travel accounts mentioned visits to either Auburn or Baker City.

La Grande, Oregon [Mile 1641.0—La Grande, OR., Union County. Section 8, T3S, R37E, W.M.]

La Grande emerged as the most important town of Union County. It was located on the western side of the Grand Ronde Valley and lay directly on the Oregon Trail where travelers began their ascent of the eastern foothills of the Blue Mountains. Settlement commenced in the spring of 1862. The community was initially called Grande Ronde Valley City, then Grande Ronde City, and by the fall of 1862, La Grande. La Grande post office was established on May 28, 1863 (Evans 1990:311; Landis 1969:41).

Nancy C. Glenn, October 8, 1862:

“We arrived at the upper end of this [Grand Ronde] Valley the first day of this month the next day we went across over to a little town called Grand Round City

not knowing where we would stoop [sic] or where we would spend the winter (Glenn 1989[8]:19).

Henry Herr, October 9, 1862:

“Grande Rounde Valley City; Escort left us this morning and also Mr. & Mrs. Barry the latter going to Walla Walla. This place is composed of 75 log cabins and emigrants with us are taking up claims and commencing to build houses. There are three stores. This is a beautiful valley 30 miles long and 10 miles wide . . .” (Herr 1862).

Harriet A. Loughary, August 11, 1864:

“The little town of La Grande with 200 inhabitants is located in the valley. We leave this place after dinner, climbing a steep hill a mile in length, take the old emigrant road to Grand Ronde river and camp for the night” (Loughary 1989[8]:156).

G. Aubrey Angelo, September, 1865:

“The village, or as the inhabitants style it, the town of Le Grand, is situated at the foot of the Blue Mountains and commands an extensive view of what is generally considered to be one of the finest valleys in Oregon, whether viewed as an agricultural or grazing district. About one-third of the valley is taken up principally by the overland emigration of last year from Iowa and Illinois (Angelo 1988:47-48).

Stewart Bates Eakin, Jr., August 7, 1866:

“We arrived in ‘La Grande’ about noon, where we found barley at \$2.75 per cwt. ‘Gold.’ After about an hour’s stop we proceeded about two or three miles west of the village and camped for noon on Grand Round River, at the crossing” (Eakin 1866).

Union, Oregon [T4S, R39E, W.M.]

Union, OR., is located in the Grand Ronde Valley; its post office opened on May 8, 1863 (Landis 1969:77). The community lay approximately seven miles southeast of the route of the Oregon Trail. Union’s location on the Thomas and Ruckel Stage Road, however, meant that some who traveled segments of the Oregon Trail over the Blue Mountains or through the Powder River Valley sometimes followed the stage road to Union (Landis 1969:77; McArthur 1974:749). The community had only peripheral relationship to the Oregon Trail.

Meacham, Oregon [Mile 1663.1 Meacham, OR., Umatilla County, NW 1/4 of SE 1/4, Section 3, T1S, R35E, W.M.]

Initially known as Lee’s Encampment, this location became Meacham with the establishment of a post office on November 9, 1863 (Landis 1969:48). Alfred B. and Harvey John Meacham constructed and operated a stage station at this point atop the Blue Mountains. The location, not quite on the Oregon Trail, was previously a camping place for soldiers under H. A. G. Lee engaged in the Cayuse War of 1847-48 and gained the name Lee’s Encampment (McArthur 1974:482). The plat of survey of 1864 identified the “Old Emigrant Road” passing through Section 3 where the Meachams settled (Thompson and Chaplin 1864a).

In this vicinity are two Oregon Trail markers:

“Unknown Dead of the Old Oregon Trail,” a marker erected in 1923 to commemorate the reburial of human remains disinterred during construction of the modern highway at this site (Haines 1969:360).

“Meacham,” an informational panel concerning the “Mountain House” and a visit to the site in 1923 by President Warren G. Harding (Haines 1981:360-362)

John Harvey Meacham was killed at this settlement on May 29, 1872, by a falling tree (McArthur 1974:482). In 1869 Ulysses S. Grant appointed Alfred Meacham as Oregon Superintendent of Indian Affairs. He served on the Modoc Peace Commission in 1873, wrote several books, including *Wigwam and Warpath*, and with Dr. Thomas A. Bland co-edited and published *The Council Fire*, the nation’s most important Native American rights advocacy journal of the late nineteenth century. Meacham also organized the Meacham Lecture Company and toured the country with Native American speakers in 1873-74. Meacham is buried in the Congressional Cemetery, Washington, DC. (Beckham 1988[4]:666).

Cayuse, Oregon [Mile 1678.2–11 miles east of Pendleton, OR., Umatilla County. Center of NE 1/4, Section 16, T2N, R34E, W.M.]

Cayuse post office was established on October 29, 1867. John S. White was the first postmaster. The community later had a small railroad station on the Oregon Short Line completed over the Blue Mountains in 1884 between Pendleton and Huntington (Landis 1969:13; McArthur 1974:140). White, born ca. 1828, was identified as the “Licensed Indian Trader on the Indian Reserve” in the census (Bureau of the Census 1870a, Umatilla County).

S. B. Eakin, Jr., August 9, 1866:

“Descended the Blue Mountains and found them awful steep. From the time we left camp until we reached Crawford’s Station [Cayuse, Oregon] we kept our brakes on so that the hind wheels slide all the way and sometimes the mules holding back their best” (Eakin 1970:25-26).

The Census of 1870 enumerated William H. Crawford, born ca. 1845, Wisconsin, a stock herder, and Jorasley Crawford, born ca. 1814, Virginia, a farmer, as living in the “Pendleton to Willow Creek” precinct, the vicinity of Cayuse (Bureau of the Census 1870a, Umatilla County).

Pendleton, Oregon [Mile 1691.0–Pendleton, OR, Umatilla County. N ½, Section 9, T2N, R32E, W.M.]

Pendleton was founded in 1868 as an illegal encroachment on the western side of the Umatilla Reservation. Goodale’s or Jeffrey’s Cutoff was a route used by Ezra Meeker in the SW 1/4 of Section 9. An Oregon Trail marker erected in 1906 by Ezra Meeker in the SW 1/4 of Section 9 was later moved to a site on the route of the trail on the north side of the State Correctional Institution, formerly the Eastern Oregon Hospital (Haines 1981:365-366).

The Pendleton post office was established on April 21, 1865, at Marshall Station on the route to Umatilla Landing. Jonathan Swift was the first post master. The post office then moved and on October 8, 1869, became known as Pendleton (McArthur 1974:576; Landis 1969:47). When Daniel Chaplin subdivided the township in 1864, he wrote: “There are a large number of settlers. The county seat of Umatilla Co. Oregon is in the NW part of Sec[ti]on 9. The town site embraces about 20 Acres and is called Middleton. There are however but three Houses in the place” (Chaplin 1864b).

Umatilla Landing (Umatilla) [Mile ?-Umatilla County, Oregon. NW 1/4 of NW 1/4 of Section 17, T5N, R28E, W.M.]

Umatilla Landing is a significant prehistoric and historic archaeological site (35 UM 1), listed in the National Register of Historic Places on January 30, 1981, NRIS No 8100052.

This community developed in 1861 at the mouth of the Umatilla River on the south bank of the Columbia. It was the point where the northern loop of the Oregon Trail met the Columbia River. Because of its location on the Oregon Trail, the community became an important landing for steamboats in the 1860s and 1870s plying the river between Celilo and Lewiston, Idaho, and Priest Rapids, Washington. It became a point for shipment of mail and freight to the mines of eastern Oregon starting in 1862.

When Timothy W. Davenport subdivided this township in 1861, he noted a single structure, "Umatilla Ware Ho[use]" at "Umatilla Landing," a community on the east side of the mouth of the Umatilla River. He noted the "Road to Umatilla Landing" running along the east bank of the river from south to north through the center of the township as well as the "Columbia Trail," a trace running from east to west through the center of the township (Davenport 1861a). The former was the Oregon Trail; the latter was probably a well-established Native American trail that followed the south bank of the Columbia River.

Davenport found little of value during his survey. He wrote: "Except a few very small patches of soil within a few rods of the Umatilla and Columbia Rivers, this Township is worthless except for grazing purposes and much less valuable than other portions of the Umatilla Country on account of the Sand & Cactus which abound" (Davenport 1861b: 410).

From September 26, 1851, to January 6, 1852, a short-lived Umatilla post office was established to serve the Umatilla Indian Agency located at present Echo, Oregon. The Umatilla post office opened May 28, 1863 (Landis 1969:77). Umatilla Landing (also known as Umatilla City) served as county seat of Umatilla County from 1865 to 1868 (McArthur 1974:746-747). Archaeological investigations have confirmed human occupancy of this location in excess of 5,000 years (Minor and Toepel 1986).

The Dalles, Oregon [Mile 1819.0—Wasco County, Oregon. Section 3, T1N, R13E, W.M.]

For millennia the location of this town was a setting of Native American residency and fishing. The south bank of the Columbia at the confluence with Mill Creek became the site of the Wascopam Mission in 1838. During the Cayuse War of 1847-48, subsequent to abandonment of the mission, the site was known briefly as Fort Lee, an outfitting point for the volunteer soldiers engaged in hostilities with the Indians of the Columbia Plateau. Precisely when the first Euro-American settlers began living at the site is uncertain; perhaps it was in 1847 or 1848. Some emigrants were too worn out or impoverished to push on through the Columbia Gorge or traverse the Barlow Road to the lands west of the Cascade Mountains. They remained at a community that became The Dalles (Corning 1956:241). The post office opened in The Dalles on March 22, 1860 (Landis 1969:75).

Esther Belle McMillan Hanna, September 6, 1852:

"I was rather disappointed in the appearance of things here as I expected to see more houses, etc. There are two stores, which are pretty well-stocked, with provisions, dry goods, etc. I noted one blacksmith shop and one or two other small houses. The boat landing is near. There are large flat boats capable of

holding 30 or 40 wagons, when taken apart, and much else besides (Allen 1946:103).

Cecelia Adams and Parthenia Blank, October 24, 1852:

“Traveled to the Dall[e]s, 5 miles, and found a boat ready to sail. Put our loading on board and got on ourselves and were ready to be off” (Adams and Blank 1986[5]:310).

Elizabeth Lee Porter, October 8, 1864

“Came up to town [The Dalles]. Baking and fixing to go down the river. Quite a city here” (Porter 1990[11]:33).

Harriet A. Loughary, August 27, 1864:

“This afternoon go into town [The Dalles]. Here is a portage railway to Umatilla Landing [actually to the Upper Land at Celilo with steamboat connections to the mouth of the Umatilla to the east]. An old fort no longer in need, the navigation buildings, and a few business places, and fewer residences, makes up the town” (Loughary 1989[8]:159).

Oregon City, Oregon [Mile 1932.2, Section 29, T2S, R2E, W.M.]

In 1829 Dr. John McLoughlin, chief factor of the Hudson’s Bay Company at Fort Vancouver, had his employees commence construction of a sawmill and grist mill on the east bank of the river at Willamette Falls. The site of an ancient Native American fishery and village was transformed in the 1840s into a thriving Euro-American community. Its features included sawmills, grist mills, Methodist Mission (1840), location of the provisional government (1845), McLoughlin’s home (1846), post office (1847), provisional government mint (1849), territorial government (1849), Oregon Superintendency of Indian Affairs (1849-51, 1856-57), the General Land Office (1850), as well as the *Oregon Spectator* (1846), the region’s first newspaper. Because it was a hub for shipping on the Willamette River, a place for information, and the site of the important land office, a number of emigrants traveled to or visited Oregon City before setting out to find land claims, friends, or family. Although many Oregon Trail travelers stopped writing before reaching this site, a few recorded their impressions.

Overton Johnson and William Winter, 1843

“Having passed these [Clackamas] Rapids, we arrived, in a few minutes, at Oregon City, situated at the Falls of the Willamette, the place of our destination. This was the 13th of November, 1843, and it was five months and nineteen days after we left Independence in Missouri. Here we were to procure such things as were really necessary to make us comfortable; and, what was more especially pleasing to us, an abundance of substantial food. We enjoyed that plenty which, until now, we had been strangers to; and were happy, after a long and tedious tour, over mountains and deserts, through a wild and savage wilderness, to witness, upon these distant shores, the home of Civilization: To see houses, farms, mills, store-houses, shops; to hear the busy hum of industry; the noise of the workman’s hammer; the sound of the woodman’s axe; the crash of the falling pines; and to enjoy the warm welcome of countrymen and friends (Winter and Johnson 1846:39-40).

Joel Palmer, 1845

“Upon the plateau, immediately below, and a small portion of the higher ground above the Falls, is the portion of his grant, that Dr. M’Laughlin has laid off in town lots. There years ago, this land was covered with dense forest, which is now cleared off, to make room for the erection of houses to accommodate the inhabitants of the town.

There were already erected, when I left there, about one hundred houses, most of them not only commodious, but neat. Among the public buildings, the most conspicuous were the neat Methodist church, which is located near the upper part of the town and a splendid Catholic chapel, which stands near the river and the bluff bank at the lower part of the town site. There are two grist mills; one owned by M’Laughlin, having three sets of buhr runners, and will compare well with most of the mills in the States; the other is a smaller mill owned by Governor Abernethy and Mr. Beers. At each of these grist-mills there are also saw-mills, which cut a great deal of planks for use of emigrants. There are four stores, two taverns, one hatter, one tannery, three tailor shops, two cabinet-makers, two silversmiths, one cooper, two blacksmiths, one physician, three lawyers, one printing office . . . , one lath machine, and a good brick yard in active operation” (Palmer 1847:85-86).

The John McLoughlin House (1846), moved and restored in 1906, is a designated National Historic Site (NHS), listed in the National Register of Historic Places in 1966, NRIS No. 66000637, and is managed by the National Park Service as part of the Fort Vancouver Historic Site.

10b. Significance

Several communities grew up on or near the route of the Oregon Trail in Oregon prior to 1880. Baker City, a product of the mining boom in the Blue Mountains in the 1860s, lay only two miles southeast of the trail. Nevertheless, few travelers mention visiting Baker City, though undoubtedly it was a point of lodging, supplies, and services. La Grande lay directly on the Oregon Trail on the west side of the Grand Ronde Valley. The community offered basic services to travelers starting in 1862.

Cayuse at the western base of the Blue Mountains, Pendleton, and Umatilla Landing emerged in the 1860s as settlements in the Umatilla watershed that served as supply points and places of services to travelers on the Oregon Trail. The Dalles, at the western terminus of the land route of the Oregon Trail, was located the eastern entrance of the Columbia Gorge. Wascopam Mission, Fort Dalles, and the community that developed at this site were an important for travelers.

In the 1840s hundreds of emigrants camped on the south shore of the Columbia River at The Dalles to prepare for passage by water through the Columbia Gorge. Men felled trees and used their oxen to yard them to the river to build rafts for floating the river to the west. In 1850 steamboat and flatboat service commenced at The Dalles to carry emigrants, their disassembled wagons, and some of their goods west to the Cascades. The Dalles became a significant hub for transportation and services for Oregon Trail travelers in the last half of the nineteenth century.

Criterion A

Euro-American towns will be significant under Criterion A, at the local or state level, for their direct connection and association with the services, supplies, and shelter available to emigrants and their livestock. Properties may be significant in the areas of Commerce, Community Planning and Development, Settlement/Exploration, and/or Social History. Whether as the final destination or as a resting place during the journey, Euro-American towns served as an important, and sometimes life-saving, opportunity for emigrants to recover and replenish

their supplies. To be eligible under this criterion, an eligible Euro-American town's development must directly link to the use of the trail. A town that developed in tandem with the boom of the railroad would not be eligible. Generally, Euro-American towns will be significant as a historic district representing a collection of properties representative of the town's founding and establishment within the MPD's period of significance. Individual buildings or structures from this period would not be individually eligible and must either contribute to a historic district or be a contributing resource to an eligible trail segment.

Criterion D

Under Criterion D, Euro-American towns will be significant at the local or state level, and may be significant in the areas of Archaeology, Commerce, Settlement/Exploration, and/or Social History. Euro-American towns have the potential to yield information regarding settlement patterns and early life, particularly if settlers abandoned the town following the period of significance.

Research (archaeological or otherwise) into the physical nature of these properties may provide answers to relevant research questions including, but not limited to:

- What factors led to the settlement of a particular area?
- What factors led to the development of individual burrows and neighborhoods?
- What can these towns tell us about settlement?
- What can we learn about lodging, supplies, or other services for emigrants?
- Are there settlements or other towns that were established only for use of the trail and now are no longer there? Can the archaeological record tell us anything about this?
- Did particular ethnic or racial groups choose to settle in certain environments or regions?
- To what degree do differences in material culture at town sites indicate ethnic preferences in purchasing decisions, access to goods, and discrimination?
- Does the degree of cultural integration influence the settlements ability to adapt and survive?
- How is ethnic identity reflected in the location, layout, and architectural features of Euro-American Towns?
- What is the nature of subsistence during the early years of settlement? Can this be deduced from the archaeological record?
- Do land use patterns reflect traditional ethnic behavior?
- What is the relationship between the archaeological observable footprint and documentary evidence of the original town?
- How was the environment and geography physically modified to create the townsite?
- To what degree does the town show innovation in design or construction?
- How was waste disposal treated at each town? Did different neighborhoods deal with this differently?

10c. Registration Criteria

Eligible Euro-American towns or portions thereof, including discrete identifiable archaeological remains, must meet the general registration requirements and the following property-type specific registration requirements:

1. Eligible Euro-American towns and portions thereof must be directly linked to the use and development of the Oregon Trail and either adjacent or in reasonable proximity to the route.
2. Eligible Euro-American towns or portions thereof must be identifiable on the ground through historic or archaeological remains.

The Oregon Trail, Oregon, 1840 to 1880

Name of Multiple Property Listing

Oregon

State

The boundaries of contributing Euro-American towns and portions thereof should include the extant or archaeological remnants of the properties related to the habitation and use of the site constructed or used during the period of significance for this MPD while excluding more contemporary development. Since the majority of Euro-American towns developed several miles away from the Oregon Trail, this property type will not need to include an adjacent trail segment, unless the trail segment passes through the town, but the town must be in reasonable proximity to the historical route.

F.11. Name of Property Type: Battle Sites

11a. Description

Cayuse War Battlefield [Mile 1733L1/2–5 miles east of Upper Well Spring, Morrow County, Oregon. SW 1/4 of Section 18, T2N, R26E, W.M.]

The murders of Dr. Marcus Whitman, his wife, and others at the Whitman Mission on the Walla Walla River in November, 1847, led to an invasion of the Columbia Plateau by volunteer soldiers from the Willamette Valley in 1847-48. Reportedly of the battles of the Cayuse War happened in this vicinity (Haines 1981:373), however, the actual event may have been the accidental killing of Colonel Cornelius Gilliam (Anderson 1848:42).

Frances Fuller Victor, writing for Hubert Howe Bancroft's History of the Pacific States, described the incident:

"On the 18th [of March, 1848] Gilliam held a council with his officers, when it was determined that one hundred and fifty men should proceed to the Dalles to escort a supply-train to Waiilatpu, where provisions and ammunition, as well as men were wanting; and that the colonel would accompany them in order to more readily confer with the governor [George Abernethy] on the situation of affairs . . ." (Bancroft 1886[1]:725).

Riley Root, August 24, 1848:

"Noon[e]d, today, on the battle-ground of the 14th February 1848, between Oregon soldiers and the Cayuse Indians. No grass nor water exists along this day's route, where emigrants might refresh themselves and their weary teams. Fire wood is obtained two miles east, in a hollow, where are a scattering of cedars" (Root 1955:29).

William Wright Anderson, August 25, 1848:

"at these springs Col. Gilem [Cornelius Gilliam] was shot a few weeks before by the accidental discharge of a gun he was an officer of the Cyuse war and was on his way to the [Willamette] valley with some of his men after provision and camped here and was pulling the tent out of the front part of the wagon, and it caught one of the guns and it fired and shot him dead (or so some of the soldiers told us) (Anderson 1848:42).

Probable Massacre Site [Mile 1553.8, 2 1/4 miles north of Farewell Bend, Baker County, Oregon. NW 1/4 of SW 1/4, Section 20, T41S, R45E, W.M.]

The is an alleged massacre site. The Oregon WPA Writers' Project (1939) asserted: "Vantage Point... is a hill on which the Indians sometimes lay in ambush for emigrants who camped in the vicinity before starting inland; near this place several small emigrant trains were completely annihilated" (Works Projects Administration 1939: 124; Haines 1981: 349).

The best primary source that may document this site is the report of November 8, 1860, of Captain Frederick A. Dent who was dispatched with troops from Fort Dalles to provide relief to the survivors of the Otter-Vanorman emigrant party attacked by Indians on the Snake Plain in Idaho. Dent wrote; "Having made no discoveries on the Malheur, Lieutenant Reno returned towards Burnt River. At some points on the road he found tracks of women and children, their trail passing over rocky ground; but rain having fallen on it since, it was hard to follow until he came to where the trail was fresh; and his hopes were aroused of speedily finding them. The daylight was nearly gone, but the search continued; and, when he had proceeded to within two

miles of the camp he had left on Burnt River, he came upon, at a short distance from the road, and in the sagebrush, a scene of murder and mutilation only to be found where the war whoop had signaled the scalping knife's deadly work. Gleaming in the moonlight, dead, stripped and mutilated, lay the bodies of six persons. They were identified by Mr. Reith as Mr. Alexis Vanorman, his wife Abigail Vanorman, and son Marcus Vanorman, Charles Otter, Henry Otter, and Samuel Gleason" (Evans 1889[2]: 11).

Wagon Train Destruction Site [Mile 1569.0–20 miles east of Powder River, OR., Baker County, Oregon. Section 30, T10S, R42E, W.M.]

The only documentation of the attack on a wagon train at this site appeared in the diary travelers on their way to the gold diggings. No contemporary newspaper account, military report, or emigrant diary documents such an event. John W. Evans in *Powerful Rocky* (1990) suggests that the human remains were those of emigrants who had died and were buried on Burnt River in the 1850s and had been disinterred by animals (Evans 1990:315, footnote 354).

E. W. McComas, September 14, 1860:

"We drove 5 m. to Burnt River and encamped in the log dreaded Burnt River canyon near a pile of skulls of a train that were massacred in '52 here" (McComas 1862:22-27).

Henry R. Herr, September 30, 1860:

"Burnt River, Ore. We are now 20 miles from Powder River and 35 miles from the mines. Still through Canyon. Where now camped a large emigrant train were completely butchered by Indians in 1860. Human bones are strewn around the camp and some earth works were thrown up, done for defense. But one man and woman reached Powder River out of the whole train, they walking the entire distance" (Herr 1862).

11b. Significance

Battle sites have the potential to play an important part in the story of the Oregon Trail. Unfortunately, no historical assessment founded on documentation sustains the three locations in Oregon mentioned above and heretofore associated with overland emigration. The site of Gilliam's death was the result of an accident, not a battle with the Cayuse and Walla Walla Indians. The "Probable Massacre Site" has no documentation. The "Wagon Train Destruction Site," commemorated with a historical marker near Huntington, OR., was likely the consequence of animals digging up human remains buried adjacent to the Oregon Trail. Further, none of the records of the Oregon Superintendency of Indian Affairs, nor of the U.S. Army, nor of the Oregon Volunteers as recounted in Francis Fuller Victor's *Early Indian Wars of Oregon: Compiled from the Oregon Archives and Others Sources* (1894) provides information about these sites.

Despite historical assessments in such reports as Aubrey Haines's *Historic Sites Along the Oregon Trail* (1981), none of the sites of alleged conflict with Native Americans is sustained in primary sources. Rather than conflict, the interface between emigrants and Native Americans on the Oregon Trail in Oregon often occurred through trade and trail assistance, as Native Americans sold foodstuffs and livestock, provided guide service, and assisted at fords of rivers.

Criterion A

Battle Sites will be significant under Criterion A, at the local or state level, for their direct connection and association with emigrant's battle experiences. Properties may be significant in the areas of Military, Settlement/Exploration, and/or Transportation.

Criterion D

Under Criterion D, Battle Sites will be significant at the local or state level, and may be significant in the areas of Archaeology, Military, Settlement/Exploration, and/or Transportation. Battle sites have the potential to yield information on alleged conflict on the Oregon Trail. Through archaeological investigations, there is perhaps the ability to corroborate sites of alleged conflict documented in the historical literature.

Research (archaeological or otherwise) into the physical nature of these properties may provide answers to relevant research questions including, but not limited to:

- What can be learned from the study of a battle site?
- How might the study of such sites offer a different perspective from what was reported in local newspapers or periodicals?
- What evidence may exist useful in recreating the original battle?
- Can differences in material culture and military strategy be recognized between U.S. Army Regular soldiers vs. Volunteer Companies?
- What evidence within a battle site is of importance to the local Native population? How can this data be incorporated in establishing the significance of a battle site?
- Can different bullet types and gun parts be used to date the site?

11c. Registration Criteria

Should a battle site be identified in the future, eligible sites must meet the general registration requirements and the following property-type specific registration requirements:

1. Eligible battle sites must be associated with travel on the Oregon Trail or the protection or expansion of the route.
2. Eligible battle sites must be adjacent or within close proximity to the Oregon Trail.
3. Eligible battle sites must be identifiable on the ground through historic or archaeological remains.

The boundaries of battle sites should be determined by the extent of ground disturbance and archaeological deposits directly associated with the incident. See National Register Bulletin 40. "Guidelines for Identifying, Evaluating, and Registering America's Historic Battlefields."

F.12. Name of Property Type: Camping Sites

12a. Description

Emigrants camped wherever nature provided necessities of the trail: water, fuel, and browse for their livestock. Many times, however, one or all of these elements was missing and the travelers simply had to cope with their situation, hoping that the following day they would find good water, feed for their oxen and horses, and firewood to cook their meals. Throughout the course of the Oregon Trail in Oregon, river and creek crossings were invariably used as camping sites. It is not feasible to enumerate all of the locations documented in the extant journals due to the hundreds of locations used as camping sites along the Oregon Trail in Oregon. A few sites, however, were widely used and merit discussion. The following were singled out by Aubrey Haines in his study of the Oregon Trail (1981).

Emigrant Campground (Hilgard State Park) [Mile 1647, 6.5 miles west of La Grande, OR., Union County. S ½ or SW ¼, Section 31, T2S, R37E, W.M.]

Butter Creek Campground [Mile 1720.0, 9 miles west of Echo, OR., Umatilla County. SE ¼ of NE ¼, Section 25, T3N, R28E, W.M.]

Well Spring Campground [Mile 1738.4, South of Boardman Bombing Range, Morrow County. NW ¼ of NW ¼, Section 28, T2N, R25E, W.M.] This campground was identified in 1978 as a “contributing feature” in the National Register nomination of this segment of the Oregon Trail.

Willow Creek Campground [Mile 1751.5—Near the station of Cecil, OR, Morrow County. SE ¼ of SE ¼, Section 29, T2N, R23E, W.M.]

White River Station [Mile ca. 1865 - West bank of White River upstream from crossing, Wasco County. NW ¼ of NW ¼, Section 30, T4S, R10E, W.M.]

This property is a contributing feature to the Barlow Road Historic District, listed in the National Register of Historic Places on February 24, 1902, NRIS No. 92000334.

Fort Deposit [Mile ca. 1875.8—site in ravine east of Barlow Pass, SE¼ of NW ¼, Section 28, T3S, R9E, W.M.]

This property is a contributing feature to the Barlow Road Historic District, listed in the National Register of Historic Places on February 24, 1902, NRIS No. 92000334.

Foster, Philip, Farm [Section 31, T2S, R4E, W.M., Eagle Creek, Clackamas County]

This property was individually listed in the National Register of Historic Places on August 15, 1980, NRIS No. 80003305.

12b. Significance

Although emigrants camped almost anywhere and everywhere along the Oregon Trail, often a function of necessity rather than convenience, these sites are documented in the historical literature in Aubrey L. Haines’s *Historic Sites Along the Oregon Trail* (1981) as significant. The locations were mentioned in a number of traveler diaries as a place where they stopped for the night.

Criterion A

Camping Sites will be significant under Criterion A, at the local level, for their direct connection and association with emigrant’s overland experience traveling along the Oregon Trail. Properties may be significant in the

areas of Settlement/Exploration, Social History, and/or Transportation. While there are many camping sites all along the Oregon Trail, there are several sites that saw repeated use and represent the shared emigrant experience, and therefore, these frequently used sites are the eligible properties under this MPD.

Criterion D

Under Criterion D, Camping Sites will be significant at the local level and may be significant in the areas of Archaeology, Settlement/Exploration, Social History, and/or Transportation. Camping sites have the potential to yield information regarding use and habits of emigrants as they decided on a resting place for the night.

Research (archaeological or otherwise) into the physical nature of these properties may provide answers to relevant research questions including, but not limited to:

- How can you determine the importance of a camping site?
- Does evidence exist useful in distinguishing use of the site over time and space?
- What topographic and environmental factors were necessary to establish temporary camping sites?

12c. Registration Criteria

Eligible camping sites must meet the general registration requirements and the following property-type specific registration requirements:

1. Eligible camping sites must be adjacent or within close proximity to the Oregon Trail and be directly associated with travel along the route and where the weary travelers stopped to rest.
2. Eligible camping sites must be identifiable on the ground through historic or archaeological remains.

The boundaries of camping sites should be determined by the extent of ground disturbance and archaeological deposits directly associated with occupation of that site. Camping sites that show repeated use throughout the period of significance are considered to be of greater historic significance than more occasionally used sites.

The Well Spring Campground is as an example of an eligible campsite that meets the registration criteria. A site in the U.S. Navy's Boardman Bombing Range, the Well Spring Campground is the only site connected with that associated trail segment. The site was a generalized camping area within proximity of the Well Spring used for one night by overland emigrants or east-bound travelers. The Well Springs Campground was included as a contributing resource to the Well Springs Segment of the Oregon Trail listed in 1978, and has been subsequently been assessed for archaeological resources by Hicks (1995) and by Lewarch, Forsman, Larson and Green (1997).

F.13. Name of Property Type: Emigrant Graves

13a. Description

Emigrant diaries record the deaths of several travelers during passage over the Oregon Trail in Oregon. The causes of deaths were variable but included "mountain fever" (possibly cholera), dysentery, blood poisoning, complications related to child birth, thirst, and accidents.

John D. Henderson Grave [Mile 1526.8–0.7 mile south of Vale, OR., Malheur County, NE 1/4 of SW 1/4, Section 29, T18S, R45E, W.M.]

This property is identified as a contributing feature to the Lytle Pass segment of the Oregon Trail, listed on the National Register of Historic Places on October 23, 1975, NRIS No. 75001589.

The inscription on a bronze plaque mounted on a concrete block reads: "Pioneer Grave / of / John D. Henderson / Died of Thirst / August 9, 1852 / Unaware of Nearness of the Malheur River / Leaving Independence, Missouri, in May 1852, Mr. Henderson / and Companion Name Unknown, Had Completed Only Part of the / Journey When Their Team Died. They Were Compelled to / Continue on Foot Carrying Their Few Possessions. The Twenty Miles of Desert Separating the Snake and Malheur Rivers / Proved too Great a Struggle for the Weary Travelers" (Haines 1981:344-345). A new historical marker corrects his cause of death.

Emily Doane Grave [Mile 1643.8–4 miles west of La Grande, OR., Union County. SE 1/4 of SW 1/4, Section 3, T3S, R37E, W.M.]

Information is unclear about whether this grave is associated with homesteading or overland emigration. The marker reads: "Emily Doane, d. 1868, Age 8" (Haines 1981:359). The 1870 census enumerated no one with the surname of Doane in Umatilla County, predecessor to Union County. A single man, J. P. Doane, resided in nearby Walla Walla, Washington Territory (Bureau of the Census 1870a, Umatilla County). There is no known connection with him and Emily Doane.

Unknown Dead Monument [Mile 1663.1–south edge of Meacham, OR., Umatilla County. NW 1/4 of SE 1/4, Section 3, T1S, R35E, W.M.]

This monument marks a grave or graves of persons unknown, probably from the post-Civil War era because of the presence of military buttons of that vintage. In 1925 Walter Meacham testified before the House Committee on Roads that during highway construction the crews encountered burials with cast-iron nails and "Army adornments." The remains were interred in a new site on July 4, 1923, with a marker to the "Unknown Dead of the Old Oregon Trail" (Haines 1981:360-361).

Pioneer Woman's Grave [Mile 1878.0–3/4 mile west of Barlow Pass, OR., Clackamas County. SE 1/4 of NW 1/4, Section 29, T3S, R9E.]

This property is identified as a contributing feature to the Barlow Road Historic District, listed in the National Register of Historic Places on February 24, 1992, NRIS No. 92000334.

The grave is marked by a tall pile of cobbles on the west side of old Highway 26 at the base of its western descent from Barlow Pass. It is located immediately east of the crossing of the East Fork of Salmon River. A bronze plaque was placed by the Daughters of the American Revolution in 1936. A large, wooden marker erected by the C.C.C. reads: "Pioneer Woman's Grave/ The last resting place of a pioneer woman who/ died in 18–? while enroute to western

Oregon by ox team/ over the old Barlow Road which passed/ near this spot. The Barlow Road was built in 1845-46 by/ Samuel K. Barlow an Oregon pioneer from Kentucky./ It was used by many emigrants to the Willamette Valley/ and along its route are landmarks which record/ the experience and hardships of these early pioneers/ Mount Hood National Forest." The grave was encountered during grading for construction of the highway (Haines 1981:398).

Baby Morgan Grave [Summit Meadows Cemetery] [Mile 1879.0–Summit Meadows, south of Mount Hood, OR., Clackamas County. SE 1/4 of NW 1/4, Section 25, T3S, R8.5E, W.M.]

This property is identified as a contributing feature to the Barlow Road Historic District, listed in the National Register of Historic Places on February 24, 1992, NRIS No. 92000334. The infant Morgan was killed in an accident on the Barlow Road when the emigrant party halted there on October 24, 1847. The infant's mother, Rachel Morgan, died in 1847 near Independence Rock. A bronze plaque mounted on a large boulder reads: "This Marks The Grave/ Of/ Baby Morgan/ Infant Daughter Of/ Daniel and Rachel Woodsides Morgan/ Born Near Independence Rock, June, 1847./ The Baby Died As a Result Of An Accident And/ Was Buried Here At Summit Meadows Oct. 24, 1847./ Burial Witnessed By Jacob And Sarah Woodsides Caplinger/ 'Sweetly Rests our Baby Dear/ All The Labor Ceases here/ Far From Home Though Laid to Sleep/ Loving Hearts They Memory Keep'/ Dedicated By Descendent [sic] Relatives, Aug. 20, 1957" (Haines 1981:400).

Summit Meadows Cemetery [Mile 1879.0–Summit Meadows, south of Mount Hood, OR., Clackamas County. SE 1/4 of NW 1/4, Section 25, T3S, R8.5E, W.M.]

This fenced cemetery is located on the western margin of Summit Meadows not far from the marker for Baby Morgan. The fieldstone markers include one for "P[erry] Vickers," sometime toll keeper who lived at this site, and "Beeb/ Infant Son/ of WL Bat. / bar Barclay/ Born Jul. 15/ Died Sep 14/ 1882" (Haines 1981:400). Vickers was murdered on August 19, 1883, at White River Station east of Barlow Pass (Grauer 1975:95). Hannah Bond who died in 1853 may also be buried in this cemetery (Bond 1853).

13b. Significance

These specific graves are just a few examples among the many sites where overland travelers succumbed before reaching their destination. They are a measure of the toll paid in human lives in participating in this overland migration.

Criterion A

Emigrant Graves will be significant under Criterion A, at the local or state level, for their direct connection and association with the death of an emigrant traveling the Oregon Trail. Properties may be significant in the areas of Settlement/Exploration and/or Transportation.

Criterion D

Under Criterion D, Emigrant Graves will be significant at the local or state level, and may be significant in the areas of Archaeology, Settlement/Exploration and/or Transportation. Emigrant graves have the potential to yield information about burial practices or causes of death along the Oregon Trail.

Research (archaeological or otherwise) into the physical nature of these properties may provide answers to relevant research questions including, but not limited to:

- What is the range of evidence supporting that a grave exists at the site (versus a memorial for the individual)?
- How does this grave relate to the past use of the Oregon Trail?

- Can the individual be traced to a particular wagon train or journal entry, and/or was their death related to illness, mishap or a fight with local Natives?
- What can the presence of this grave tell us about the past use of the trail over time and the relationship of the deceased to trail use over time (in respect to the history of emigration, changing relationship between emigrants and Natives, settlement of the area)?
- Was a particular burial practice used to suggest the ethnicity of the interred?
- What burial goods can be expected in these graves? Would these change depending on the location of the grave?

13c. Registration Criteria

Eligible emigrant grave sites must meet the general registration requirements and the following property-type specific registration requirements:

1. Eligible grave sites must be associated with individuals shown through historic research and/or archaeological investigation to have perished while traveling on the Oregon Trail.
2. Eligible grave sites must be adjacent or within close proximity to the Oregon Trail.
3. Eligible grave sites must be identifiable on the ground through historic or archaeological remains.
4. Eligible grave sites must meet National Register Criteria Consideration C.

The boundaries of contributing grave sites should include the grave itself and a reasonable buffer to ensure that the setting, feeling, and association of the eligible site is maintained.

F.14. Name of Property Type: Stage Houses

14a. Description

By the 1860s entrepreneurs opened stage houses along the Oregon Trail in Oregon. These facilities catered particularly to miners who rushed to and from the diggings and traveled with few foodstuffs. The stage houses offered meals, lodging, and sometimes blacksmith services.

Stone House Hotel (Old Stone House) [Mile 1523. Vale, Malheur County, Oregon]

This property was individually listed in the National Register of Historic Places on May 19, 1972, NRIS No. 72001085.

In 1868 Louis B. Rinehart, an overland emigrant of 1854, settled at Vale on the west bank of the Malheur River. His home served as a residence and hotel for travelers. It was site of Vale's first store and post office (Edwards 1959:30-31).

Ladd Stage House, Grand Ronde Valley [Mile 1634. 6.5 miles southeast of LaGrande, OR., Section 12, T4S, Range 38E, W.M.]

In 1862 John and Rachel Ladd opened a stage house at the base of Ladd Canyon, the descent from the Power River Valley into the Grand Ronde Valley that took its name from these initial settlers. During the rush to the mines in Eastern Oregon and Idaho the Ladds sometimes fed up to 100 men at a meal. They also offered lodging (Evans 1889[2]:416-417). Ladd (1838-1877) was a farmer who eventually acquired 4,500 acres in the Grand Ronde Valley. He also operated a stage line between La Grande and the Wallowa Valley (Bureau of the Census 1870b, Union County, OR.). Confirmation of the Ladd's stage house operation appeared in the 1880 census when they had a female "servant" and a male "hostler" living in their household (Bureau of the Census 1880, Union County). The precise location of this pioneer residence and stage house is not documented but may be in the NW 1/4 SW 1/4 of Section 12, W.M. (Barr 1881).

Pelican [Tillicum] Creek Stage House [ca. Mile 1650. Junction of Pelican Creek and Dry Creek to form Five Points Creek, NE 1/4, Section 26, T2S, R36E, W.M.]

This "Stage Station" was noted on the cadastral survey plat of the township in 1874. The plat shows the station on the west side of the road; however, a level terrace on the east side may have been the likely location. The site has had no archaeological investigations but broken fragments of ceramics and bottles suggest use of the location (Hurlburt 1874c).

Mountain House, Meacham [Mile 1663.1 Meacham, OR., Umatilla County, NW 1/4 of SE 1/4, Section 3, T1S, R35E, W.M.]

Alfred B. and Harvey J. Meacham settled with their families near Lee's Encampment to establish a stage house. Their post office opened on November 9, 1863 (Landis 1969:48). The location, not quite on the Oregon Trail, was previously a camping place for soldiers under H. A. G. Lee engaged in the Cayuse War of 1847-48 (McArthur 1974:482). The plat of survey of 1864 identified the "Old Emigrant Road" passing through Section 3 where the Meachams settled (Thompson and Chaplin 1864a). In 1870 Harvey and Alice Meacham, three children, John Meacham (age 29), and a hotel clerk resided at this site (Bureau of the Census 1870a).

14b. Significance

The stage houses developed later in the period of use of the Oregon Trail. They were not present during the emigrations of the 1840s and the 1850s, but developed in response to the ebb and flow of travelers, especially

miners and freighters, responding to the gold rush that emerged in 1862 and continued for a number of years. As such, stage houses will likely be eligible at the local or statewide levels of significance.

Criterion A

Stage houses will be significant under Criterion A, at the local or state level, for their direct connection, association, and influence on the growth of towns, tollgates, and alternative routes. These properties will also likely speak to the daily life and communication networks of emigrants. Properties may be significant in the areas of Commerce, Settlement/Exploration, Social History, and/or Transportation.

Criterion D

Under Criterion D, stage houses will be significant at the local or state level, and may be significant in the areas of Archaeology, Commerce, Settlement/Exploration, Social History, and/or Transportation. Stage houses have the potential to yield information on the route emigrants traveled, life at the stage houses, or inform how settlement patterns in the 1840s and 1850s affected the placement of stage houses.

Research (archaeological or otherwise) into the physical nature of these properties may provide answers to relevant research questions including, but not limited to:

- As a later part of the Oregon Trail's history, how might Stage Houses explain the shift in how emigrants traveled or what they learned in the voyage West?
- What might we learn about the construction methods of Stage Houses?
- What role did Stage Houses have in the settlement of the area and does evidence exist that is useful in documenting this history?
- What particular documentation on the history and ownership of the Stage House is known and can information regarding ethnicity, gender, or relationships with local native populations be gleaned?
- How does this Stage House relate to others in the area/region? What is the potential for intact buried cultural remains associated with the site to exist (e.g., privies, refuse dumps, building foundations)?

14c. Registration Criteria

Eligible stage houses must meet the general registration requirements and the following property-type specific registration requirements:

1. Eligible stage houses must be directly linked to the use and development of the Oregon Trail and adjacent or in reasonable proximity to the route.
2. Eligible stage houses must be identifiable on the ground through historic or archaeological remains

The boundaries of contributing stage houses should include the extant or archaeological remnants of the stage house itself, outbuildings, fence lines, and other features related to the habitation and use of the site constructed or used during the period of significance for this MPD.

No assessment has been made of the archaeological properties at Ladd Stage House nor the Mountain House at Meacham of either of these sites. They are historical features with potential for further investigation but both are located on private property. The "Stage Station" at the confluence of Pelican Creek and Dry Creek (to form Five Points Creek) is associated with use of the Oregon Trail in the 1870s. No archaeological investigations have been made at this location.

G. Geographical Data

The geographic area includes the entirety of the Oregon Trail corridor from the west bank of Snake River via the watersheds of the Burnt River, Powder River, and Grand Ronde River to the crossing of the Blue Mountains, and the Blue Mountains to the Umatilla River watershed west across the Columbia Plateau to the eastern foot of the Cascade Mountains. Also included in this study are the many features, buildings, structures, sites, and districts historically identified with the trail that are identified in emigrant diaries, among other records, including land forms; forts and fur trade posts; river crossings, fords, and ferries; toll gates; military posts; Euro-American towns; intersecting routes; battlefield sites; camping sites; marked emigrant graves; stage houses; and trail/wagon road segments.

H. Summary of Identification and Evaluation Methods

The multiple property listing of the Oregon Trail in Oregon is founded on work that commenced 150 years ago. In the 1870s the Oregon Pioneer Association realized that the overland emigrants were a passing generation. The organization used its annual meetings to have "pioneers" deliver an address, usually about their overland experience, and began to collect and publish diaries and recollections in their *Transactions*. This documentary record continued for more than five decades.

In the early twentieth century, Ezra Meeker (1830-1928), an Oregon Trail emigrant of 1852, began avid promotion of marking and commemorating the trail. Meeker traveled the route eastward with two oxen and a wagon in 1906 and erected granite markers in The Dalles, Pendleton, Baker City, and at trail ruts near Flagstaff Hill in eastern Oregon. He traveled the route again in 1910 and traversed it in an automobile in 1916. Meeker flew a portion of the trail in 1924 and was gratified when, in 1926, Congress authorized the coinage and sale of a commemorative half dollar to fund the activities of the Oregon Trail Memorial Association. This national organization promoted historical pageants, speakers, markers, and publications until about 1939. In 1923 the Oregon Trail Memorial Association persuaded president Warren G. Harding to unveil a plaque at Emigrant Springs atop the Blue Mountains to commemorate the 1843 migration across northeastern Oregon.

The Works Projects Administration raised consciousness about the emigrant route in research and publication of *Oregon Trail* (1939), a guidebook and history of the route, as well as in the state volumes of the American Guide Series. *Oregon: End of the Trail* (1940) provided extensive travel information on places of interest throughout the state and, at several places, emphasized sites associated with overland travel.

In 1972 the National Park Service and the Bureau of Outdoor Recreation responded to Public Law 90-543 (1968) which authorized a nationwide system of trailways. Aubrey L. Haines mounted an ambitious literature search and field reconnaissance published as *Historic Resource Study: Historic Sites Along the Oregon Trail* (Haines 1973). The following year the Bureau of Outdoor Recreation released *The Oregon Trail: A Potential Addition to the National Trails System* (1974), a volume that included both narrative and modern photographs of sites. The following year the Northwest Region, Bureau of Outdoor Recreation, published the *Map Supplement: Oregon Trail Study Report* (1975). The Patrice Press, working with the Oregon-California Trails Association (OCTA), printed, with revisions, Haines' inventory as *Historic Sites Along the Oregon Trail* (1981). This useful volume identified site features by trail mile as well as giving township range, section, city and county of locations.

In 1993 the Trust for Public Lands and the National Park Service examined with concern ownerships of what were perceived to be important and reasonably well-preserved sections of the trail. This study was published as *The Oregon Trail: An Assessment of Private Ownership Issues Along Six Cross-Country Segments* (1993). The "Blue Mountain Segment" and the "Barlow Segment" in Oregon were included in this special study.

With growing interest in the history of overland travel and linear cultural resources, the National Park Service mounted a research and assessment program that ultimately in 1999 culminated in a national historic trails study published as *Comprehensive Management and Use Plan/Final Environmental Impact Statement, California National Historic Trail, Pony Express National Historic Trail; Management and Use Plan Update/Final Environmental Impact Statement, Oregon National Historic Trail, Mormon Pioneer National Historic Trail*.

In 1974 the Oregon State Division of Highways and the Federal Highway Administration anticipated design and installation of twelve interpretive sites along Interstate 80N (later renamed I-84) and the route of the Oregon Trail from the Snake River crossing to Memaloose State Park in the Columbia Gorge. These agencies contracted with Concept Design Associates and The Exhibigraphics Group of Salt Lake City, Utah, to produce an *Interpretive Prospectus, Oregon Trail Interpretive Program, Interstate Highway 80N, Oregon* (1975). In preparation for writing the interpretive program at these sites in roadside rest areas, these firms contracted with Stephen Dow Beckham to research "The Oregon Trail in Oregon" (1974), a background report gleaned from traveler accounts.

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In 1978 Congress designated several National Historic Trails and placed them under the administration of the Department of the Interior. These included the Lewis and Clark, Mormon Pioneer, and Oregon Trail. The National Park Service sent out Stanford Young and John Latschar for another field reconnaissance. This team produced the *Comprehensive Management and Use Plan: Oregon National Historic Trail* (1981), an *Appendix II, Primary Route* (an atlas of the rail routes drawn over USGS quadrangle maps), and an *Appendix III, Historic Sites and Segments, Status and Recommendations* (1981).

In 1979 the U.S. Forest Service, mindful of important Oregon Trail segments on its lands, contracted with Stephen Dow Beckham for a two-volume, research report, "The Barlow Road: Historical Study" (1979). This report included a field reconnaissance, photographing, flagging the route, and eventually the nomination to the National Register of forty-four miles of the Oregon Trail on the Mount Hood National Forest.

In the late 1980s the Vale District, Bureau of Land Management, put considerable energies into documenting and assessing Oregon Trail segments and sites both on its lands and those on adjacent federal and private lands. Mary Oman, archaeologist for the Baker Resource Area, completed the *Oregon National Historic Trail Management Plan* (1989). Parallel to and based, in part, on this study, was the BLM's *Proposed National Historic Oregon Trail Interpretive Center at Flagstaff Hill: Environmental Assessment* (1988). These BLM initiatives were in anticipation of congressional funding and authorization of construction of the interpretive center at Flagstaff Hill near Baker City, Oregon. The exhibit design contract was awarded to Hilfrety & Associates, Athens, Ohio and the research historian and writer was Stephen Dow Beckham. The center opened in 1993 and has continued to the present to tell the history of the Oregon Trail and, especially, in the inter-montane interior of the Pacific Northwest.

John Evans, a librarian at Eastern Oregon State University, La Grande, researched the Oregon Trail in the eastern part of the state for years. Having numerous local contacts, he secured permission to explore trail ruts on private lands. Evans's *Powerful Rockey: The Blue Mountains and the Oregon Trail, 1811-1883* (1990) presents a history of the route supported by extensive diary selections and maps of the trail and identification of surviving segments drawn over USGS quadrangle maps.

In anticipation of development of Blue Mountain Crossing Park on the eastern slope of the range, Stephen Dow Beckham researched "The Grande Ronde Valley and Blue Mountains: Impressions and Experiences of Travelers and Emigrants on the Oregon Trail, 1812-1880" (1991). This resource was used for interpretation of the trail at the 600-acre park administered by the Wallowa-Whitman National Forest, a tract lying east of I-84 at California Gulch.

To assist in developing public programs in the 1990s, the Oregon Trail Advisory Council engaged Stephen Dow Beckham to research "In Their Own Words: Diaries and Reminiscences of the Oregon Trail in Oregon" (1991). Anticipating development of the End of the Oregon Trail Interpretive Center at Oregon City, the Clackamas County Planning Department engaged Stephen Dow Beckham and Richard Hanes to mount a literature search and field reconnaissance. They produced the report "Barlow Road Inventory Project, Phases I and II" (1981). This study identified the extant trail route across private lands from the western boundary of the Mt. Hood National Forest to Oregon City. As a culmination to nearly a decade of work the Oregon Trails Coordinating Council summarized its labors in the *Oregon Historic Trails Report* (1998).

Also important in identifying the Flagstaff Hill-White Swan trail segment was the Vale BLM District's designation of that area as an Area of Critical Environmental Concern (ACEC).

Collectively these reports and the comprehensive bibliography, *Platte River Road Narratives: A Descriptive Bibliography of Travel Over the Great Central Overland Route to Oregon, California, Utah, Colorado, Montana, and Other Western States and Territories, 1812-1866* (Matthes 1988), provided the research base for the identification and evaluation for this Multiple Property Nomination. The exploration of the literature cited in *Platte River Road Narratives*, the *Overland Journal*, and collections such as *Covered Wagon Women* (Holmes 1983-ff.) [ten volumes plus index] were employed in the first phase of the identification.

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In 2004 the National Park Service commissioned Gail Evans and Michael Hatch to do preliminary work for feasibility studies on the Oregon Trail in Oregon. This report included a literature search and maps for the "Cutoff to the Barlow Road," a segment on the Columbia Plateau leading west to Shearer's Bridge and the site of the toll gate at Gate Creek; the "Free Emigrant Route," which crossed central Oregon and descended the Middle Fork of the Willamette River from a crossing of the Cascade Range at Crescent and Summit lakes; "Jeffrey's (Godale's) Cutoff," a route identified in Idaho that may possibly have joined the Oregon Trail at Virtue Flat in Baker County, Oregon; the "Meek Cutoff," a route used in 1845 from the Snake River west to the Deschutes river and then north to the Columbia; the "Upper Columbia River Route," the segment west from the Whitman Mission to The Dalles via the south bank of the Columbia River; and the "Whitman Mission Routes," the traces of emigrant travel to and from the Whitman Mission. This report is held by the National Park Service, Salt Lake City (Evans and Hatch 2004).

Another important element of the first phase identification process was a review of the cadastral survey plats and field notes developed by contract surveyors of the General Land Office, Oregon, who subdivided the townships through which the Oregon Trail passed. Most of these primary sources were contemporaneous to the era of use of the route by overland travelers. A number of the plats identified the "Emigrant Road" as well as intersecting routes and subsequent toll roads. The survey plats and field notes proved invaluable for orienting the route's course and intersection with geographical features.

The National Park Service suggested ten trail segments in Oregon for special scrutiny. This project assessed and winnowed the options to three. The criteria for selecting three segments were the condition of the trail (both extant ruts as well as the integrity of the historic landscape), length of the segments (continuous or nearly so), and presence of the Oregon Trail on public lands.

The second phase of the identification process was a field reconnaissance of the three trail segments. The Flagstaff Hill-White Swan and the Blue Mountain Crossing segments were examined in June, 2012. The Boardman segment which passes through the Naval Weapons Systems Training Facility Boardman was examined in July, 2012. The work included finding ruts, recording GPS coordinates, taking photographs of representative sections, and assessing the integrity of the historic landscape. This latter project was driven by the question: could an overland emigrant of the nineteenth century recognize this portion of the trail as it appears today?

The field reconnaissance was made by Ian Johnson, John Pouley and Matthew Diederich, Oregon SHPO staff, and contractor Stephen Dow Beckham. Sarah Le Compte, manager of the National Historic Oregon Trail Interpretive Center at Flagstaff Hill, and Katy Coddington, BLM, assisted with the examination of federal lands in the White Swan Mine-Virtue Flat-Flagstaff Hill segment. Eric Gill Harvey of the Umatilla National Forest guided the crew over the Blue Mountain Crossing segment. Lawrence Moore, Cultural Resource Manager, U.S. Navy, Whidbey Island, WA., provided assistance for the trail segment within the Naval Weapons Systems Training Facility, Boardman, on the Columbia Plateau.

The geographic extent of this multiple property nomination was defined by the extensive literature search and was confined to the route across Oregon previously studied and identified by the National Park Service (Haines 1981; Young and Latschar 1981). The nomination addresses the Oregon Trail from Fort Boise, Idaho, to Oregon City, Oregon. It also identifies intersecting routes, some of them used by overland emigrants. These include a military wagon road, toll roads, and other wagon traces. The period of significance begins in 1840 with the commencement of overland emigrant travel across Oregon and ends in 1880 when the Oregon Railway & Navigation Company's line was approaching Umatilla and survey was underway for the Oregon Short Line to connect the Columbia River landing to the Union Pacific Railroad in Utah. The railroad largely supplanted the Oregon Trail in the early 1880s, though portions of the emigrant route remained important for local use. Its general course across Oregon is today Interstate 84.

The historic contexts were identified topically. The context categories were developed to organize the history with efficiency and connect these larger themes with the history of the Oregon Trail. The first context is "Geography," the important features encountered by emigrants between the Snake River and the Willamette

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Valley. The second is "Exploration, Trade, and Settlement," and covers the fur trade, overland migration, Indian wars, settlement, and the gold rush. The third context discusses "Social, Political and Cultural Significance" of the route and breaks these subjects into art, religion, science, and literature. The fourth is the "Economy and Commerce" and speaks to important events that had impact on use of the Oregon Trail: gold rush, trade and commerce, toll roads, agriculture and livestock, and railroads.

The nomination also identifies associated property types, especially those specifically mentioned by emigrants.⁶ Numerous land forms were documented in the primary accounts: sagebrush steppe/plain, springs, mountains (ascents and descents), valleys, Columbia Plateau, distant volcanoes, Columbia River, and Cascade Mountains. The nomination next addresses forts and fur trade posts; missions (Methodist, American Board, Catholic); river crossings, fords, and ferries; toll gates; military posts; Euro-American towns; intersecting routes; battlefield sites; camping sites; marked emigrant graves; stage houses; and trail/wagon road segments.

The National Park Service, in consultation with members of the Oregon-California Trails Association, identified 10 trail segments for consideration as part of this study. The NPS, Oregon SHPO, and the Oregon Historic Trails Advisory Council, in consultation with the Bureau of Land Management and U.S. Navy, prioritized that list and selected the three highest priority segments for initial study. The purpose of this multiple property nomination is to create a comprehensive template from which additional nominations can be made of specific trail segments in Oregon such as those on private land or others that become the focus of continued research and documentation.

⁶ The preparer consulted several Multiple Property Documents in conceptualizing and organizing the registration requirements. Those resources include, "Cherokee Trail of Tears in Missouri, 1837-1839," NRIS# 64501226; "Settlement and Abandonment of the Crooked River Grassland, 1868-1937," NRIS# 64501242; "African American Resources in Portland, Oregon from 1851 to 1973 MPD," NRIS# MC100005332.

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Documents:

- Map 1: The Oregon Trail and Alternate Routes
- Map 2: Oregon Trail, 1843, "Fort Boise" to "Burnt River" (Jackson and Spence 1970: Atlas).
- Map 3: Oregon Trail, 1843, "Burnt River" to "Grand Rond" (Jackson and Spence 1970: Atlas).
- Map 4: Oregon Trail, 1843, "Grand Rond" to "Fort Wallah-Wallah" (Jackson and Spence 1970: Atlas).
- Map 5: Oregon Trail in northeastern Oregon, Snake River to "Old Fort Wallah Wallah" (Bureau of Topographical Engineers, 1859).
- Map 6: Oregon Trail, "Willow Creek" to "Oregon City," showing route of Barlow Road south of Mount Hood (Bureau of Topographical Engineers, 1859).
- Map 7: "Northern Emigrant Road" and "Harney's Cut Off," route of Oregon Trail across northeastern Oregon, a portion of the map, "A Diagram of Public Surveys in Oregon" (Pengra 1863).
- Map 8: Oregon Trail in northeastern Oregon, 1878, showing route from "Baker City" over Blue Mountains to "Pendleton" (Habersham 1878).
- Map 9: Oregon Trail from "Ft. Henrietta" [Echo] to "The Dalles" (Symons 1885).
- Map 10: Oregon Trail "Ferry Landing," 1875, on west bank of Snake River, T20S, R47E, W.M. (Walden 1875a).
- Map 11: Oregon Trail, 1882, running from White Swan Mine northeast across Virtue Flat to Flagstaff Hill, T9S, R41E, W.M. (Barr 1882a).
- Map 12: Oregon Trail identified as "Emigrant Road," 1864, running northwest across Baker Valley in upper Powder River watershed, T8S, R40E, W.M. (Thompson & Chaplin 1864a).
- Map 13: Oregon Trail identified as "Stage Road from Pendleton to Orodell," 1874, crossing the eastern slope of Blue Mountains via "Tillacum" [Pelican] Creek (Hurlburt 1874b).

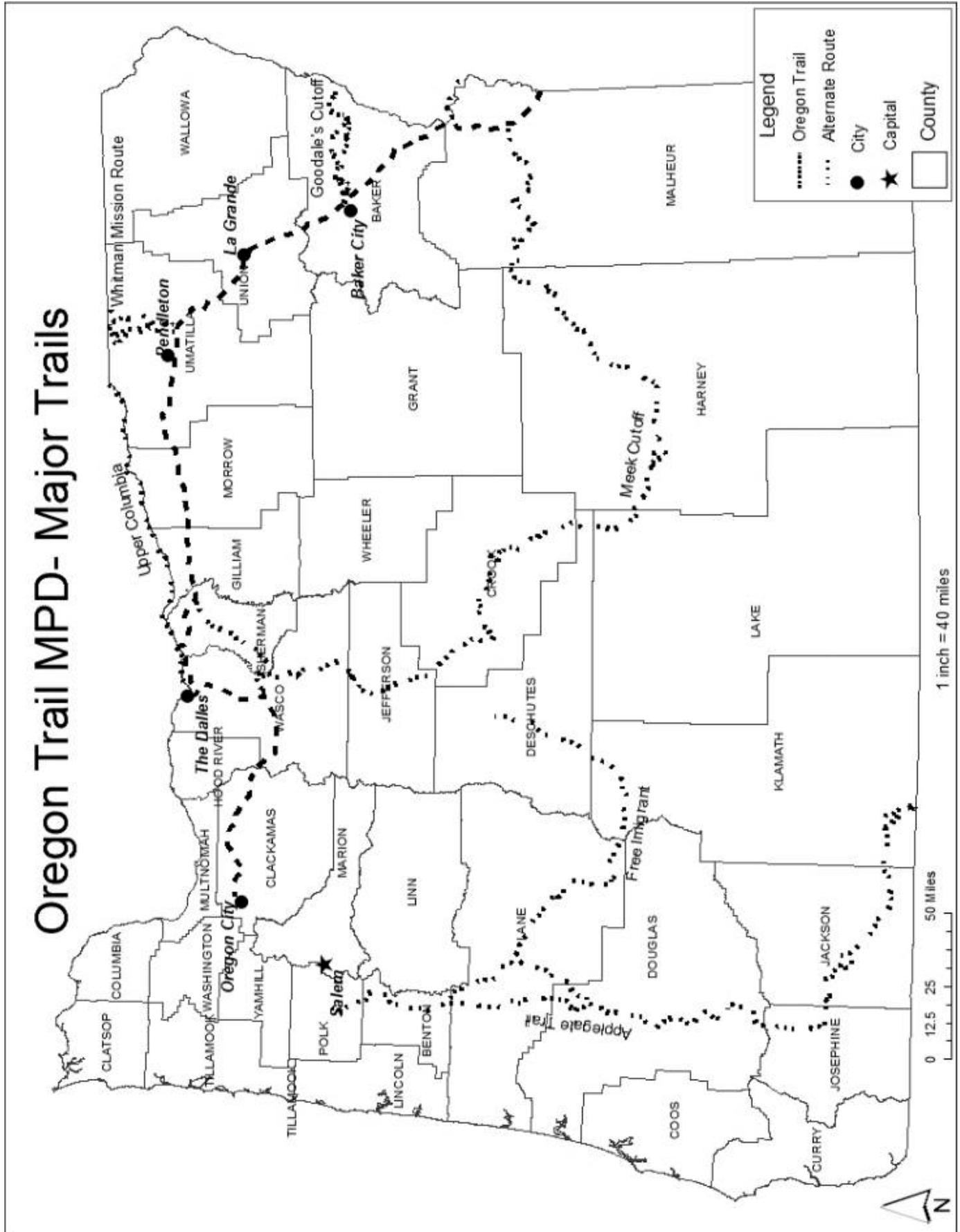
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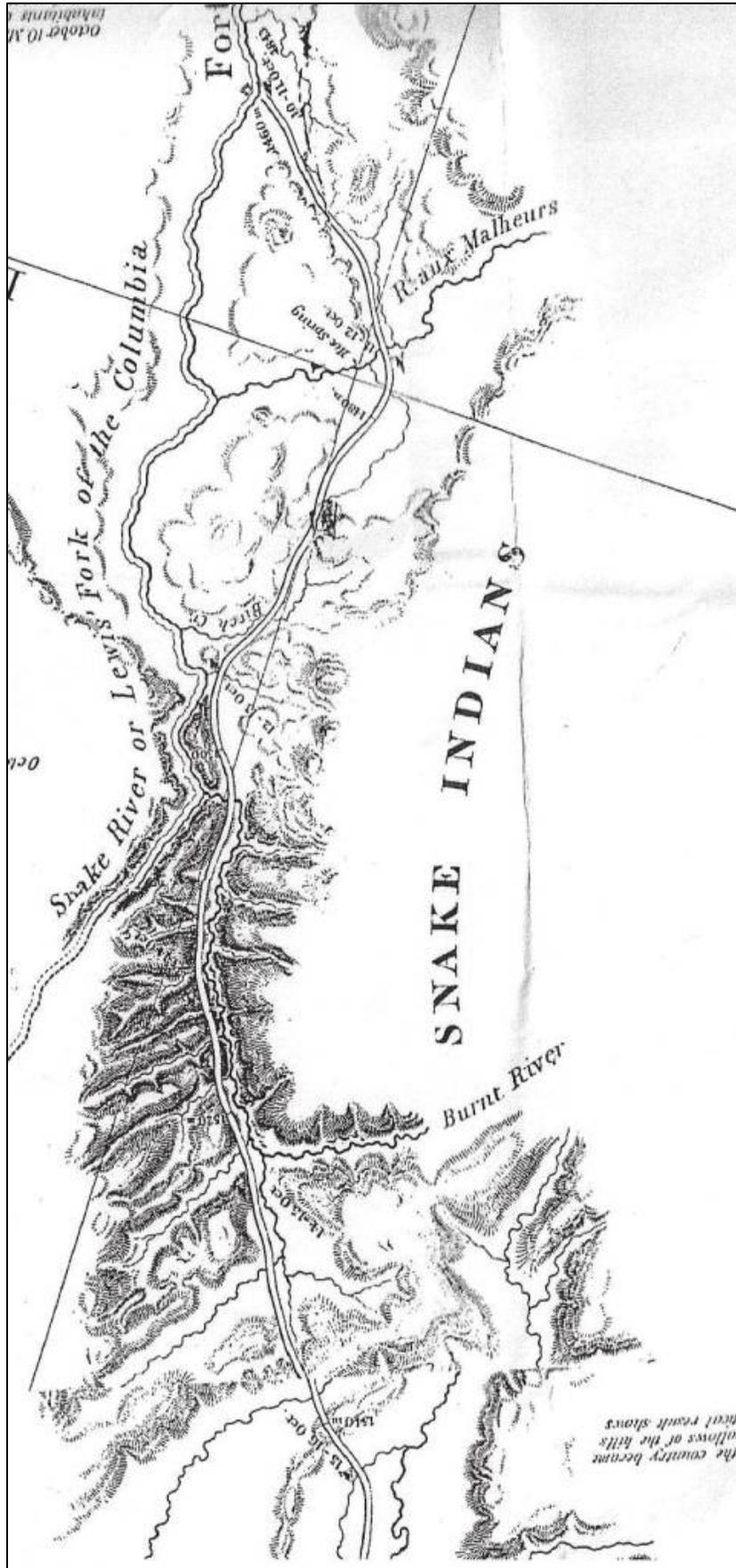
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Map 1: The Oregon Trail and Alternate Routes



Map 2: Oregon Trail, 1843, "Fort Boise" to "Burnt River" (Jackson and Spence 1970: Atlas).



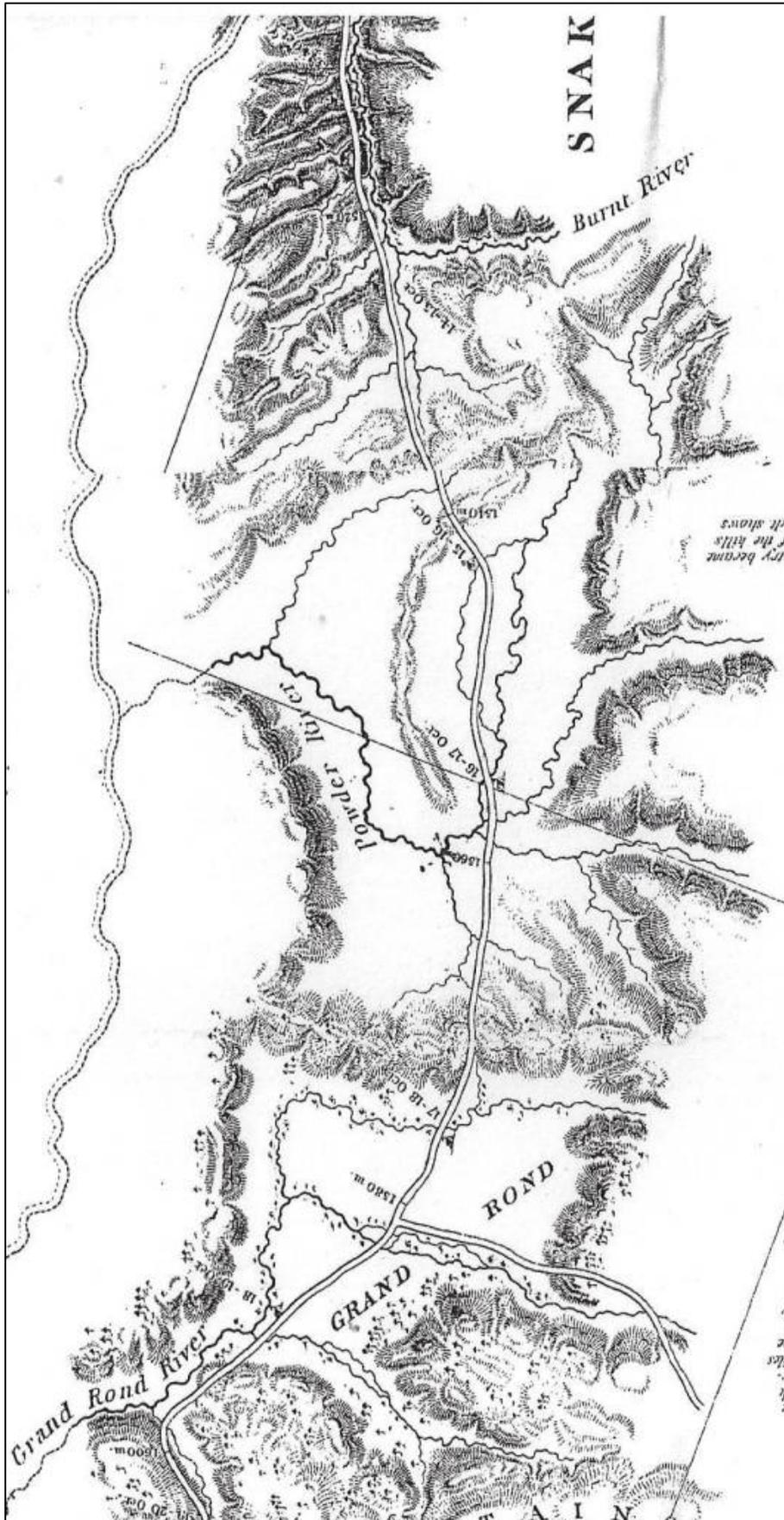
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Map 3: Oregon Trail, 1843, "Burnt River" to "Grand Rond" (Jackson and Spence 1970: Atlas).



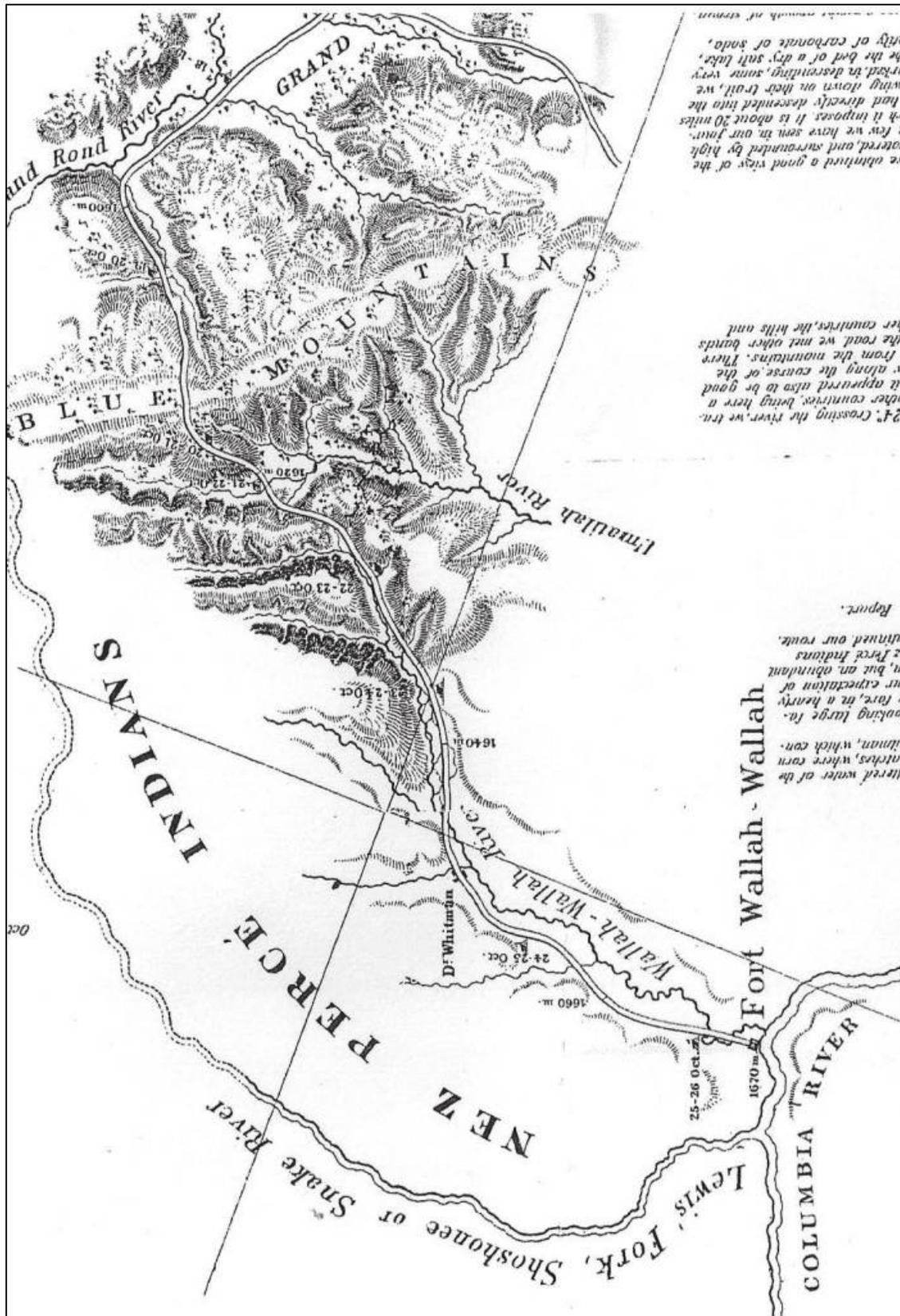
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Map 4: Oregon Trail, 1843, "Grand Rond" to "Fort Wallah-Wallah" (Jackson and Spence 1843: Atlas).



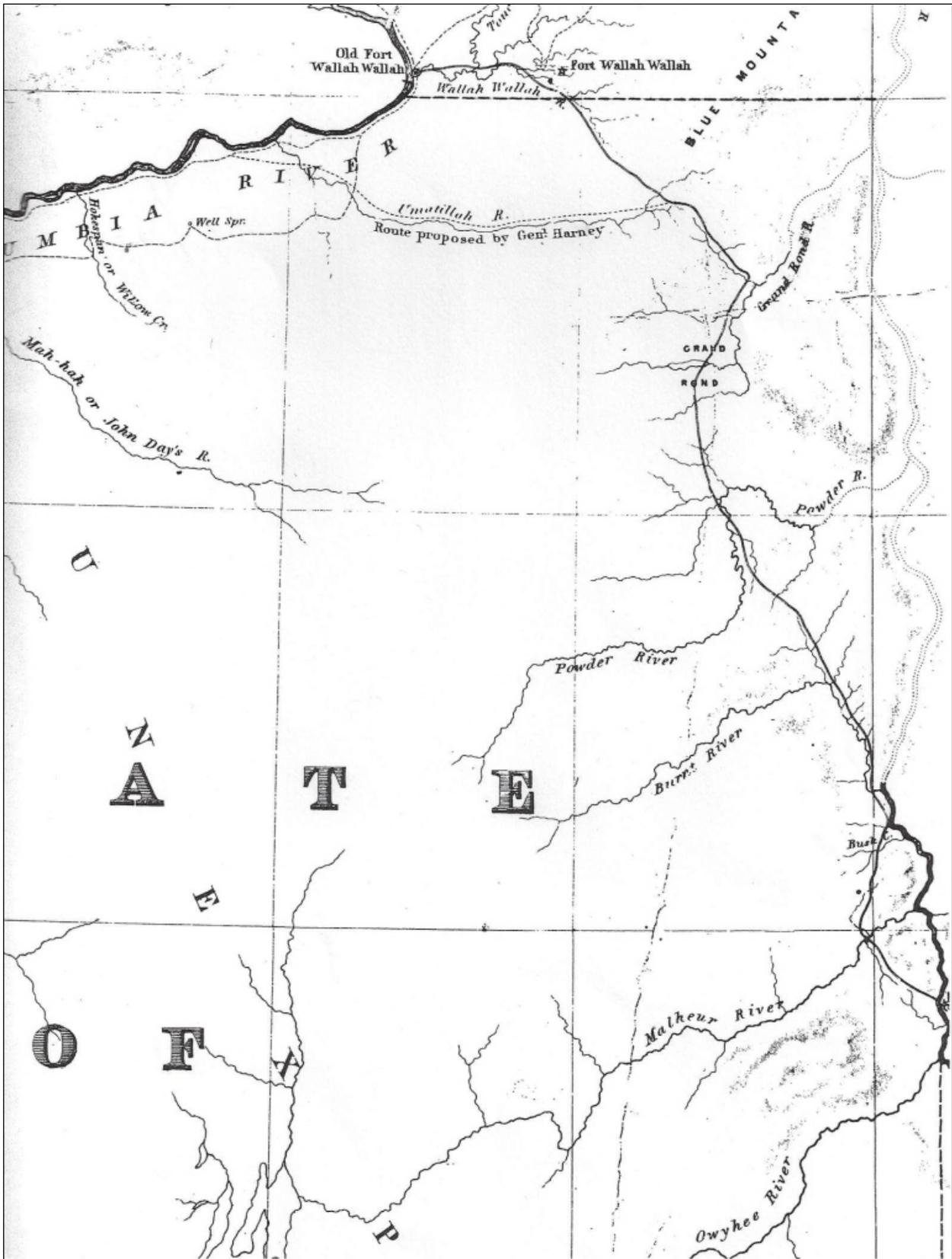
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Map 5. Oregon Trail in northeastern Oregon, Snake River to "Old Fort Wallah Wallah"
(Bureau of Topographical Engineers, 1859).



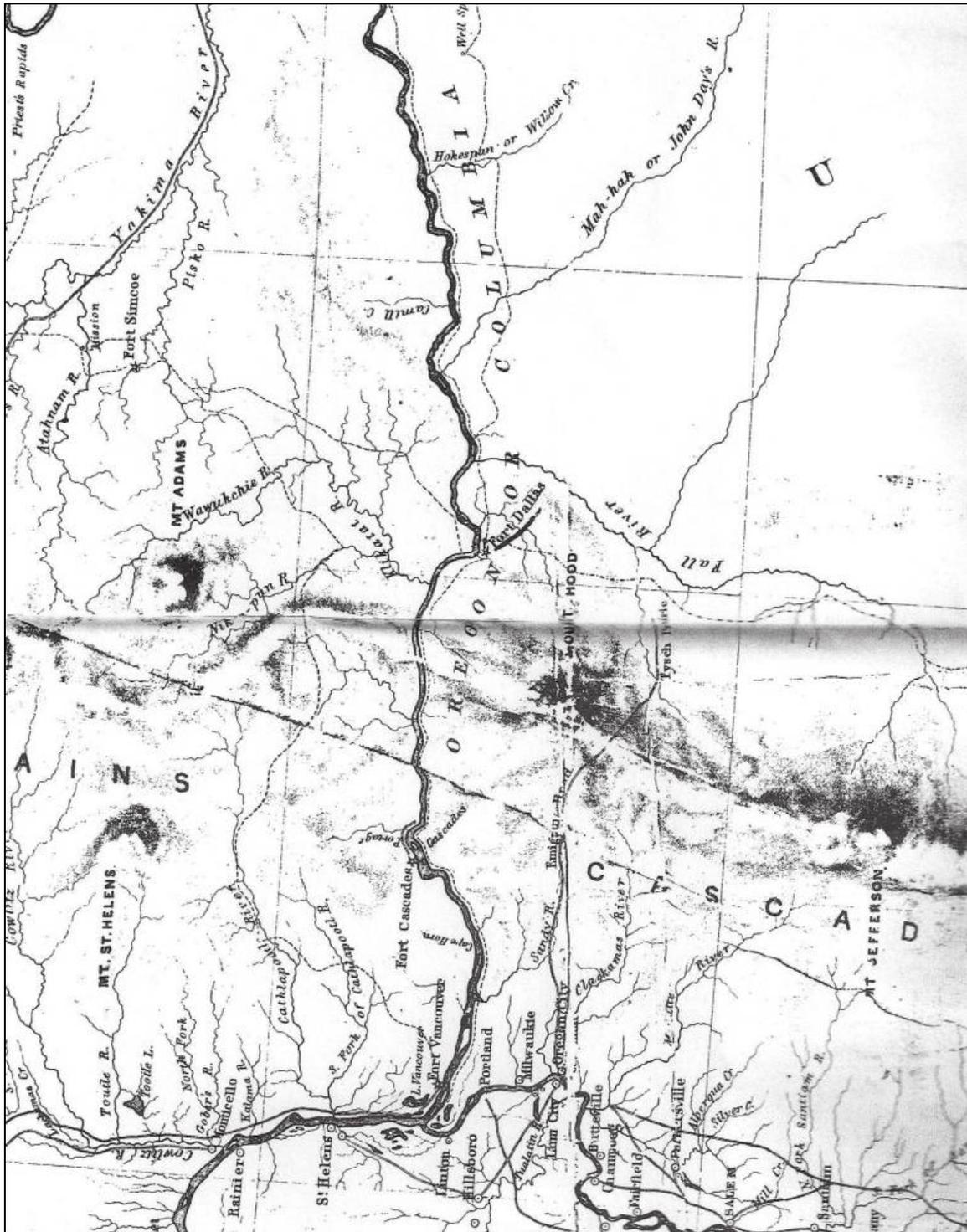
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Map 6: Oregon Trail, "Willow Creek" to "Oregon City," showing route of Barlow Road south of Mount Hood (Bureau of Topographical Engineers, 1859).



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Map 8: Oregon Trail in northeastern Oregon, 1878, showing route from "Baker City" over Blue Mountains to "Pendleton" (Habersham 1878).



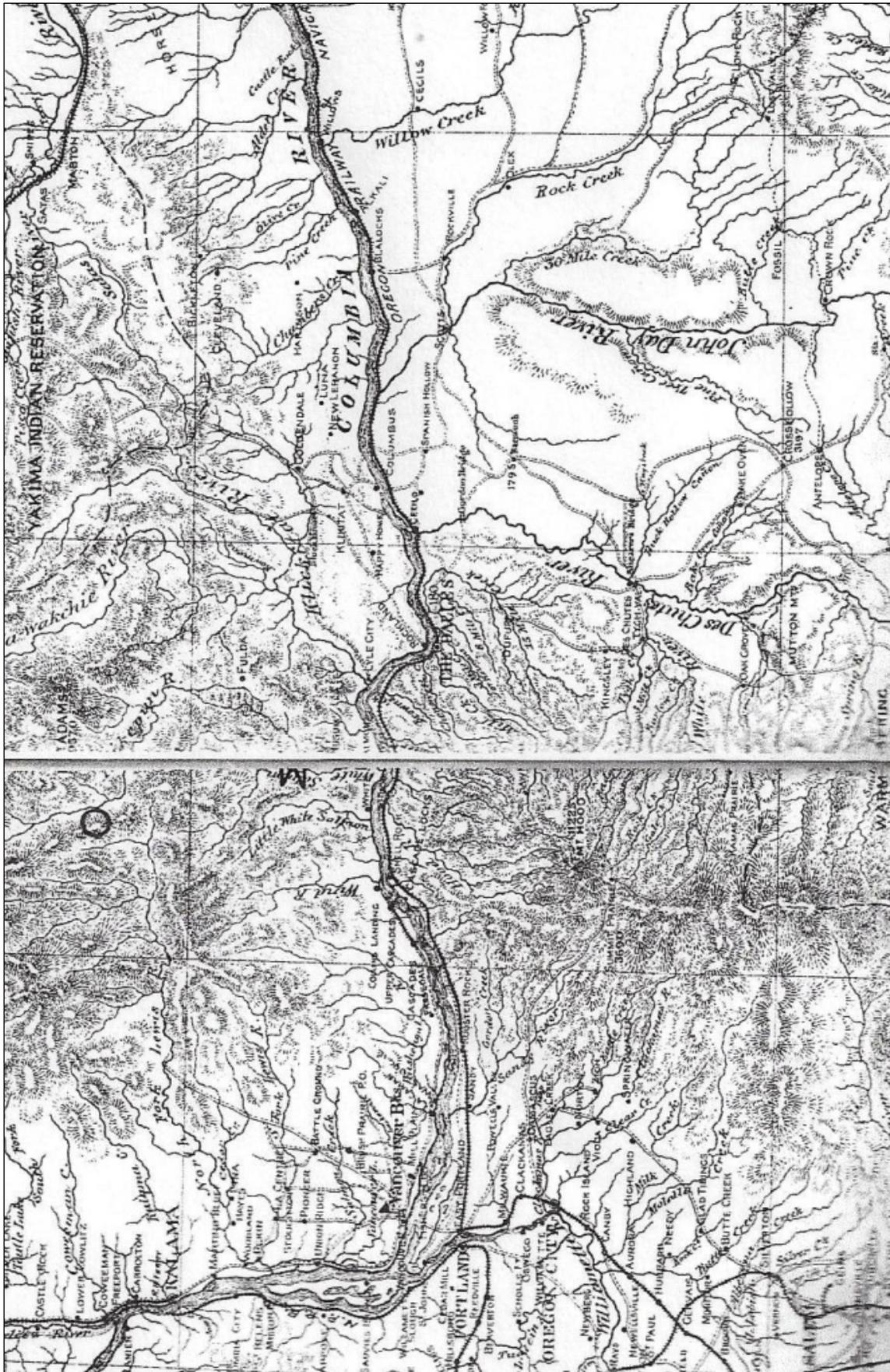
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Map 9: Oregon Trail from "Ft. Henrietta" [Echo] to "The Dalles" (Symons 1885).



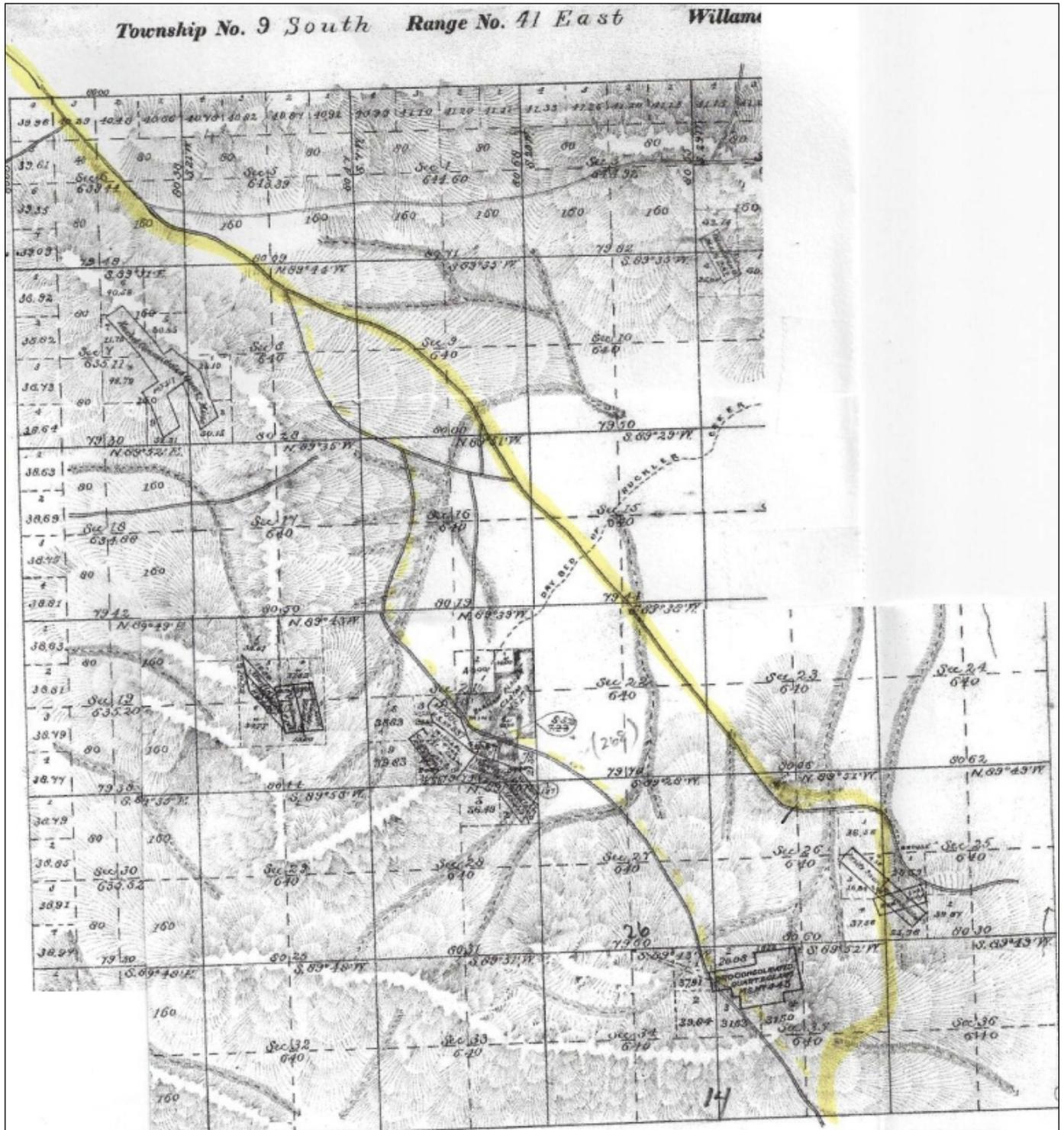
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Map 11: Oregon Trail, 1882, running from White Swan Mine northeast across Virtue Flat to Flagstaff Hill, T9S, R41E, W.M. (Barr 1882a).



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Map 13: Oregon Trail identified as "Stage Road from Pendleton to Orodell," 1874, crossing the eastern slope of Blue Mountains via "Tillacum" [Pelican] Creek (Hurlburt 1874b).

