

FRIENDS OF THE COLUMBIA GORGE

FALL 1992 NEWSLETTER

319 S.W. Washington Street, Suite 301, Portland, Oregon, 97204

Telephone: (503) 241-3762

LETTER FROM THE EXECUTIVE DIRECTOR

Dear Friends:

This Fall we are beginning our third year as an affiliate of the Environmental Federation of Oregon (EFO). The Federation provides a convenient way to support environmental organizations like Friends of the Columbia Gorge through employee workplace payroll deductions.

Watch for EFO materials coming across your desk this Fall. If you designate your donation for Friends of the Columbia Gorge, 100% of your gift will go directly to us, with no deductions or administrative fees to lessen the impact of your support.

If your company does not yet participate in EFO's giving program, you can serve as a valuable connection to your workplace by letting us know whom to contact. Then, one of our volunteers will contact that key person in your organization about the environmental interests and organizations EFO represents. This program offers people an easy way to support the environmental causes they believe in.

If you are able to provide us with that special link to your workplace, please give us a call. Although the 1992 campaign is going full steam right now, it's not too early to start work on next year's campaign. The Environmental Federation of Oregon has the potential to provide us with a stable long-term financial base that can help us maintain our vigilance in seeing that the National Scenic Area is always protected. As members and supporters of the Friends of the Columbia Gorge, you can be the key that opens the door to your workplace.

Best wishes for a lovely fall.



Transformation at Ruthton Point

We would like to summon the spirits of our two Scenic Highway Sams--Hill and Lancaster--to take a look at what the Oregon Department of Transportation has accomplished at Ruthton Point near Hood River. There, a tenth of a mile of Historic Highway survives on a curve hung nearly 300 feet above the river, providing broad views of Underwood Mountain to the north and the river canyon to the west.

For years this short, cliffhanging section was abandoned, damaged, and forlorn. During this past summer it was restored with impressive skill, and you will want to pull off the highway, take a short walk, and look at it.

-continued on page 3.



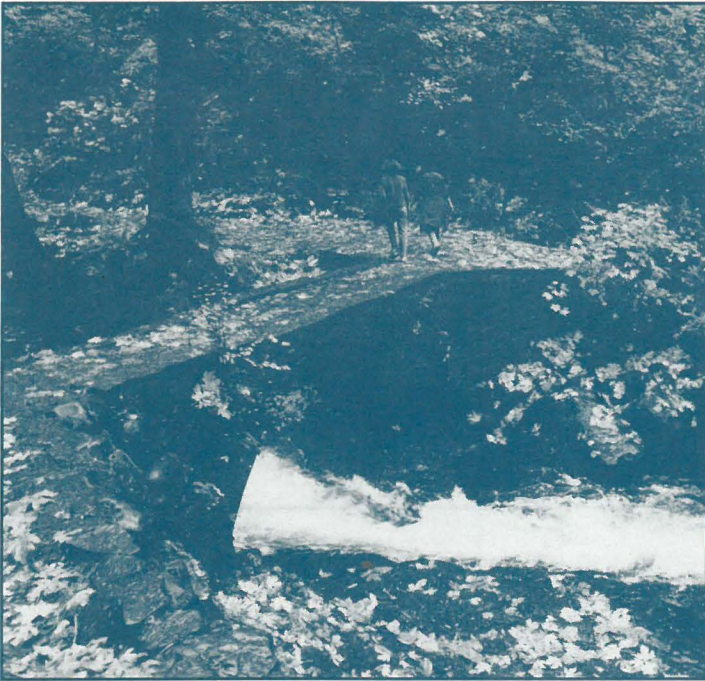
Transformed Ruthton Point.

Photo: Nancy Russell

Friends of the Columbia Gorge Intervenes in Birkenfeld Trust Lawsuit

Friends of the Columbia Gorge has been granted status to intervene in the Birkenfeld Trust, S.D.S. Lumber, Broughton Lumber, Ellett Construction, et al., lawsuit. This lawsuit seeks a determination that Open Space and similar designations in the National Scenic Area Management Plan are illegal and constitute a taking of private property without compensation. (Please see Summer 1992 Newsletter for a more detailed description).

Friends of the Columbia Gorge has intervened on the behalf of the defendants who are the U.S. Forest Service, the Secretary of Agriculture, the states of Oregon and Washington, the Gorge Commission, and Hood River, Wasco, Klickitat and Skamania Counties. The governmental defendants, with the exception of the counties, have filed a motion to dismiss the complaint on various grounds. The plaintiffs have responded and a hearing is scheduled for November 19.



Multnomah Creek above Multnomah Falls.

Photo: Ken Denis.

Six Counties - Six Paths

As the January 15, 1993, deadline for county ordinances enacting the National Scenic Area Act Management Plan approaches, there are a variety of scenarios which could occur.

A county can submit an ordinance regarding both General Management Areas (GMA) and Special Management Areas (SMA) for the respective county. The Commission, by a majority vote including three members of each state, then has 90 days to determine if the ordinance is consistent with the Management Plan. If the ordinance is deemed consistent, the Secretary of Agriculture then has 90 days to review the SMA portion. If the ordinance is approved by both the Commission and the Secretary, we can expect implementation within six months of the January 15 deadline.

If a county does not submit an ordinance by the deadline, January 15, 1993, the Commission must make a determination that the county has failed to comply with the Act and must enact an ordinance for that county. A county can at any time decide to submit an ordinance which would also begin the review process as mentioned above. The incentive for a consistent county ordinance lies in the economic and recreation development funds to be made available by the Act.

Presently each of the Gorge counties is approaching the ordinance development process at a different pace:

Multnomah County has recently submitted a draft ordinance to its Planning Commission. Following public comment and review, the Multnomah Planning Commission will recommend a Final Draft to the Multnomah County Commissioners. They will then hold public hearings prior to submitting a final document to the Gorge Commission.

Hood River County will soon begin drafting a county ordinance and will follow a public involvement process similar to that of Multnomah

County. This is stipulated with the provision by the county that an agreement can be reached in regard to county lands located east of Hood River along the abandoned Historic Columbia River Highway.

The **Wasco County** Planning Commission and Citizen Advisory Group completed review and public hearings of the county ordinance in February, 1992. Wasco County Commissioners have withheld final approval until concerns regarding the county's taking liability are resolved.

Klickitat County has notified the Gorge Commission that they will not be developing a county ordinance in compliance with the National Scenic Area Act. As outlined by the Act, the Gorge Commission must develop and implement the ordinance for the county.

The **Skamania County** Planning Commission has begun development of the county ordinance. They will be working with the public on this through a series of ten workshops and hearings. In addition, there will be a advisory ballot in this November election asking voters for their opinion in regard to Skamania County's drafting of an ordinance.

Clark County has at this time requested an extension due to current staff and budget limitations. As of now, the Gorge Commission has not replied.

The Friends of the Columbia Gorge Outreach Program will continue to work with residents in the respective counties to facilitate their participation. The involvement of local residents will continue to be an essential component in the success of strong county ordinances. We look forward to the development of effective land use ordinances and need your involvement. Please call Tamra Lisy, Education Outreach Coordinator, (503) 241-3762.

Ruthton Point, *continued from page 1.*

Pull off I-84 westbound just west of Milepost 61, about one mile west of Hood River Exit 62. Park at the gravelled area on the west side of the Exit. Walk over the low berm and onto the cleared surface of the old highway. Not much to rave about for about 150 feet, but then you come to a reconstructed balcony-like "observatory" similar to the one at Rowena Loops. No one remembered that an observatory had existed at Ruthton Point until its foundations were uncovered in the process of clearing rock off the roadway. It is a most charming evocation of the past. Next comes a section of handsomely restored highway railing and, beyond that, the repaired Ruthton Point Viaduct, cleared of the rubble and rocks shoved and dumped there during freeway projects.

This work was a special construction project implementing the 1987 Oregon State Study of the Historic Columbia River Highway. Master craftsman, State Stonemason Richard Fix, supervised the project, and Yvon (Frenchy) Losier and Pat Dopita once again put to use the marvelous skills with stone and mortar that they have demonstrated on other sections of the old highway.

Wish Sam and Sam could see it!

Plans for The Dalles Interchange Ready for Public Review

The Oregon Department of Transportation (ODOT) has proposed construction of a full interchange northwest of The Dalles, providing access to and from I-84 near Chenoweth Creek. The present access is a limited interchange providing only eastbound exit and a westbound entrance. ODOT has presented two alternatives for consideration:

Alternative #1 is partially located within a General Management Area of the Columbia River Gorge National Scenic Area and outside The Dalles Urban Area Boundary.

Alternative #2 is located east of Chenoweth Creek just inside The Dalles Urban Area Boundary.

In May, 1991, the Citizen's Advisory Committee (CAC), voted to recommend Alternative #1 with further study of Alternative #2. Friends of the Gorge believes that an interchange will bring a proliferation of commercial development along its course. Therefore, we have consistently supported an alternative within the Urban Area.

The Draft Environmental Impact Statement (EIS) is expected to be available to the public this December. Public hearings are tentatively scheduled for January, 1993. The issue is whether Alternative #1 is consistent with the National Scenic Area, Wasco County land use ordinance and Section 4(f) of the Federal Highway Administration Act. If Alternative #1 uses or affects the Scenic Columbia Highway, then all feasible and prudent alternatives must be seriously considered. Alternative #1 will require widening the Scenic Highway from a current width of 22' to a maximum of 50' for approximately 1450-1500'. Alternative #2 will not use or affect the Scenic Highway.

For more information regarding the public hearings or submitting comments, please contact Kristen Pecknold, Friends of the Columbia Gorge Legal Counsel, 777-5473.

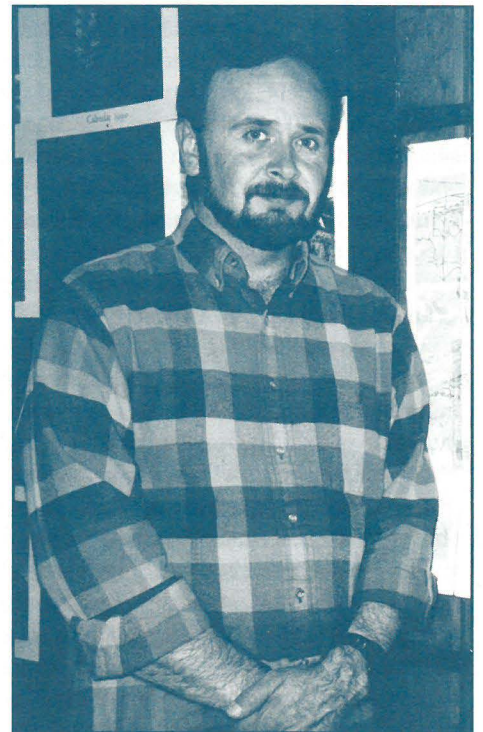
Supreme Court Rejects Gorge United Appeal

The U.S. Supreme Court has rejected an appeal by Columbia Gorge United, a group which has long opposed the Columbia River Gorge National Scenic Area. The court, without comment, refused to consider Gorge United's argument that the N.S.A. is an unconstitutional federal intrusion into local land management.

Friends of the Columbia Gorge "Adopt-A-Highway"

Ken Denis, Friends of the Columbia Gorge longtime member and volunteer, will be the chairperson of the newly-formed Friends of the Columbia Gorge Adopt-A-Highway Program. Working with Oregon Department of Transportation, we will be responsible for litter control along a two-mile stretch of the Historic Columbia River Scenic Highway from the trailhead of Oneonta Trail to the Multnomah Falls viaduct.

Ken looks forward to beginning this new project utilizing FOCG volunteers. The project will have a direct and visible impact on the Columbia Gorge National Scenic Area. The first pick-up is tentatively scheduled for Saturday, November 7th. To be part of this positive project, or for more information, give FOCG a call at (503) 241-3762.



Ken Denis

Reflections of the Gorge

Taking the Slow Lane, Washington's Evergreen Highway, Part I

James L. Olmsted is a land use and real estate attorney in Clark County Washington. The following article is an outgrowth of his research on local environmental and historic preservation issues. Jim serves on the Board of Directors of the Friends of the Columbia Gorge, the Heritage of Clark County and the Friends of the Evergreen Highway.

Two familiar thoroughfares cut through the Gorge on the Oregon side of the Columbia River. Highway 84 is, of course, a modern day super-highway and carries the bulk of the motorized traffic through the Gorge. The Columbia River Scenic Highway, on the other hand, was constructed in the two-year period between 1913 and 1915 and serves today as a historic highway of considerable charm. With such notable roadways to the south, it is easy to neglect Washington's Highway 14, or as it was once known, the Evergreen Highway. In terms of scenery and roadside attractions, Washington's Highway 14 offers plenty of reasons to forsake the fast-lanes of highway 84 on the Oregon side of the Columbia. Although Highway 14 travels the same Columbia Gorge as its super-highway cousin on the south side, it nevertheless presents its own perspective of the area's scenic beauty. As the highway gracefully winds its way up and down the slopes of the north bank, the visitor experiences in dramatic counterpoint the closeness of the river and the breathtaking immensity of the Gorge itself. Cultural and recreational enticements on the north side of the Columbia include the eclectic art collection of Maryhill Museum, high on its lonely perch above the spectacular eastern Columbia Gorge, a full size replica of England's Stonehenge (dedicated to Klickitat County soldiers who died in World War I), and a breathtaking nature trail to the top of Beacon Rock.

Although Highway 14 is a modern highway by most standards, it follows, with minor deviations, the roadbed of the original Evergreen Highway which was constructed in the early 1920's, giving it a respectable claim to historical status. Viewing the Evergreen Highway in a historical light, it is natural to look for historical linkages between the Evergreen Highway and Oregon's Historic Columbia River Scenic Highway, as both are of roughly the same vintage. One of the more significant of such connections is presented by an interesting twist of fate concerning

Washington's Samuel Hill. Wealthy and eccentric, Sam Hill was the driving force behind the construction of the Oregon Scenic Highway, which was completed some five years before construction began on the Evergreen Highway. Although Hill's vast energies took many directions, his greatest passion was road building, and in many ways the Scenic Highway was his unique vision, a reflection of the great roads he had seen in Europe.

In 1908, Sam Hill invited a railroad and highway engineer named Samuel Lancaster to accompany him in Europe to study the roads there. Lancaster had a deep love and appreciation for natural beauty, and it was no doubt in part for this reason that several years later Sam Hill recruited Lancaster to serve as consulting engineer in charge of the highway. The result of this collaboration, and the efforts and vision of men like Simon Benson and John Yeon, was a roadway that was both an engineering feat and a thing of beauty. Most importantly, Lancaster had designed the road to disturb as little of nature as possible, hoping to harmonize it with the beauty and spirit of the Gorge.

Construction of the Evergreen Highway--Washington's first highway through the Gorge--began five years later, in 1920. In light of Sam Hill's enthusiasm for building roads, and recognizing that as early as 1907 he had begun efforts to establish the town of Maryhill in Washington's Klickitat County, one has to ponder how it came to be that

Oregon, and not Washington, wound up with the first "Scenic Highway." The answer is not for lack of effort by Sam Hill.

As early as 1910, Sam Hill was an ardent supporter of a highway on the north bank up the Columbia. In 1912, he even went so far as to foil the reelection attempts of Washington Governor Hay to place a "good roads" candidate named Ernest Lister in office. Unfortunately for Hill, even Lister balked at the \$30,000 a mile cost of forcing a highway across the precipitous terrain of the north bank, and appropriations for the highway were shut off. As a result, Washington's Sam Hill turned his considerable talents and wealth to road building on the Oregon side, leaving us to speculate about what remarkable structures he and others like Sam Lancaster might have melded with the natural beauty of the north Gorge had more auspicious circumstances prevailed.

When the state of Washington finally began construction of the Evergreen Highway, it was envisioned as "the greatest east-west artery of Washington." As originally conceived, the highway was to begin at Vancouver and travel eastward through Stevenson, Underwood, Lyle, and Maryhill, and then north through Goldendale, connecting finally with another state road in Yakima County.

Don't miss Part II of [Taking the Slow Lane, Washington's Evergreen Highway](#). Jim will describe the construction of the highway and the historical features along its path.



Cascade Locks from the "North Bank Highway". Oregon Historical Society

Feature Hike of the Quarter With Don & Roberta Lowe

The Sandy River Delta

Put merely in skeletal terms, this dead level, approximately 6.5 mile, circuit follows the Sandy River to its confluence with the Columbia River and then parallels the latter before looping back to the starting point. But this outing is Rubenesque not bony, and includes varieties of vegetation and wildlife not enjoyed along a usual Gorge hike. Another bonus is the impressive masses of blackberries. Be sure to take a container if you make the trip the second half of any August.

Two caveats: the lower the water the better the hike because you can go further. First time visitors should explore the area from late summer through winter (in a normal year). Those familiar with the terrain enjoy poking about during "off season" because it's fun to observe the changing landscape, but even they don't venture out there during the height of the spring run-off, approximately May through June. So, because sections of the route vary depending on the water level, this is not a trip for those who are comfortable only with unvarying or well-signed trails.

Take I-84 to Exit 18 to Lewis & Clark State Park. Leave your car in the large parking area just south of where you go under the railroad bridge. Note that you'll have the luxury of restrooms here.

As overture to the two rivers loop, follow the path that begins at the information signs at the northeast side of the parking area and skirts the north side of the clearing before returning along the base of Broughton Bluff.

Walk back along the road to just north of the railroad bridge and follow one of the paths down to the shore of the Sandy River. If the water level is too high, continue along the road, as if you were going to Portland; go under the freeway, and where the road curves right, follow one of the paths to the left that eventually meets the Sandy River.

At about 1.2 miles come to a point where the river curves left and there's a low rise in front of you and an open area to the right. If the water level is high, turn right to the dike, turn left onto the road on it, meet a path, and turn left again. Assuming you make the entire circuit, you'll be returning along the section of tread to the right. The road here goes to a natural gas pipeline construction site you'll be coming to farther on.

Travel above the Sandy River, passing the first of these promised blackberries, and come to the construction area. Continue in the same direction you were heading and then veer back toward the Sandy River and pick up the path. Farther on, near its mouth, if you



Lake Oswego Hikers encircle a giant cottonwood tree on the Sandy River flood plain.
Photo: Gun Blodgett

encounter high water, veer to the right and then angle back to the left until you come to the Columbia River across from Washougal.

As you parallel the Columbia, you'll have views up the Gorge, with Mt. Hood looming above Larch Mountain. On the Washington side Silver Star Mountain and its neighbors comprise a portion of the skyline. This section is the best spot for a lunch stop. Eventually, you can follow a path among the cottonwoods.

Continue upriver until you come to a channel. From it backtrack a few hundred feet to a wide swath that heads south through the woods. Where the path forks, stay left to avoid a patch of blackberries and continue along the trail, going under the power lines. Note the gigantic cottonwoods along this stretch. Come to the westerly end of the channel and the dike you encountered earlier. Turn left on the dike and follow the new gravel road for about 0.7 mile to the gate you've seen from I-84, and perhaps wondered about, and follow the exit road from the freeway under the highway and railroad overpasses to your starting point.

**MAKE YOUR GIFTS COUNT TWICE,
SHOP WITH THE FRIENDS OF THE COLUMBIA GORGE THIS HOLIDAY**

Wildflower Apparel

Beautiful Gorge wildflowers in jewel-tone colors and remarkable detail. Mariposa design features multi-colored wildflowers clustered around a lavender-toned mariposa lily. Gentian design features a clump of deep blue gentians surrounded by wildflowers. Delphinium design features deep blue delphinium amongst various wildflowers. Each order provided with flower list.

T-Shirts, 100% cotton.

- Mariposa (M), (limited sizes) and Gentian (G) designs:
Short-sleeve t-shirt, (S, M, L, & XL) **\$12.00**
- Long-sleeve t-shirt, (S, M, & XL) **\$14.00**
- Delphinium (D) design, specify white or cool green:
Short-sleeve, (S, M, L, & XL) **\$12.00**
- Long-sleeve, (Large only) **\$14.00**

Sweatshirts, non-shrink, fleece-lined cotton/polyester.

- Mariposa (M) & Gentian (G) designs:
(S, M, L, & XL) **\$24.00**
- Delphinium (D) design:
White, (M,L, & XL) **\$24.00**
- Cool green, (S, M, & L) **\$24.00**

Nightshirts

Roomy, t-style. Available in all three designs. In white only.
One-size-fits-all. **\$15.00**

Bay Shirts

100% cotton, with ribbing. Available only in pink with Delphinium design. (L only) **\$20.00**

Apron

Polyester/cotton blend, chef style.
Available in Gentian design only. **\$15.00**



Totes

Heavy canvas tote. Great for books, groceries, or a picnic in the Gorge.
Available in Delphinium design only. **\$12.50**

Leaping Salmon

T-shirts, 100% cotton, Short-sleeve. Available in mint green or sea blue. (L & XL) **\$12.00**

The Best Stocking Stuffer in Town...

Columbia River Gorge Guided Tape Tour. Two audio cassette tapes and a map booklet, all you need for a 200-mile guided tour of the Gorge. Hear mysterious Indian legends, thrill to the harrowing adventures of Old Oregon Trail pioneers, and discover some of the Gorge's hidden delights. Special holiday price, \$5.00 to FOCG members.

1993 Columbia Gorge Calender

Twelve months of the Gorge's beauty captured in glowing 12" X 11" color photographs by Craig Tuttle. Limited number, **\$9.95**.

Columbia River Gorge

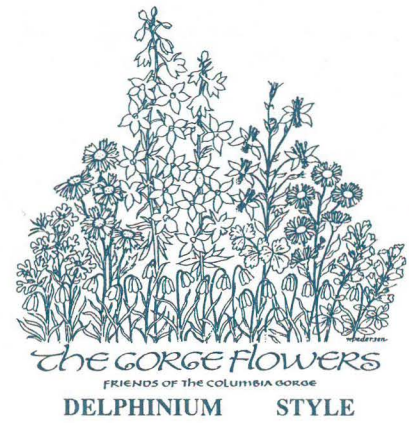
Explore the natural beauties of the Gorge. Beautiful America's Columbia River Gorge, photography by Craig Tuttle, and text by Linda Sterling-Wanner. Softbound, **\$10.95**

**FRIENDS OF THE COLUMBIA GORGE
HOLIDAY ORDER FORM**

Item	Color	Design	Size	Price	Quantity	Total Price

Subtotal	
Postage & handling (\$2 first item, \$1 each additional)	
Total Enclosed	

Send to:
 Name _____ Phone _____
 Address _____ City/State _____ Zipcode _____
 Please charge my MasterCard Visa Expiration Date _____
 Number _____ Signature _____



What's Happening in the Gorge

The Columbia Gorge: Photographs from the Sam Hill Collection. Maryhill Museum of Art, Goldendale, Washington, exhibits early 20th-century Columbia River Gorge landscapes, through November 15th. Call for more information and hours, (509)773-3733.

November

5th. Gorge 400: Eagle Creek to Tanner Creek. Sponsored by Lake Oswego Recreation Department. Hike 7.5 miles with 1500 ft. elevation gain. Meet 8:45 a.m. at Lewis & Clark State Park, Exit 18 off I-84. For more information, call (503)636-9673.

7th. Friends of the Columbia Gorge Adopt-A-Highway Litter Pick-up. See page 3 for details.

7th. Bridal Veil Tours. Friends of the Columbia Gorge invites you on a tour of the proposed park site at Bridal Veil. Tours at 10 a.m. & 1 p.m. See special insert for more details.

12th. Columbia Gorge Audubon Society Membership Meeting. All interested people welcome. Klickitat Valley Bank in White Salmon, 7:00 p.m. Contact Daniel Dancer for more information, (509)493-1757.

December

10th. Columbia Gorge Audubon Society Membership Meeting. All interested people welcome. Klickitat Valley Bank in White Salmon, 7:00 p.m. Contact Daniel Dancer for more information, (509)493-1757.

If you know of upcoming events to be included, send information to: FOCG, c/o Tamra Lisy, 319 S.W. Washington, #301, Portland, Oregon 97204. Deadline for Winter Newsletter is December 11th.

Summer '92 in the Gorge

Annual Hiking Weekend Gets Bigger and Better

The twelfth Annual Hiking Weekend produced many success stories. The number of hikers reached an all time high with 1,610 participants over-all and with the support of 30 outdoor clubs and environmental organizations. The club leaders again showed savvy in designing new hikes, new locales, and great new combinations of shorter hikes. Frank and Charlotte Head of the Mazamas introduced both Augspurgen Mountain and Birkenfeld Mountain, superlative new hikes. Special thanks to Board Member Julia Ferreira, coordinator of the event, and to all who participated!

Looking ahead to 1993, the Thirteenth Annual Hiking Weekend will be June 19-20. Mark your calendar now!



Atop Wind Mountain, Hiking Weekend 1992.

Photo: Ken Denis



Summer Picnic 1992.

Photo: Ken Denis.

Annual Picnic at Major Creek Ranch

What a spectacular day for our Summer Picnic! With great weather, a swimming pool at hand, good friends, and a breathtaking view of the Gorge how could we go wrong. The highlight of the day was historian Stephen Dow Beckham's presentation: "Visions of opportunity, Interpreting the Columbia River Gorge."

Interns

Thank goodness for summer interns. The Friends of the Gorge office was buzzing with youthful enthusiasm, and the air filled with questions this summer with the presense of our capable interns, Helen Bowen Blair and Michael Weeks. Helen returned to Colorado University to work toward a Bachelor of Science in Biology. Michael, our legal intern, returned to Vanderbilt University School of Law, to finish his last year of school. All thanks possible go to these talented people.

Town & Country

Founders of the Friends of the Columbia Gorge are the centerpiece of a feature article "You Own the Columbia River Gorge" in the September edition of Town and Country magazine. Check out a copy at your local newsstand.

MISSION STATEMENT

Friends of the Columbia Gorge shall vigorously protect the scenic, natural, cultural, historic and recreational values of the Columbia River Gorge, encourage compatible economic development within the urban areas, and educate people about the Gorge in order to gain the public support necessary for effective implementation of the National Scenic Area Act.

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Executive Director

Gary K. Kahn
Kristen Pecknold
Land Use Counsel

Tamra Lisy
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Marna Moore
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James L. Olmsted
Mary Vranizan

Newsletter Contributors

Tamra Lisy, Editor
Paulette Carter Bartee
Gun Blodgett
Ken Denis
Gary Kahn
Don & Roberta Lowe
Marna Moore
James Olmsted
Kristen Pecknold
Nancy Russell

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Friends of the Columbia Gorge

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Memorial Contributions

Friends of the Columbia Gorge thanks the following people who have made memorial contributions since our last newsletter:

*In memory of Laura W. Young:
Elizabeth B. Martin*

*In memory of Richard Freepons:
Barbara, Jeff, Michelle & Jeff Farber*



Photo: Ken Denis