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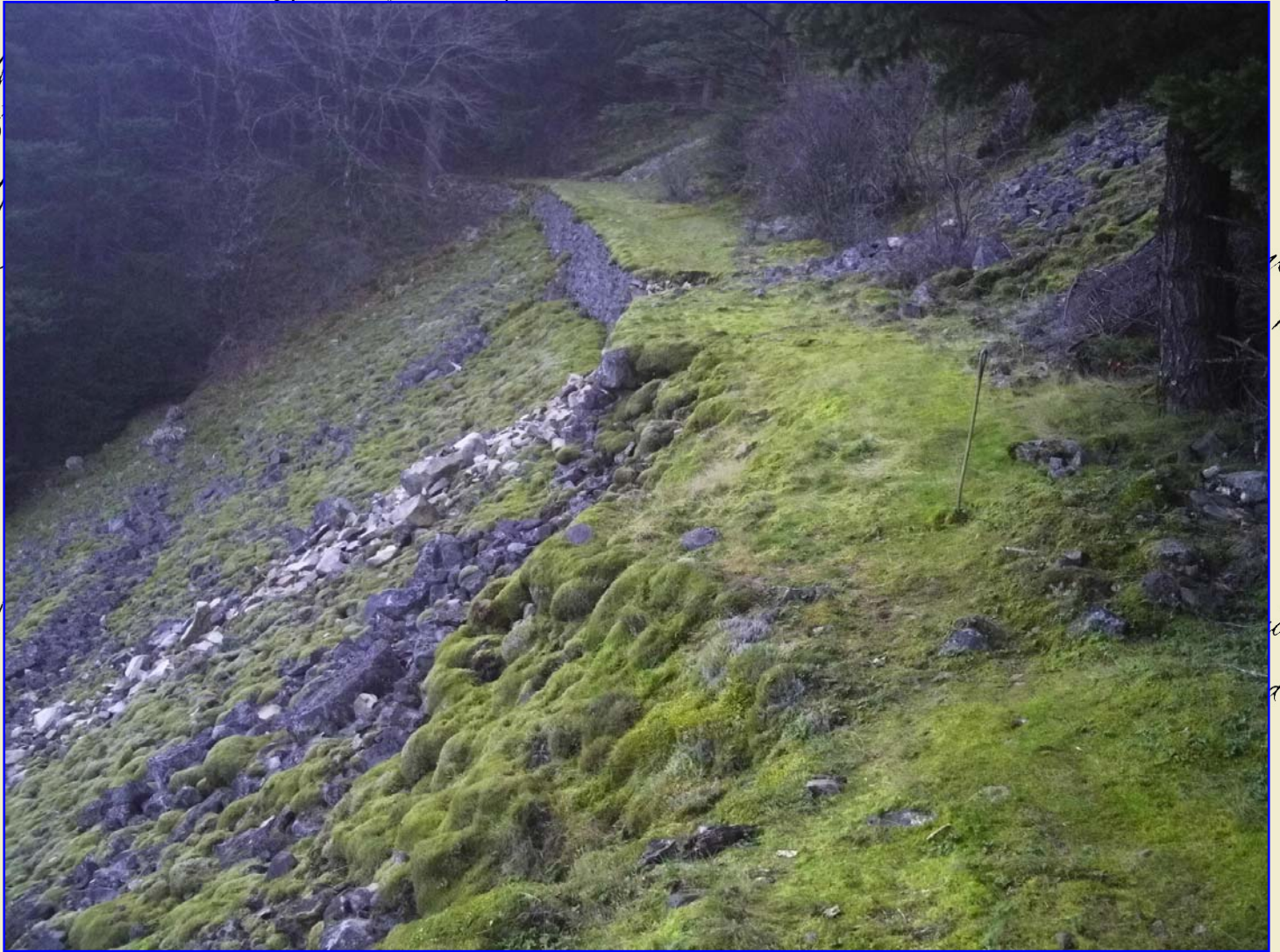
Field Notes and survey of the Dalles and Sandy Wagon Road. Commencing at a pine post 4<sup>th</sup> or 5<sup>th</sup>

# The Dalles to Sandy River Wagon Road

Through the Columbia River Gorge, Oregon:  
An Inventory and Evaluation

Course

S 80° W	3	00	"
West	11	00	to Mill Creek 200 links wide



71  
71  
71  
71  
71

Bears  
in, da  
dawn  
"

N 15° W	23	00	Cheeworth Creek 50 links wide
N 77° 30' W	12	00	Three mile set a post 44 ft marked 41
	50	00	from which an Oaks tree 6 in diam.

Thomas J. Connolly, Julia A. Knowles, and Christopher L. Ruiz  
University of Oregon Museum of Natural & Cultural History  
Report 2013-016

N 34° W  
N 74° W

	5	00	"
	7	00	"

**Cover: View along the Shellrock Mountain section of  
The Dalles-Sandy River Wagon Road; background is from  
F. W. Slusher's 1873 wagon road survey notes**

Findings:	The Dalles-Sandy Wagon Road (35HR128)
County:	Multnomah, Hood River, Wasco
Legal:	T1N R4-6E; T2N R6E-9E; T3N R8-12E; T2N R11-13E
USGS Quads:	Washougal, Bridal Veil, Multnomah Falls, Tanner Butte, Bonneville Dam, Carson, Mt. Defiance, Hood River, White Salmon, Lyle, The Dalles North, The Dalles South (7.5' series)
Acreage:	ca. 20 acres
Project Type:	Linear pedestrian survey
Accession:	Notes at OSMA/UOMNCH
Permit No.:	Pedestrian survey only

# **The Dalles to Sandy River Wagon Road Through the Columbia River Gorge, Oregon: An Inventory and Evaluation**

A Report to the  
Oregon Department of Transportation  
Geo-Environmental Services Section  
4040 Fairview Industrial Drive SE, MS #6  
Salem, OR 97302

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Museum Report No. 2013-016  
October 2013





## Abstract

The proposed *HCRH Milepost 2016 Reconnection Project* is a cooperative effort designed to restore existing segments of the Historic Columbia River Highway, and to link these segments with new trails to create a continuous State Trail suitable for pedestrians and bicycles that approximates the historic highway's route from Troutdale to The Dalles. A cultural resources survey was conducted along the Wyeth to Starvation Creek (ca. MP 51.0-54.9) and Viento to Hood River (ca. MP 55.95-61.4) corridor segments during the spring of 2011 (Connolly and Knowles 2011). Among the cultural resources identified were remnant segments of the The Dalles to Sandy River Wagon Road dating from the 1870s. Four wagon road segments (or possible segments) were noted in or near the HCRH Trail corridor during the initial survey. One segment, intercepted by the proposed HCRH Trail, follows the historic grade along a steep slope and would impact the historic grade. To address this potential impact, a formal evaluation of The Dalles-Sandy Wagon Road was undertaken, and is reported in this document.

A two-stage review was undertaken. First, a research effort was initiated to secure historic maps and records relating to the wagon road and a GIS mapping project was developed using historical maps, air photos, and LIDAR to generate a list of possible surviving wagon road segments. This was followed by a field survey, conducted during the weeks of February 18 and March 4, to document and evaluate surviving grade segments.

Most of the original wagon road corridor was overtaken by later transportation projects, including the Oregon Railway and Navigation Co. line completed in 1882, the Historic Columbia River Highway (US 30) completed ca. 1922, and later the interstate highway. Only about 5% of the original 72 mile long road was identified; these are generally "engineered" (cut/fill) segments on sloping ground above the later routes.

Portions of The Dalles-Sandy Wagon Road that survive today provide excellent examples of a settlement-era road, located in a region of Oregon that has historically been a major travel corridor from prehistoric times to the present. Indeed, the small proportion of the original remaining grade segments serves to heighten their importance as representative examples of the wagon road. The surviving elements are recommended as significant and eligible for the National Register of Historic Places. The surviving elements meet NRHP Criterion A, as surviving segments exhibit characteristics of 1870s construction and engineering, including the use of hand tools and animal power and local building materials such as native stone and timber. Grades closely followed contours, eliminating the need for extensive cuts and fills, resulting in a sinuous course. Where present, rockwork is predominantly dry-stacked construction with rock of a size (cobble to small boulder-size) that could be managed by hand. Surviving segments retain excellent integrity of place, location, design, and feeling. The surviving elements also meet NRHP Criterion C as an exceptional example of settlement-era road engineering.



## **Preface**

The current project was initiated on behalf of the Oregon Department of Transportation in January 2013. Many people provided support or expertise in this endeavor, notably Marge Dryden of the Columbia River Gorge National Scenic Area, Dan Boldt of the Wasco County Surveyor's Office, Terry Huston of the Troutdale Historical Society, Connie Nice of the Hood River Historical Museum, local history experts Kenn Lantz and Clarence Mershon, Georgia Frederick of the Readex Newspaper Archive, the Multnomah County Surveyor's Office, the Oregon Historical Society, and the Oregon State Archives. ODOT personnel who provided valuable support include Tobin Bottman, Kristen Stallman, and Robert Hadlow.

Background research was undertaken primarily by Julia Knowles, and supplemented by Christopher Ruiz. Fieldwork was conducted by Tom Connolly and Julia Knowles.



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## Evaluation of The Dalles-Sandy Wagon Road: Project Background

When completed through the Columbia River Gorge in 1922, the Historic Columbia River Highway was hailed as an engineering marvel, noted especially for its sensitivity to the corridor's scenic splendor. Engineer Samuel Lancaster sought designs for route selection and roadway structures that were themselves artful, that embraced and amplified the beauty of the surrounding natural landscape, and took best advantage of the "many beautiful waterfalls, canyons, cliffs, and mountain domes" along the route.

As the value of motor vehicles for moving commercial freight was realized, the road's limitations as a fast, high volume freight route came clear. This limitation was address beginning in the 1950s with development of a faster water-level route, and continued into the 1970s with the construction of Interstate 80 (later renamed I-84). Construction of the freeway severed or destroyed sections of the Historic Columbia River Highway at many locations along its route through the gorge.

By the early 1980s, sentiment for saving and restoring the old Columbia River Highway was growing. The highway and associated designed landscapes were listed in the National Register of Historic Places in 1983, named a National Historic Civil Engineering Landmark by the American Society of Civil Engineers in 1984, recognized as a National Scenic Byway-All American Road in 1999, and designated a National Historic Landmark in 2000 (Smith 1984; Hadlow 2000). Over the last three decades, the Oregon Department of Transportation (ODOT) has actively maintained drivable portions of the roadway, reopened some undrivable segments for bicycle and pedestrian use, and continues to restore many of the original highway's historic features.



Figure 1. The Troutdale (Sandy River) to The Dalles State Trail through the Columbia River Gorge; the inset box marks the location of the Wyeth-Starvation Creek and Viento-Mitchell Point segments.

The ODOT is now leading a cooperative effort to restore existing segments of the Historic Columbia River Highway, and to link these segments with new trails to create a continuous State Trail suitable for pedestrians and bicycles that approximates the historic highway's route from Troutdale to The Dalles (Figure 1). Several new trail segments of this ***HCRH Milepost 2016 Reconnection Project*** have been completed or are under construction.

A cultural resources survey was conducted along the Wyeth to Starvation Creek (ca. MP 51.0-54.9) and Viento to Hood River (ca. MP 55.95-61.4) segments during the spring of 2011 (Connolly and Knowles 2011; Figure 1). Among the cultural resources identified along the corridor were segments of the The Dalles-Sandy Wagon Road dating from the 1870s. Segments of the original wagon road roughly parallel the HCRH and/or the HCRH Trail, and in some instances the corridors overlap. Four wagon road segments (or possible segments) were noted in or near the HCRH Trail corridor during the initial survey, corresponding to I-84 milepoints 52.5-53.0, 53.4-53.5, 54.43-54.45, and 58.4-58.5 (Connolly and Knowles 2011).

Some of the extant wagon road segments are easily visible from the proposed trail corridor, but can be avoided by the proposed trail development. These segments provide an interpretive opportunity regarding the history of transportation through the Columbia River Gorge. One wagon road segment is intercepted by the proposed HCRH Trail, and follows the historic grade across a steep slope. The proposed trail would impact this historic grade. To address this potential impact, a formal evaluation of The Dalles-Sandy Wagon Road was undertaken, and is reported in this document.



## Nineteenth Century Transportation History in the Columbia River Gorge

*“Previous to the opening, in 1846, of what has since been known as the “Barlow Road,” which crossed the Cascade Range south of Mt. Hood, all of the transcontinental immigration into Western Oregon came through the Columbia River Gorge. The hazards were great, and stout hearts were needed for the undertaking. Many a weary traveler, dreaming of the land of promise that lay just beyond the snow-capped Cascade Range, felt his cheeks blanch and his heart sink as he faced death many times over, and saw some of his comrades of that long journey, who had fought their way across the Rocky Mountains, go down in defeat, because they were unequal to the last great effort” (Lancaster 1915:38).*

The Columbia River Gorge, a 100-mile-long and 3,000-foot-deep cleft bordered by steep basaltic cliffs carved through the Cascade Mountain Range, has long been a challenging transportation corridor. Rapids at the Cascades, and upriver from The Dalles to Celilo Falls, made river travel difficult due to necessary portaging, and the steep basaltic cliffs bordering the river made overland travel treacherous.

The Cascades Chinook Indians, who controlled the Cascades area, exacted tolls from river travelers in ancient times (Ruby and Brown 1992). In 1846 the Barlow Road, also a treacherous route, was blazed around the south flank of Mt. Hood to avoid the Columbia River corridor. In 1855 the federal government began to explore a route through the gorge for a wagon road from Fort Vancouver to The Dalles. The north bank of the river was favored, as the head surveyor for the project characterized the south bank as a “wild & broken range of country, untrod by man or beast” (George H. Derby 1856, cited in Beckham et al. 1988). By the 1850s, steamships moved the majority of commercial goods, but the natural obstacles at the Cascades and above The Dalles made the development of portages capable of moving commercial freight a priority. Brothers Dan and Putnam Bradford opened the first portage around the Cascades to accommodate steamship traffic on the north side (Gill 1924; Poppleton 1908). Reportedly a pack trail had been developed through the Columbia Gorge by the mid 1850s, but this was impractical for moving serious quantities of freight.

The discovery of gold in eastern Oregon in the early 1860s lured thousands to the gold fields, as well as others intent on farming and ranching to support the growing numbers. As developments progressed east of the Cascade Range, the need for a reliable connecting road became more acute, and public sentiment for a public road rose as rates charged by the ferry and portage monopolies increased.

### **The Oregon Steam Navigation Company**

By the summer of 1855, Col. Joseph S. Ruckel (Ruckle in some sources) and a partner, Captain J. O. Van Bergen, were operating the steamboat *Fashion* between Portland and the Cascades, and an allied steamboat operator, Captain McFarland of The Dalles, was running the *Wasco* above the Cascades (Gill 1924:177-178). Since the only portage at that time was on the north side of the river, and under the control of business rival Bradford & Co., a portage on the Oregon side was needed (Gill 1924:180).

According to Beckham (1984:85), Ruckel soon developed the Upper Landing and cleared a wagon road along the river to his settlement, which was located near the Middle Cascades. From there, a pack trail led to Eagle Creek and over the top of Tooth Rock to the Lower Cascades.

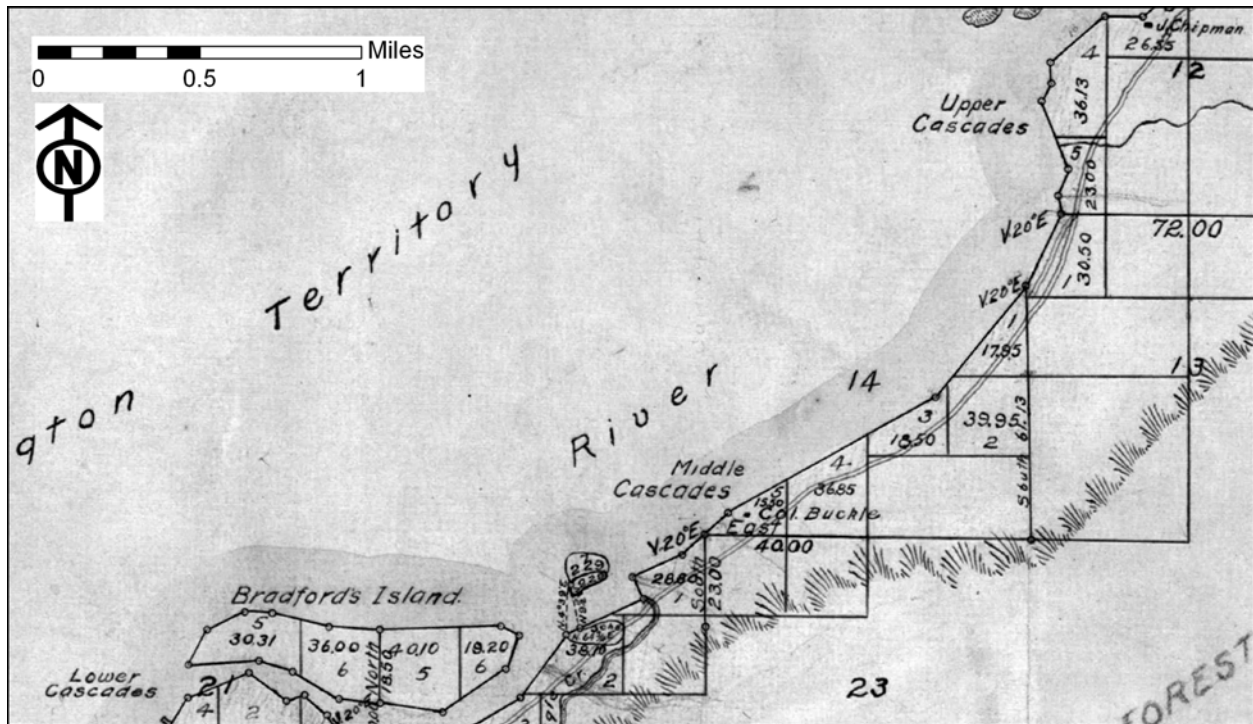


Figure 2. A portion of the General Land Office map of T2N R7E from 1860, showing the upper, middle, and lower landings at the Cascades of the Columbia; the home of Joseph Ruckel (“Col. Buckle”) is noted at the middle landing.

The Cascade Road and Bridge Company was incorporated in 1856 by J. S. Ruckel, Harrison Olmstead, and John L. Henderson for the purpose of building a wagon road and build a bridge across Eagle Creek. The Act of Incorporation specified that the road was to be built from the “present [*sic*] terminus of the wagon road, round the Cascade falls, and at the present residence of the said J. S. Ruckle, and continue the same down the Columbia river, at the base of Tooth Rock, to the lower steamboat landing” (Territory of Oregon 1857:9). An advertisement in the *Portland Weekly Oregonian* of March 29, 1856 (cited in Gill 1924) reads:

PORTLAND, CASCADES AND DALLES

The undersigned having made arrangements for the transportation of Freight over the Portage at the Cascades, on the Oregon side, and having the necessary Teams, Boats, etc., will receive and transport with the utmost dispatch all FREIGHT, GOODS WARES AND MERCHANDISE by the steamers *Fashion* and *Wasco* and other conveyances.

The Road is now in complete order. My teams will always be in readiness; good Warehouses have been erected, and my personal attention given to the business.

W. R. KILBORN,

Feb. 9, 1856 Lower Cascades, Oregon side.

This road appears on the 1860 General Land Office map for Township 2 North, Range 7 East, which also shows the residence of “Col Buckle,” the Upper, Middle, and Lower Cascades, with a wharf or dock indicated at the Lower Cascades, and the residence of J. Chipman (Figure 2). John Chipman

owned the claim just upstream from Ruckel, Olmstead owned the claim below, and John C. Tanner held the claim just below Olmstead's. The Chipman and Tanner land was eventually bought by Ruckel and Olmstead, giving them control of the whole stretch (Gill 1924:181). The portage railroad, first operated by horse- or mule-drawn wagons and later by steam power, was built at the base of Tooth Rock on a sturdy trestle (Figure 3). When the first cadastral survey of T2N R7E was done, the surveyor noted that the north edge of Section 22, following the Columbia River shore, reached "a post of the rail and plank road leading from the lower to the upper Cascades" at the base of "perpendicular rocks about 100 feet high;" The course then "passes under and along the rail road."



Figure 3. The portage railroad around the base of Tooth Rock.

Even with the portage railroad at the Cascades completed, and a similar portage railroad between The Dalles and Celilo Falls which was completed in 1863, travel up and down the Columbia Gorge was not easy. A somewhat later traveler describes the downriver trip down the Columbia: "The passage, for about eighty miles is by steamboat, then by rail fourteen miles to The Dalles, then by boat about forty miles, then by rail six miles through the Cascade and then by boat about sixty miles to Portland" (Thomas Bowman, cited in *The Dalles Weekly Mountaineer*, Oct 6, 1877). Cargo loaded onto steamboat at The Dalles would be transferred to the railroad at the Upper Landing, and transferred back to a steamboat at the Lower Landing, adding to costs. In the wintertime, ice on the river also hindered navigation (*Weekly Astorian*, Jan 13, 1874).

### Early Railroad building Schemes

As early as 1866, Col. William Williams Chapman attempted to promote and build a railroad through the Columbia Gorge. The Oregon Cascade Rail Road Company was incorporated on Dec 18 of that year and early the next year sent a party to survey. The president of the Oregon Steam Navigation Co. sent a letter to the superintendent at Eagle Creek with instructions to "order them not to survey the road occupied by us" (Letter from J. C. Ainsworth to Joseph Bailey, cited in Gill 1924:222). Three years later, in 1869, Chapman tried, and failed, to get Multnomah County to condemn the O.S.N. Co.'s right-of-way, citing disuse. By 1871, with the newly incorporated Portland, Dalles, and Salt Lake Railroad Company, Chapman offered the O. S. N. \$500 for the sixty feet of right-of-way four and a half miles long. When refused, he filed suit, again to lose. The jury set the payment for the parcel at \$10,000 plus costs. Chapman appealed, but lost (Gill 1924:222).

Chapman did manage to have language included in the state Act in 1872 which set the initial appropriation to build The Dalles and Sandy Wagon Road. The legislation specifies (State of Oregon 1872:82):

*Provided*, That nothing in this Act contained shall have the effect or be so construed as in any manner obstructing or interfering with the location and construction of the Portland, Dalles and Salt Lake Railroad or any part thereof, and the said Board of Commissioners or a majority of them may make any arrangements with the Portland, Dalles, and Salt Lake Railroad Company which they may deem expedient, so as to harmonize the object and purposes of this Act with the construction of said Company's railroad or any part thereof.

Chapman also, in 1873, secured a franchise from Wasco County to use the route of the Sandy Wagon Road at the Cascades (the route had been mapped in this year, but had not yet been built), eliminating the need to use the Oregon Steam Navigation Company's right-of-way (*Weekly Astorian*, Nov 11, 1873; several months later, the *Weekly Mountaineer* clarified a report from the *Idaho Statesman* that the wagon road might be appropriated for the PD&SL Railroad; the *Mountaineer* reported that the wagon road corridor would not be turned over; both could use the route, but "not by one to the exclusion of the other"). Chapman also seems to have attracted the support of the state governor, L. F. Grover, who in his biennial message of 1874 indicates "...one of the most important public projects which has attracted notice in this State. I refer to the construction of the Portland, Dalles, and Salt Lake Railroad" (Grover 1874).

Chapman continued attempts to secure funding to build his railroad, publishing a circular in 1875 titled *The Great Pacific Northwest and Railroad Connection; by the Portland, Dalles & Salt Lake Railroad, a through line from Salt Lake to the Columbia River* (Chapman 1875). This became US Senate bill 331 and House bill 2745, which were both defeated (*Weekly Mountaineer*, Mar 12, 1875). Chapman attempted to secure private capital from London (*Weekly Mountaineer*, July 3, 1875), but the Portland, Dalles, and Salt Lake Railroad was never built.

### **The Dalles and Sandy Wagon Road**

While promoters lobbied support for the development of private rail lines to provide an overland route through the Columbia Gorge, interest in a public wagon road was also strong. As early as 1856 the Territorial legislature passed legislation to build a territorial road from the Sandy River to The Dalles, though only a section around the Cascades at Tooth Rock was built. The following year, legislation passed authorizing a wagon road and bridge across Eagle Creek (Mershon 2001).

Building the wagon road was of greatest concern to people east of the Cascades, who were eager for better—and more economical—links to the lower Columbia and Willamette Valley. Eastern Oregonians launched a "free the Columbia River" movement to improve portages at the Cascades, and complained about the "oppressors" in Western Oregon, who would rather spend money on the new Statehouse. The Dalles *Weekly Mountaineer* ran many pieces complaining about the monopoly of the OS&N Co., characterizing the company as "vampires of commerce."

The state legislature renewed this effort in 1870. An editorial in the *Morning Oregonian* of Nov 2, 1871 claimed that "sharper" in the previous legislature (1870) had proposed that a portion of the 500,000 acres of land that had been given to the State by Congress for the school fund should be given instead to The Dalles and Sandy Wagon Road, among other public works projects such as the Wallamet Locks and a road in Jackson County. This attempt to fund the road failed, and no state support for The Dalles and Sandy Wagon Road occurred until the next session of the legislature in 1872.

In October of 1872 the Oregon State Legislature authorized the first \$50,000 "for the purpose of constructing a road up the south bank of the Columbia River, from near the mouth of Sandy, in Multnomah county, to The Dalles, in Wasco county" (State of Oregon 1872). The legislation established a Board of Commissioners, a three-person panel consisting of one representative from each of Multnomah, Hood River, and Wasco counties. This board was to oversee the survey and construction of the route, and to monitor expenses. The commissioners were directed to enlist a surveyor "to view out, mark, and survey, a wagon road from near the month of Sandy to The Dalles, and he shall cause a mile post, clearly marked, to be placed at each and every mile of the same indicating thereon the number of miles from the place of commencement" (State of Oregon 1872:82).

Aside from the survey of the route, which was undertaken in September 1- October 1 of 1873, little or no construction work on the road occurred until the summer of 1874. Editorials in several newspapers in the first months of 1874 promoted construction of the road, citing delays in mail service due to ice on the Columbia River and the high cost to transport beef cattle by boat (*Tri-Weekly Astorian*, Jan 13 & 17, 1874; *Willamette Farmer*, Jan 17, 1874). The Democratic Party of Wasco County met in convention in March of 1874, and unanimously supported “a wagon road up the Columbia River in Oregon is of the first importance to people of eastern counties of this State, and we hereby instruct our members of the legislature to give to the completion of such work an undivided support” (*Weekly Mountaineer*, March 11, 1874). Two months later the state Republican convention adopted a platform favoring “the immediate construction of a good and serviceable wagon road along the south bank of the Columbia River from the mouth of the Sandy to the Dalles” (*Oregon Sentinel*, May 9, 1874).

It is possible that the delay in construction was due to the difficulty of converting the state warrants into cash to pay the laborers. The Dalles newspaper, the *Weekly Mountaineer*, printed a letter to the editor on Jan 31, 1874 indicating that “. . . of such doubtful character are the securities given by the State for payment, the bonds are deemed almost worthless”. The *Weekly Mountaineer* ran two editorial pieces in February urging individuals to purchase the warrants, suggesting \$400 face value for \$300 in coin. The warrants could not be redeemed immediately, but would accrue 10 percent per annum interest from the time of presentation for payment until such time as the State had money in the swamp land fund to pay them off (*Weekly Mountaineer*, Feb 7, 1874 and Feb 14, 1874).

In April of 1874, an advertisement for construction bids for a portion of the road at the Cascades, from the Upper Landing to the Middle Cascades, was published (*Weekly Mountaineer*, Apr 18, 1874). This contract, for the building of two and three quarters miles from the upper to the middle landing at the Cascades, with necessary bridges, was let to Orlando Humason for the sum of \$5,700 in warrants – or \$3,800 in gold coin – rating warrants at 66-2/3 cents on the dollar. J. B. Crossen was listed as Chairman, with J. M. Marsden and D. Monasters as members of the road Commission (*Weekly Mountaineer*, July 17, 1874). Humason sublet the contract to J. H. Mosier for the grading; and he expected to give out the bridge work to other parties (*Weekly Mountaineer*, Aug 1, 1874). Aug 29 *Weekly Mountaineer* lists a Mr. Chastain as the bridge contractor.

In July of 1874 bids were solicited for other wagon road segments. One sought bids “for building a Wagon Road from the Middle to the Lower Landing at the Cascades in Oregon. . . . length about 3 miles, width sixteen feet with all necessary bridges.” The other was from construction of a road “from Mosier’s Creek between mile posts 13 and 16 to mile post 21 at Hood River; length 7-1/2 miles including all bridges, width as above (*Weekly Mountaineer*, July 18, and July 25, 1874).” The notices also cautioned that “The bidder must state the amount in Treasury Warrants payable out of the fund appropriated to construct The Dalles and Sandy Wagon Road, and no bid will be entertained on a coin basis.”

During the eighth regular session of the legislature in the fall of 1874, changes to the state warrants were proposed and passed. The interest on the warrants was now to be payable out of the general fund, not the Swamp land fund, and the warrants would be receivable as payment for swamp and tide lands (*Willamette Farmer*, Oct 23, 1874).

Work on the road continued through the spring of 1875. “The work on the Dalles and Sandy wagon road goes bravely on. Mr. John Marden, the Superintendent, has some 12-15 men working at grading and clearing. As soon as fine weather commences carpenters and bridge builders will make the cañons of the Columbia echo” (*Willamette Farmer*, April 16, 1875). The work at the Cascades was nearing completion in May of 1875, and Superintendent Marden reported that he expected to have several thousand dollars left after the portage stretch was completed (*Weekly Mountaineer*, May 7, and May 22,



1875). By July, the six miles of road at the Cascades was finished and Marden moved his camp to “one mile below Mosier’s” (*Weekly Mountaineer*, July 12, 1875). Orlando Humason, who held the contract for the upper to middle section of the Cascades, died in September, and work was suspended in November with about 25 miles of road built (*Weekly Mountaineer*, Sept 11, 1875; *New Northwest*, Nov 12, 1875 and *Willamette Farmer* Nov 19, 1875). Marden returned to the lower portion of the portage in December with lumber for the bridges. The Commissioners thought they could finish the portage with the funds on hand (*Weekly Mountaineer*, Dec 26, 1875). The *Weekly Mountaineer* of Feb 19, 1876 reported that the road Commission held \$17, 500 in state warrants and wished to sell; the newspaper also offered the opinion that local labor, having an interest in seeing the road completed, might be willing to be paid in warrants.

By July of 1876 it was reported that (*The Weekly Mountaineer*, July 22, reprinted in the *Willamette Farmer*, July 28, 1876):

The Dalles and Sandy wagon road is now completed to Hood River, and as soon as the county bridge is repaired over that stream, wagons can go through to any point on Hood river prairie. Mr. John Marden, the superintendent of the work, from whom we gather this information, says he will continue the work on down the river as far as the money will take him. The road commissioner has \$12,000 in State warrants left, and if they can negotiate them at a reasonable figure, Mr. Marden thinks he will be able to complete the road this season to the Cascades.

An additional \$50,000 appropriation was made by the legislature during the 1876 session. The supplemental act of 1876 approved variances from the surveyed route that had been constructed to lessen cost without injuring the road for public travel, and gave the commissioners the authority to make further changes in the route provided the general route was followed. The 1876 act was more specific about the details of the road construction. The uncompleted remainder of the road was to be broken into convenient sections of not more than 5 miles, and specifications provided by the commissioners of the labor to be done on each section, the width of the roadbed, rise and slope of grades, depth of cuts, and the width of tree clearing on each side. The board of commissioners was to advertise for sealed bids for the work, with the total sections for bid not to exceed 25 miles at one time. Advertisements were to be posted in two newspapers, one in Multnomah County and one in Wasco County. The bids were to be read publicly and awarded to the lowest responsible bidder(s). Contracts were to be let until the road was finished or appropriated funds exhausted, but no two lettings within three months of each other (State of Oregon 1876:77-79).

By December of 1876, the plans for the bridge at the Sandy River (430 feet long, the longest span 230 feet) were in the possession of Nathaniel (Nat) H. Gates, now chairman of the commission (Gates was a county judge and businessman, owner of the Gates Hotel in The Dalles). A January 8, 1877, letter in the *Oregonian* complained that the location of proposed bridge “is entirely wrong; which is, where the baseline crosses Sandy [Stark Street]. . . . The bridge should be built near the Sandy ferry. The cost would not be one-half as much as at the base line.” The letter writer may not have been the only dissenter, as the bridge was ultimately placed about a mile and a half downstream, where the Columbia River Highway later crossed the Sandy, and not far from the Harlow ferry crossing.

In January of 1877, the San Francisco *Daily Evening Bulletin* (Jan 15) reported that “John Ashcraft has contracted to build a bridge across Mosier [sic] creek, it being a part of the Dalles and Sandy wagon road – which now is being pushed forward quite vigorously. The bridge will be completed in three or four weeks, and will be 170 feet in length, and 28 feet above low water in the highest part of the arch.”

With the road completed at the portage along the Cascades, and between The Dalles and Hood River, the next phase of construction was between Hood River and the Cascades, which contains some of the most challenging topography. Colonel Gates advertised for bids for the sale of \$30,000 of State warrants in several newspapers in August and September of 1877 (*New Northwest*, Aug 24, 1877, *Daily Astorian*, Sept 12, 1877; *Weekly Mountaineer*, Aug-Sept 1877). The Mitchell Point to Shell Rock Mountain section, said to be the most difficult part of the road to build, was completed by Marden, at a cost of 1/3 less than the lowest bid received for the work (*Weekly Mountaineer*, Aug 4, 1877).

Newspaper reports of the progress of the road become increasingly scarce after 1877. The Portland *Oregonian* (August 6, 1878) reports the wagon road finished and in use from The Dalles to a point one mile below the lower Cascades, and again on Jan 6, 1879, characterizes the road as finished between The Dalles and the lower Cascades, and “good” from Portland to a point beyond the crossing of the Sandy River, but without a road for seventeen miles between the two (Gill 1924:226).

Public opinion regarding the road, which was always valued more highly by those east of the Cascades than by those in the Willamette Valley, seems to have declined in the latter part of the 1870s and later. On May 11, 1877, the *Willamette Farmer* printed a letter to the editor signed only “Salemite” that claimed the whole project was a boondoggle:

“From Portland to the Dalles by the O. S. N. Co.’s well-appointed boats . . . we see pieces of the grade of the Sandy and Dalles wagon road, which has received appropriation of \$100,000 of the people’s money. I enquire the prospect of the people’s getting back “value received” in facilities of travel, and am answered by persons on the boat that they regarded it as a bilk and a swindle.”

It is possible that this letter writer’s perspective was colored by “persons on the boat” who had low regard for their state-funded competition, but there were other dissatisfied members of the public. An 1881 response to a letter to the editor of the Salem newspaper, the *Willamette Farmer* (Aug 12, 1881) reads:

“Another man . . . wants to know if there is a wagon road from The Dalles to Portland and what is the distance. The distance is about one hundred miles, direct, by the railroad survey just made. There will be a railroad through, probably, this year, and there is a trail all the way now, but the wagon road is not quite completed, though it certainly ought to be.”

Wrangling between the United States General Land Office and the State of Oregon over title to the swamp lands complicated the ability of the state to provide funding for the wagon road (Grover 1874). Legal challenges to the constitutionality of the warrants came in 1879 and 1880 (*Morning Oregonian*, Jan 3, 1879; Bellinger 1911:412-428). Governor William W. Thayer, in his 1880 biennial message, was critical of the legislation that had made appropriations from funds that had not been realized, such as the swamp land fund used to finance the wagon road. He recommended that payment of interest on the warrants be discontinued (Thayer 1880). The situation dragged on through the administrations of governors Thayer, Z. F. Moody (1885), and into that of Sylvester Pennoyer (1891).

### **The Oregon Railway and Navigation Company Railroad**

The financing issues surrounding the wagon road created problems for its completion, and delays fueled a growing cynicism toward the road. Due to the sharp turns and steep grades, even completed portions remained difficult to negotiate. The coming of the railroad soon provided an overland alternative to the wagon road. Construction on a rail line along the Oregon shore between The Dalles and Portland

began in 1880 by the Oregon Railway & Navigation Company, owned by Henry Villard, who had purchased the Oregon Steam Navigation Company in 1878. The rail line was completed between Portland and The Dalles by November of 1882. The ORy&N Co. failed in 1887, and the route was taken over by the Union Pacific. The UP acquired a majority stake in the line in 1898 (when it was renamed the Oregon Railroad & Navigation Co.). The Union Pacific used subsidiary companies for railroad construction and acquisition; in 1910 the Oregon-Washington Railroad & Navigation Company was incorporated in Oregon in late 1910, and the OWRN Company acquired the assets of the OR&N Company. The OWRN was fully incorporated into the UP system in 1936.

The availability of the rail line dramatically reduced the urgency to complete the wagon road. It is unclear whether the entire corridor was ever completed, but it appears that portions of the road were eliminated or destroyed by railroad construction nearly as soon as they were completed. In 1911, a story in the July 2 *Sunday Oregonian* reported on a road trip taken by “S. S. Baldwin, a local automobile driver.” Baldwin noted that “From Latourell Falls to Bonneville there is absolutely no road at all, except that built by the County Court this year for a short distance.” Since engineered grades are most visible on slopes, it is not clear what improvements would have been made for the wagon road on flat bottomland. It was apparently also the case that sections of a wagon road route were captured by later railroad construction; Baldwin reported that “A mile and a half east of Oneonta Gorge the old O. R. & N. roadbed begins and runs for five miles. It would make the finest kind of road. From there to Bonneville, two miles, there is no road, but plenty of room for one to be built.”

Indeed, it appears that portions of the OR&N roadbed had been built over the wagon road; in 1913 the state legislature authorized an act:

Authorizing and directing the Governor to investigate the rights of the different claimants to the public wagon road from Portland to The Dalles along the south bank of the Columbia River, constructed in accordance with an act approved October 23, 1872, and now occupied by the Oregon-Washington Railroad & Navigation Company.

The act stipulated that the wagon road had been

constructed in accordance with the provisions of the said act and was much used by the residents of this State in passing to and from eastern and western Oregon; and . . . that the Oregon Railroad and Navigation Company, now the Oregon-Washington Railroad and Navigation Company, has without authority appropriated the wagon road bed or caused the destruction of same in many places in the construction of its railroad system along the south bank of the said Columbia River, and without reimbursing the State for the damage done or reconstructing the road destroyed; and . . . by the said unwarranted act of the railroad company the said wagon road has been closed to public travel (State of Oregon 1913).

Regardless, portions of the road saw continued active use. Again, from the July 2, 1911 *Sunday Oregonian*: “From Bonneville to Cascade Locks the road is open in short stretches, and from there to Shell Rock Mountain the old Dalles and Sandy wagon road is in good condition, and is used locally. From a mile east of Shell Rock Mountain to Hood River the road is open, and is being used by teamsters. But it should be straightened, and the grades improved, as they are steep in some places.”

## Research Approach to the Wagon Road Corridor

The original road survey was conducted in September of 1873 by F. W. Slusher (Figures 4 and 5). The route was mapped as a continuous line, “commencing at a pine post 4x4 marked R at North end of 4<sup>th</sup> or D Street Dalles City, Oregon” (Slusher 1873). It is likely that at least some of the route followed previously established roads and pack trails; for example, in January of 1856 the Territorial Legislative Assembly had authorized the location of a pack trail from the mouth of the Sandy River to The Dalles (Boldt 2009).

While the 1873 mapped route is useful, it can serve only as an approximate guide for the actual road course. Wasco County surveyor Dan Boldt (2009:1-2) notes that “The 1873 survey is crude by today’s standards, with bearing precision of one degree and distance precision of ½ chain (33 feet) per course.” In his mapping of the recorded wagon road course in Wasco County, Boldt identified numerous “break” points where a mapped segment had to be shifted slightly to conform to topographic realities. This imprecision creates greater challenges throughout the survey, as compounding errors make locating the survey line increasingly difficult from east to west. It is also the case that construction didn’t always follow the 1873 mapped course. In the 1876 act which authorized continued funding of the road, the Oregon Legislature (State of Oregon 1876:77-78) noted that

whereas, certain portions of said surveyed route have been varied from in the construction of said road by the said board of commissioners, with the view of lessening the cost of the construction of the road, and without injuring the same for public travel, the said changes and variations are hereby legalized . . . . The said board of commissioners shall have power to make such further changes in the remaining portion of said road, when, in their judgment, a more practicable route can be had.

### Background Research and Fieldwork

To accomplish the evaluation, a two-stage contextual review was undertaken. First, a research and GIS mapping project was initiated in early January, following authorization of the study at the end of December 2012. The goal was to secure historical maps with a record of wagon road segments (some of these records had been previously identified, e.g., Connolly and Knowles 2011; Throop 1986; Warman and Finch 1963; see Figures 6 and 7), supplemented by other resources including the Multnomah, Hood River, and Wasco county surveyor offices, the State Archives, local historical societies and museums, reporting by contemporary newspapers, historical maps and air photos, LIDAR imagery, and other sources.

The 1873 mapped route served as a primary initial guide, although as noted by Wasco County surveyor Dan Boldt (2009), some amount of guesswork was required to register the alignment to current mapping. The best-fit alignment of the original mapped survey line was viewed in a GIS system to identify potentially extant corridor segments. Thus wagon road alignments that generally followed modern developed roadways, or passed through developed communities were eliminated from consideration. Locations of identified or possible wagon road courses were identified, and reviewed using historical maps, air photos, and LIDAR to generate a list of possible wagon road segments.

The research/mapping effort is a critical project element, as the practical limitations of conducting a comprehensive pedestrian survey of a 72 mile long corridor of unspecified width are obvious. For

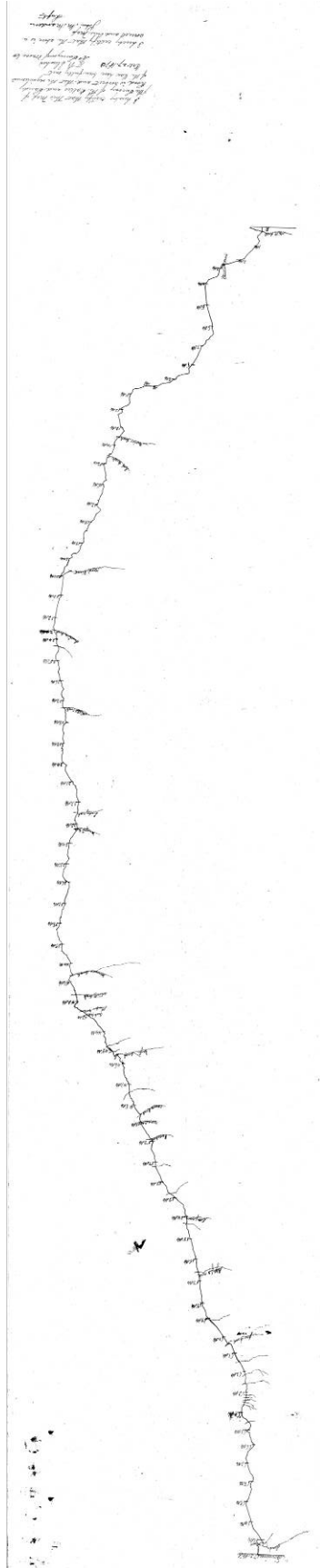


Figure 4. Map of the 1873 Slusher survey of The Dalles-Sandy Wagon Road (see Figure 2 for detail).



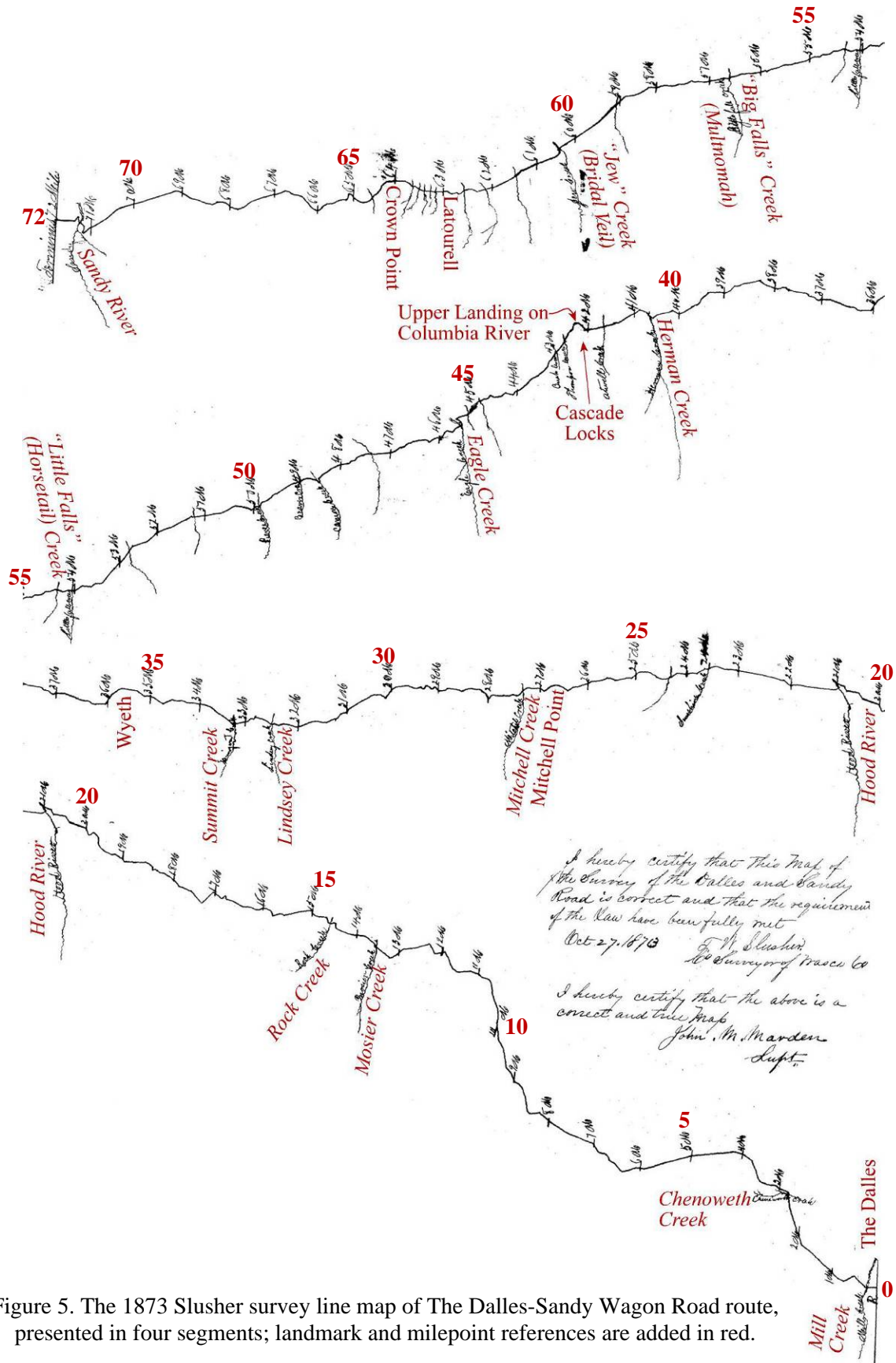


Figure 5. The 1873 Slusher survey line map of The Dalles-Sandy Wagon Road route, presented in four segments; landmark and milepoint references are added in red.

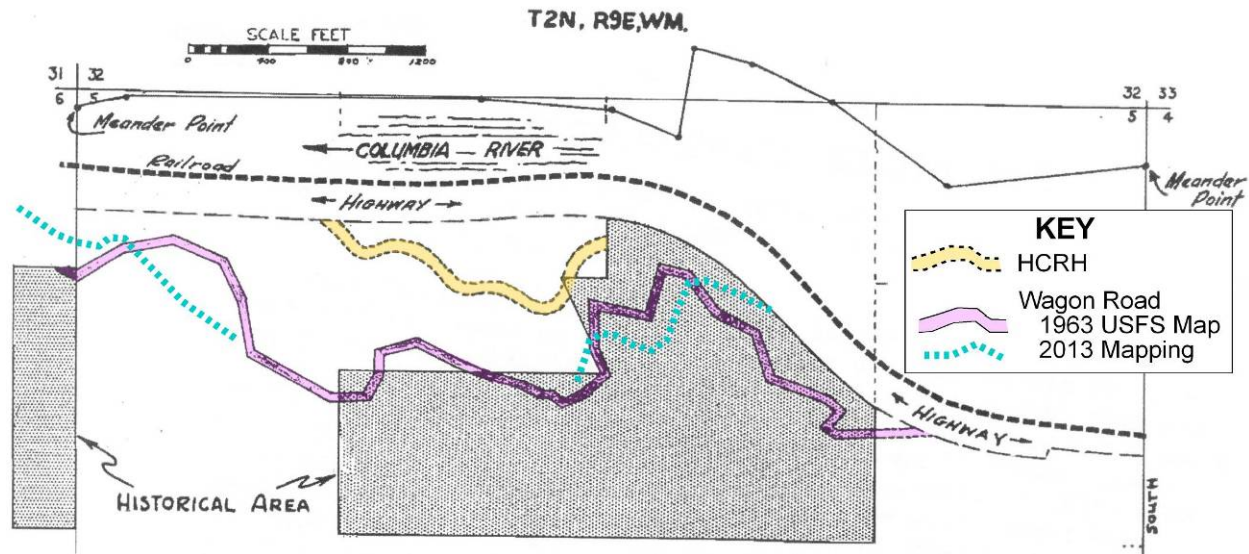


Figure 6. The Dalles-Sandy wagon road corridor as mapped by the USFS in 1963 (modified from Warman and Finch 1963; color highlights added); the shaded area at center is identified on the 1994 USGS Mt. Defiant 7.5' quad as "Old Wagon Road Historical Area."

example, identifying likely wagon road corridors that were probably obliterated by later developments (such as freeway and railroad construction), helped to focus the follow-up field effort. Even so, this effort cannot be regarded as fully comprehensive and definitive, but serves as a reasonable approximation of the presence and condition of surviving road segments.

The second stage of the work involved field examination of selected targets generated by the research. Fieldwork was conducted during the weeks of February 18 and March 4. Full descriptions with accompanying maps and photographs of the location and condition of wagon road segments are presented in the following section. Evaluation of wagon road segments follows the classification system used by the Oregon-California Trails Association (Buck et al. 1994).

When originally mapped in 1873, milepoints along 72 mile long The Dalles-Sandy wagon road were numbered from east to west, starting at The Dalles (refer to Figure 5). The narrative of segments uses these mile markers as a reference guide and progresses from east to west.

### Classification of Road Segments

Evaluation of wagon road segments follows the classification system by the Oregon-California Trails Association (Buck et al. 1994). This system identifies five classes of road, based on current condition and integrity.

**Class 1: Unaltered Original Trail.** The trail retains clear physical evidence of the original trail, and the trail route remains representative of its original condition; the trail and its immediate natural environment remain unaltered by later road improvements and unused by motor vehicles. Such segments are generally National Register Eligible, should be preserved from all development and impacts.

**Class 2: Used Original Trail.** The trail was subsequently used by motor vehicles, but has not been substantially modified by blading, grading, or other improvements, and the immediate natural



Figure 7. Portions of the GLO maps for T2N R9E (1881 and 1903) and T3N R9E (1881) denoting both the “State Road” (The Dalles-Sandy Wagon Road) and the Oregon Railway and Navigation Company Railroad. Adjoining maps, generally dating from 1860, predate these features.

environment retains its original character. Class 2 segments are generally National Register Eligible, should be preserved from all development and impacts.

***Class 3: Verified Original Trail.*** Physical remains of the original trail are insignificant or nonexistent, but its location is verified from written, cartographic, or other evidence, and its immediate natural environment remains intact. Class 3 trails are generally eligible for National Register of Historic Places for integrity of location and environment.

***Class 4: Impacted Original Trail.*** The trail route is located and verified accurately, but the trail itself has lost its original physical and environmental integrity due to grading, graveling, or other surfacing, or to other development impacts that have altered or destroyed the trail and its natural environment. Class 4 trails are generally not National Register eligible, but protective corridors may be desirable where appropriate, such as in rural areas where the historical trail and can be traced and the environment is not significantly altered.

***Class 5: Approximate Original Trail.*** The original trail is so obliterated or unverifiable due to subsequent develop that its location can only be approximated. Such segments are not National Register eligible.

## Inventory of The Dalles-Sandy Wagon Road Segments

### *The Dalles to Mosier (Wagon Road MP 0 to 14)*

In 2009 Wasco County Surveyor Dan Boldt reviewed and mapped the original notes in relation to modern roadways in the county, between The Dalles and Mosier (Figure 8). With respect to the wagon road location in Wasco County, Boldt concludes that “many portions of the described 1873 route clearly lie on or near recognizable sections of today’s 2009 roads.” Following the 1873 mapped course along modern roadways, he describes the route as follows (Boldt 2009:2), from a beginning point

At or near the interesection of West 4<sup>th</sup> Street and West 3<sup>rd</sup> Place, near the foot bridge across Mill Creek;  
Then generally following present day West 3<sup>rd</sup> Place to the 6<sup>th</sup> Street Bridge;

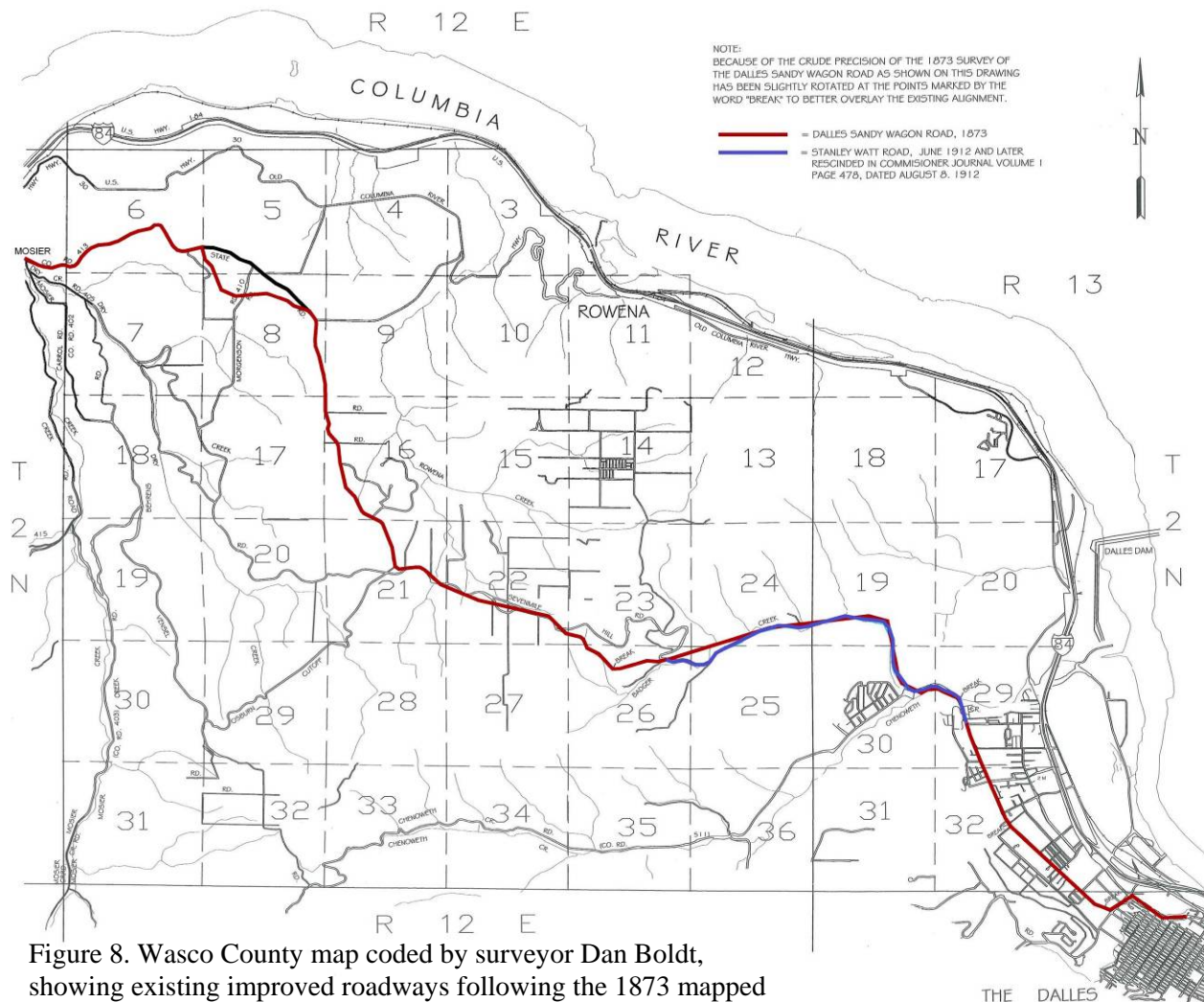


Figure 8. Wasco County map coded by surveyor Dan Boldt, showing existing improved roadways following the 1873 mapped course of The Dalles-Sandy Wagon Road (noted in red; the diversion from the original mapping, recorded in 1912 in Section 25, is shown in blue; near the western end of this segment a divergent course of “State Road” from the original mapping is shown in black).



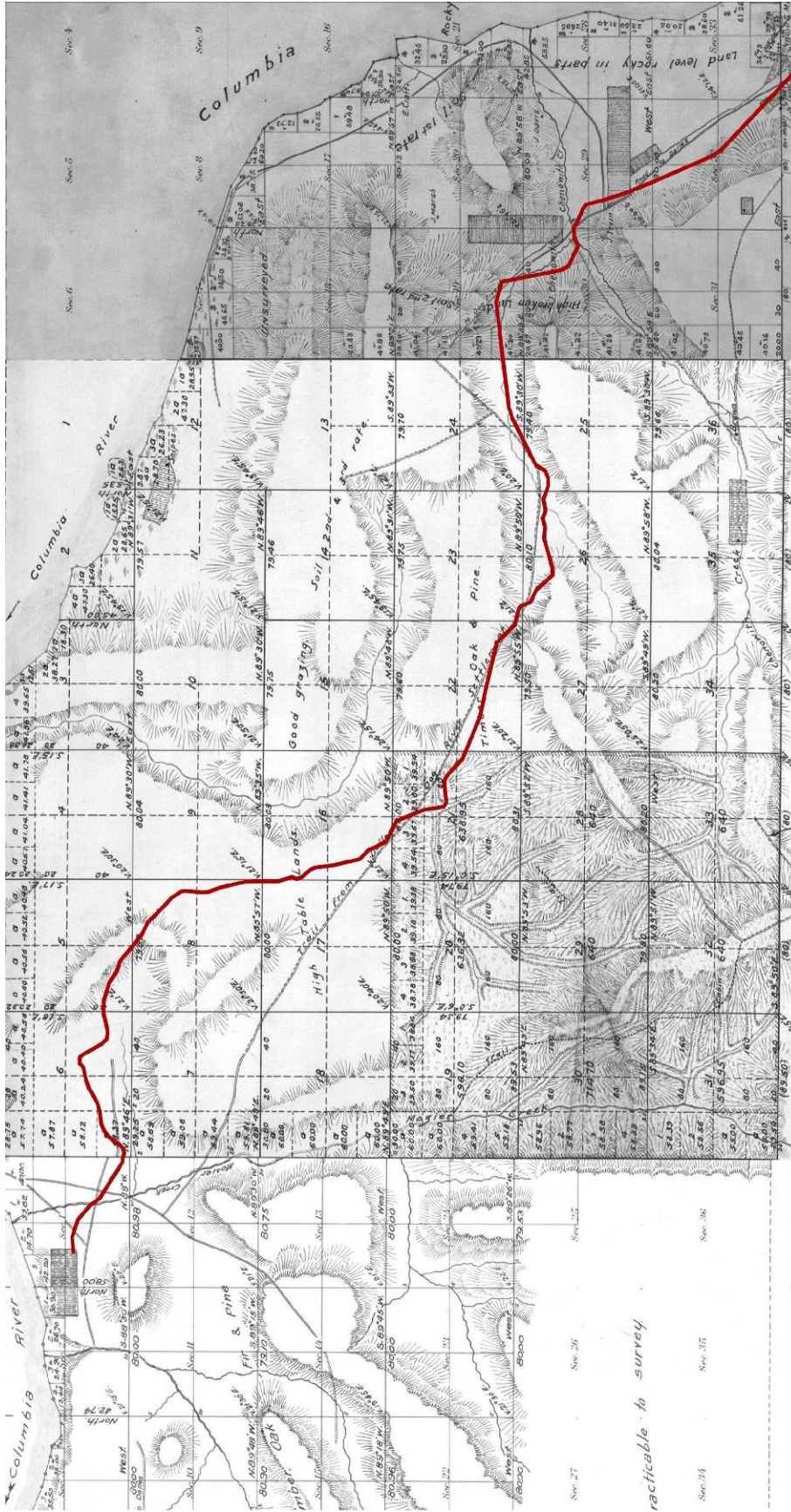


Figure 9. Portions of the 1860 GLO cadastral survey maps from T2N R11-12-13E, showing the 1873 mapped course of The Dalles-Sandy Wagon Road (red overlay) along existing trail routes.

Then westerly along (or near) W 6<sup>th</sup> Street to Terminal Avenue (now Cherry Heights Road);  
 Then southwesterly up Cherry Heights Road to W 10<sup>th</sup> Street;  
 Then all the way out West 10<sup>th</sup> Street to the crossing at Chenoweth Creek at the Grange Hall;  
 Then across Chenoweth Creek, up Chenoweth County Road to present day Sevenmile Hill  
 County Road;  
 Then northwesterly following up Sevenmile Hill Road to, and through, the county road  
 section in Section 19 that initiated this study.

West of its intersection with Dry Creek Road in Section 21, T2N R12E, the route is identified as State Road, Pioneer Road, or Old Mosier Road. Following the 1873 survey notes, Boldt mapped the wagon road along this route through about Section 16, T2N R12E, about two-plus miles east of Mosier.

Boldt (2009) also reviewed Wasco County Road Records and Commissioner Journals regarding the route. In 1912 a road survey by Stanley Watt to re-establish monuments of a county road, “that has been traveled for many years and is of great public necessity” (Commissioner Journal Volume I Page 471) and is “almost certainly the remains of The Dalles and Sandy Wagon Road” (Boldt 2009:3). The surveyed route largely follows the original mapped route, noting a slight alignment shift in the NW¼ of Section 25. Recall that the 1876 authorizing legislation acknowledged that adjustments from the original mapped route had already been made, and authorized that such adjustments could continue during construction “with the view of lessening the cost” (State of Oregon 1876: 77).

The 1860 General Land Office cadastral survey map between Mosier and The Dalles identifies “Trail to Dog [Hood] River” and “Road to Dalles” on the T2N R13E plat, and “Trail from Dalles [to] Dog River Settlement” on the T2N R12E plat. From Section 16 in T2N R12E to The Dalles, the trail closely matches the wagon road route mapped in 1873. From Section 16, west to Mosier (about three miles), the trail continued westerly and intercepted what is now Dry Creek Road. Unnamed trails, which were not continuously mapped in 1860 (and which to not completely link with the mapped wagon road route in Section 16, though their course suggests they would) do appear on the 1860 map (Figure 9).

The entire wagon road segment from The Dalles to Mosier is regarded as Class 4, an Impacted Original Trail segment. The trail route itself verified, but it has been incorporated into the modern road system and substantially modified. This segment is not eligible for the National Register.

#### ***Mosier to the Wasco/Hood River County Line (Wagon Road MP 14-16.75)***

The 1873 Slusher survey line for The Dalles-Sandy Wagon Road descends from the Mosier bench to near the mouth of Rock Creek, then continues westerly along the Columbia River shore approximately to the county line between Wasco and Hood River counties (Figure 10). Today, this route has been covered with the interstate highway and railroad corridors. This would be considered a Class 5 trail segment, where the approximate location is known, but has been obliterated by later developments. This segment is not National Register eligible.

A segment of wagon road, apparently not part of The Dalles-Sandy route, borders the west side of Rock Creek about 250 m above the mouth of creek. This segment was first identified during the recording and evaluation of the Mosier Mounds site (35WS274), an extensive geoglyph complex (Connolly and Tveskov 1995; Connolly et al. 1997). The identified road segment, which was likely part of the Mosier-Hood River Wagon Road, is within the boundary of site 35WS274. This route was reportedly established as a public road over Hood River Mountain in 1867 (McNeal 1953). A road bed segment is visible between Rock Creek and the Historic Highway, from just north of the Historic Columbia River Highway (HCRH) bridge and continuing south to the intersection of the HCRH Trail with Rock Creek Road.





Figure 10. Map showing location of the Hood River-Mosier Wagon Road segments, in relation to the 1873 mapped route of The Dalles-Sandy Wagon Road along the Columbia River south shore.



Figure 11. View south of the rock wall supporting the Hood River-Mosier Wagon Road grade, partially buried by the later HCRH grade.



Figure 12. View north from HCRH/Rock Creek Road intersection; boulder was placed across the wagon road grade to block access.



Within this ca. 300 m-long segment, the wagon road is crossed by the HCRH corridor (Figure 10). Just east of the HCRH/Rock Creek road is a grade segment built partially on fill, with a stacked rock retaining wall supporting the downslope side (Figures 11 and 12).

***Wasco/Hood River County Line to Hood River (Wagon Road MP 16.75-21)***

The 1860 General Land Office maps for T2N R11E identify the “trail to Dalles” (the route of the Hood River-Mosier Wagon Road) about one to two miles inland from the Columbia River. By contrast, The Dalles-Sandy Wagon Road continued along the Columbia River shore west of Mosier for about two miles, to the point where a rocky prominence was encountered just east of the eastern unit of Koberg Beach State Park (Figure 13). Interstate Highway 84 cuts through this prominence at MP 67.7, while the

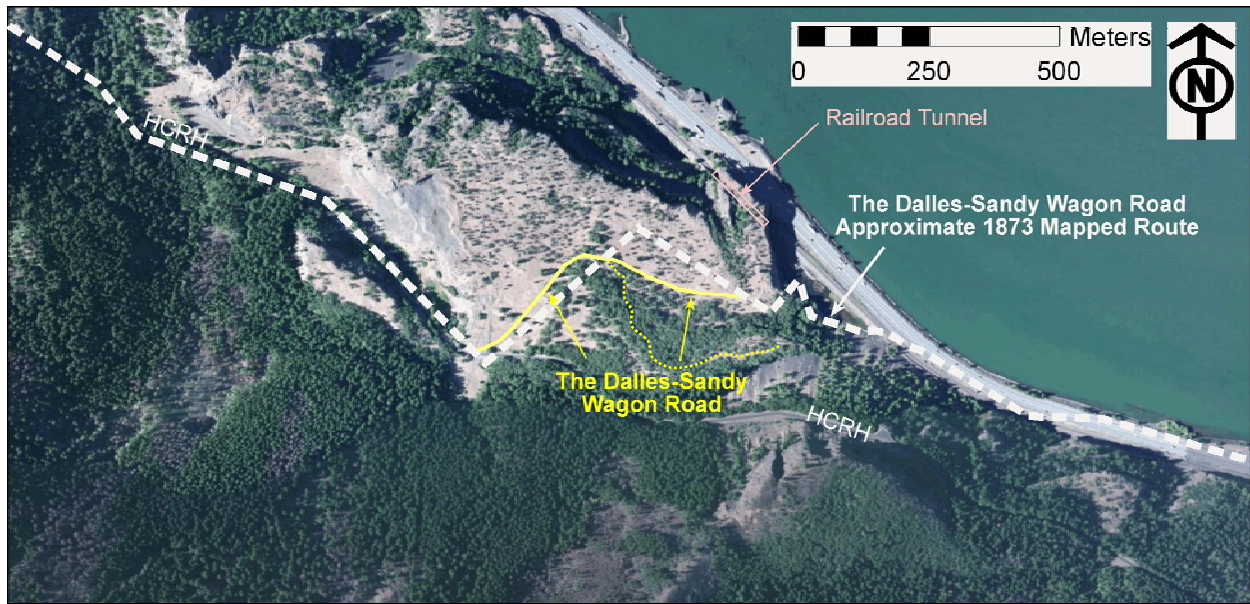


Figure 13. The Koberg Jog wagon road segment between the modern I-84 corridor and the HCRH State Trail.



Figure 14. View easterly along the wagon road grade, showing I-84 and the Columbia River at the base of the slope.



Figure 15. View westerly showing a hilltop cleft of the wagon road grade near the southwesterly turn on the Koberg Jog segment.

adjoining railroad tunneled through. The wagon road ascended the slope east of the outcrop (Figures 14 and 15), then followed the top of a bench northwesterly then southwesterly for about a half mile before continuing northwesterly to Hood River. At the point of this last turn, and continuing to Hood River, the wagon road followed a course that tracks closely with the later Historic Columbia River Highway (HCRH), and intact wagon road segments are not likely to be preserved.

The grade on the top of the bench appears to have seen some use by farm vehicles, and at the eastern end of the grade there are what appear to be dump piles of dirt or other fill material. Slightly upslope and to the south of this grade is a second grade, that could be and alternate wagon road route. Part of this second track has been mechanically graded.

Most of this grade is on very gently sloping ground, but at the eastern end, above the I-84 corridor, the terrain steepens and is overgrown with trees and brush. No evidence of the grade was noted on this slope.

The approximately half mile long Koberg Job segment qualifies as a Class 2 trail; though subject to some subsequent motor vehicle use, the original grade features are distinguishable and not substantially modified, and the immediate natural environment retains its original character. This segment is potentially National Register eligible. From this segment westerly to Hood River, it appears that the Historic Columbia River Highway (HCRH Trail) follows the approximate 1873 mapped corridor. This portion of the route is considered Class 4 with respect to the wagon road; it can be considered a verified trail route that has lost its original physical and environmental integrity due to its incorporation into the later highway. Class 4 segments are generally not National Register eligible, but the historic highway corridor itself is a National Register-listed property, and the corridor's wagon road history may be regarded as a contributing factor to its significance.

### ***Hood River to Mitchell Point East (Wagon Road MP 21-26.5)***

West from Hood River the 1873 wagon road map appears to follow the route later taken by the Historic Columbia River Highway to a point just east of Ruthton Point (about wagon road milepoint 24.6), where it drops downslope to the agricultural bottomland (Figures 16-17). The segment has been entirely modified by later highway construction, and no remains of The Dalles-Sandy Wagon Road remain. This is a Class 5 trail segment, where the approximate location is known physical traces have been obliterated by later developments. This segment is not National Register eligible.

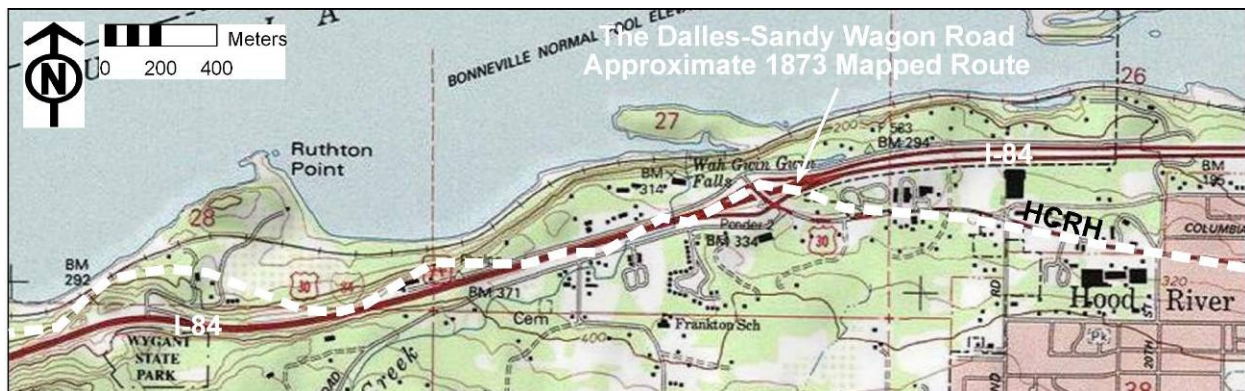


Figure 16. From Hood River to Ruthton Point the wagon road route was later incorporated into the HCRH and I-84 highway corridors.





Figure 17. Top image shows a 1922 map of the recently completed HCRH highway, showing the position of the “Old Military Road;” bottom image shows the approximate alignment within the modern interstate highway prism, and the Wagon Road diversion from the modern corridor at about wagon road milepoint 24.6.



Figure 18. View north along the HCRH corridor at the eastern foot of Mitchell Point; the slope at left is the product of a massive slide, where the wagon road would have ascended.

At the eastern foot of Ruthton Point, the wagon road continued north, on a course is very close to the road labeled “Old Military Road” on a 1922 Oregon Highway Division map (Figure 17), and then wraps west around the point. It is possible that grade traces have survived around the point, but this private holding was not examined in the field.

West of Ruthton Point the wagon road grade crosses the I-84 corridor, and again approximates the HCRH alignment to the eastern toe of Mitchell Point. The eastern slope of Mitchell Point has been scarred by a massive slide, and the area around the base has been used for quarrying and stockpiling activity. No wagon road traces were identified here (Figure 18). This entire segment can be considered a Class 5 trail; its approximate course is known, but evidence of the original trail has been effectively obliterated by later developments. This segment is not National Register eligible with respect to the wagon road, but it is largely within the listed Historic Columbia River Highway corridor.

### ***Mitchell Point East to Mitchell Creek (Wagon Road MP 26.5-27.2)***

A short segment of The Dalles-Sandy Wagon Road was previously recorded in this segment, where the Historic Columbia River Highway crosses the older road west of the Mitchell Point Lookout at about I-84 MP 58.45 (Connolly and Knowles 2011). During the present survey, this previously located segment was further explored.

North of the HCRH corridor, west of the Mitchell Point Overlook exit, is a short grade segment about 60 m long that can be followed westerly down slope before it achieves flat terrain near the I-84 corridor where grade features disappear (Figure 19). The east end of this segment is truncated by the HCRH road prism.

East of this segment, and south of the HCRH prism, the wagon road continues easterly upslope. This grade, ascending the slope toward Mitchell Point, is the segment described by engineer J. A. Elliot (1914:152-153) in explaining the relationship between the original wagon road and the new Columbia River Highway: “From Viento to Mitchell’s Point, the general course of the existing road is followed. At Mitchell’s Point, the present road climbs to an elevation of four hundred feet in a distance of half a mile. The new location leaves the old road near the foot of the hill . . . .” This wagon road segment (Elliot’s “existing road”) continues upslope for about 200 m (Figures 20 and 21), to the crossing of an unnamed



Figure 19. The wagon road grade south of the HCRH and west of the Mitchell Point Overlook exit (visible at the upper right).



Figure 20. The wagon road grade above the HCRH, west of Mitchell Point, view to east.



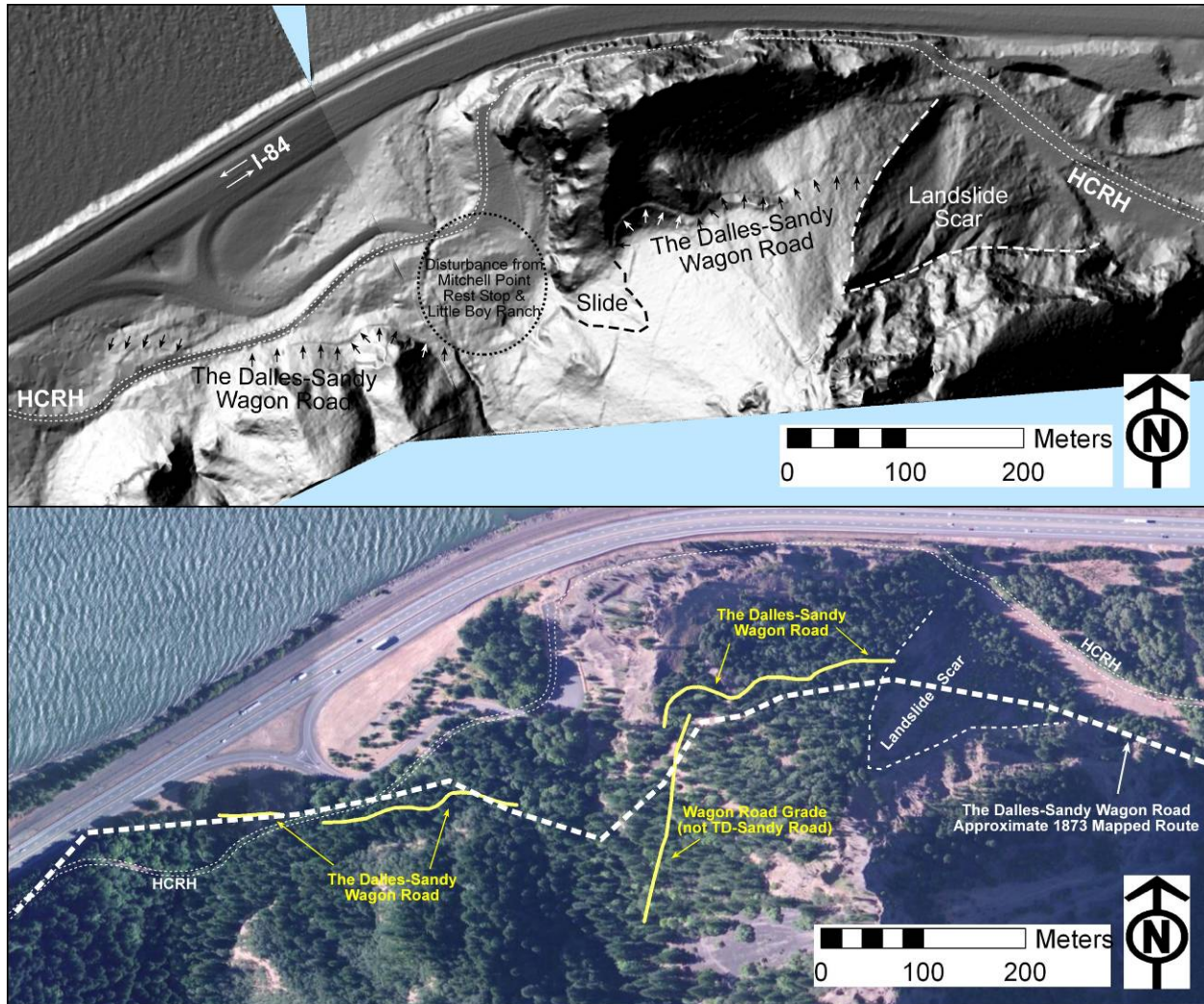


Figure 21. Lidar and air photo views of the Mitchell Point segments of The Dalles-Sandy Wagon Road; segments of the wagon road can be traced on the lidar, except for a central segment where subsequent disturbance associated with the Mitchell Point rest stop and Little Boy Ranch, and a small slide event, have obliterated traces. The massive slide on the east slope of Mitchell Point that eliminated a wagon road segment is also visible.

creek. As the road approaches the creek from the west, the downslope side is partially buttressed with a dry-stacked rock wall (Figure 22).

East of the creek crossing traces of the wagon road disappear for a distance of about 150 m, due to a complex of graded roads, trails, and structure platforms. In 1915-1916, Charles W. and Helena Parker had a large lodge-like home built, a retreat from primary residences in Canada and New York City that they called “Little Boy Ranch” (Hadlow and Pietz 2009). Charles died in 1921, and the property was sold. It then served as a roadhouse, and other facilities to serve travelers were added, including a service station, a sandwich shop, and a “tourist court,” with rental cabins serving travelers and hunters (Figure 23). Later a four unit motel was added. These developments, which progressed upslope south of the HCRH, likely account for this missing wagon road segment. In addition, a small slide is present on the slope east of this area of disturbance that likely affected the wagon road trace.





Figure 22. The rock-walled road segment west of the small creek crossing, view northwest.



Figure 23. View south to the “Mitchell Point Villa,” ca. 1920s, showing the lodge, rental cabins, service station, and sandwich shop (from Nelson 2010).



Figure 24. View southwest along the secondary grade beyond the mapped wagon road corridor.



Figure 25. View west through the graded notch on the Mitchell Point crest; unidentified metal hardware is at left.

The wagon road trace is again visible as it ascends the gentle west slope of Mitchell Point. This trace continues up the slope, on an alignment that closely matches the 1873 mapped course (Figure 21). A second road trace, of the same dimension and grade as The Dalles-Sandy Wagon Road, is found nearby (Figure 24); this trace climbs the slope to the south, and disappears in a field of scree on a steep unstable slope high above the small creek. This secondary trace does not appear to be part of the original wagon road, as its course does not match the 1873 mapped route.

The Dalles-Sandy road crests the Mitchell Point spine through a graded notch (Figure 25). Just east of the notch is some metal debris, the function of which could not be determined, but it could be elements from some type of vehicle. From the notch the road continues easterly for about 140 m (Figures 26 and 27), and is truncated at the lip of the massive slide on the east face of Mitchell Point.

The wagon road from the lip of the slide on the east face of Mitchell Point, over the Mitchell Point crest and west to the area of disturbance above Little Boy Ranch (approximate wagon road milepoints 26.7 to 26.85) is a Class 1, unaltered original trail segment. It retains clear physical evidence of the original grade, remains representative of its original condition, and its setting remains unaltered. This segment is potentially National Register eligible. No clear trace of the wagon road was noted in the





Figure 26. View southeast along the wagon road grade east of the Mitchell Point crest.



Figure 27. View southeast along the wagon road grade east near its truncation by the massive slide on the east face of Mitchell Point.

area immediately south of the Mitchell Point Overlook parking (the area of Little Boy Ranch and associated developments). This ca. 200 m long corridor segment is considered Class 5, as the approximate location is known but no traces have been identified. From the small creek westerly to the HCRH corridor (approximate wagon road milepoints 27-27.2), the well preserved wagon road is considered a Class 1 remnant.

***Mitchell Creek to Perham Creek (Wagon Road MP 27.2-28.0)***

From the point immediately west of the Mitchell Point Overlook exit where grade features of The Dalles-Sandy Wagon Road disappear on the flat terrain near the I-84 corridor (approximate wagon road

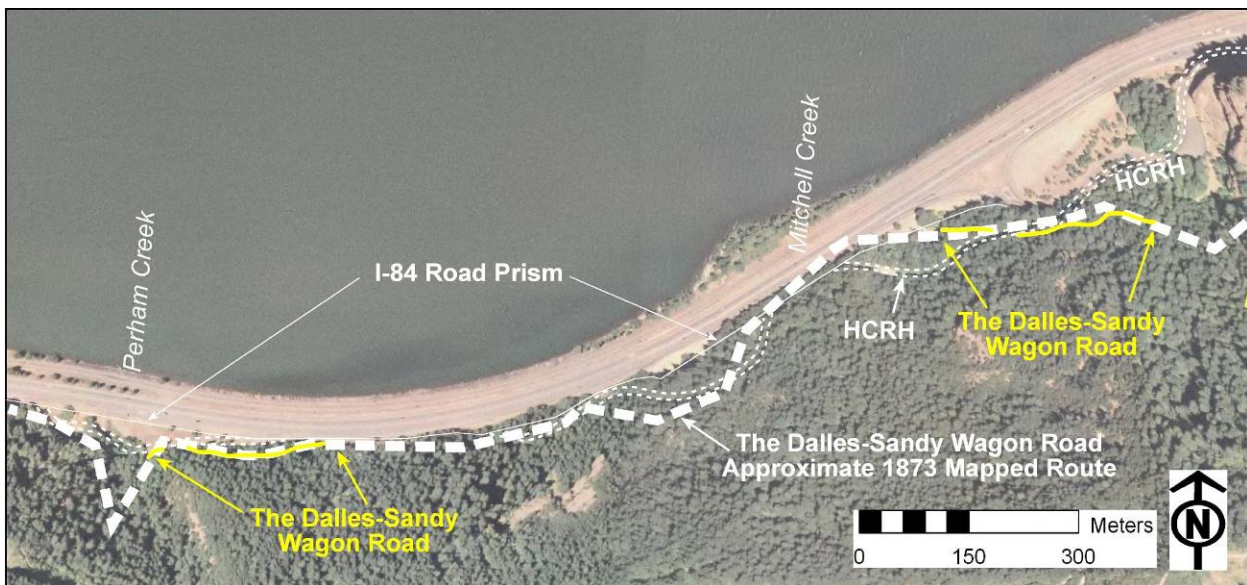


Figure 28. The corridor from the Mitchell Point Overlook to Perham Creek, showing the approximate 1873 mapped wagon road corridor, wagon road segments identified in the field, and the positions of the later HCRH and I-84 corridors.



Figure 29. View east along the wagon road grade east of Perham Creek.



Figure 30. View east along the wagon road grade east of Perham Creek, near its point of truncation by the I-84 road cut.

milepoint 27.2) to a point approximately 250 m east of Perham Creek (approximate wagon road milepoint 27.75), the 1873 line map closely follows the course of the HCRH. Portions of this corridor were later removed by construction of the I-84 freeway. This segment of the wagon road course is considered Class 4 where the HCRH grade has survived, or Class 5 where the HCRH grade has been removed within the I-84 corridor (Figure 28).

Bordering the east bank of Perham Creek is a flat terrace between the creek and the adjacent steep rock slope that may have been graded. A remnant of a clear grade is present at the corner of the rock outcrop, where it turns to the east and begins to climb the slope above the floodplain. A short portion of the wagon road grade has been removed by a cut made for the HCRH, but it can be found again, slightly higher on the slope above the old HCRH corridor (Figure 29). The wagon road segment continues along the slope for about 250 m east of Perham Creek, and terminates at the cut made for the I-84 corridor (Figure 30). This segment (approximate wagon road milepoints 27.75-27.9) is a Class 1 grade.

#### ***Perham Creek to Lindsey Creek (Wagon Road MP 28.0-32.7)***

Proceeding west from Perham Creek, the 1973 mapped wagon road course generally follows the later highway corridors, or ran north of the modern corridors nearer the Columbia River shore (Figure 31). Much of this former shoreline is now submerged under the elevated pool water behind Bonneville dam. No wagon clear road traces were identified in this section.

A possible segment of The Dalles-Sandy Wagon Road was previously noted between Starvation Creek and Cabin Creek (Connolly and Knowles 2011). This is a cut grade, with dimensions consistent with identified wagon road segments. The grade ascends a slope east of the point where the Mt. Defiance Trail diverges from the I-84 shoulder at about I-85 milepoint 54.45. This grade can be followed for about 60 meters before it disappears into slide rubble on the steep slope. This short segment is probably not associated with The Dalles-Sandy Wagon Road; it does not match well with the 1873 mapped alignment, and the 1881-1893 General Land Office maps show that the wagon road was positioned north of the Oregon Railway & Navigation Co. line. The original rail line ran in the corridor now occupied by I-84, to the north of this grade (Connolly and Knowles 2011: Figure 78).



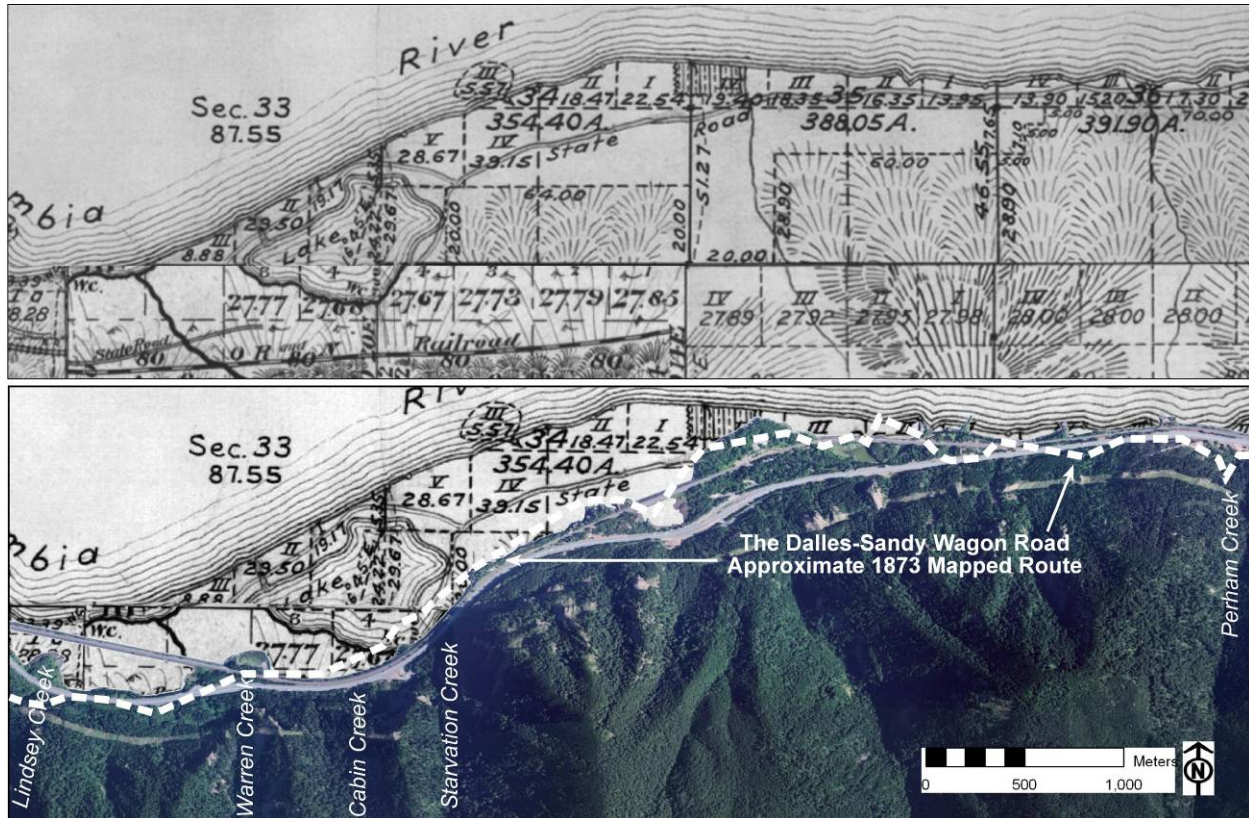


Figure 31. The Perham Creek to Lindsey Creek section; the upper GLO composite (from 1881 and 1903) shows the “State Road” following the Columbia shore. The lower aerial image shows the modern elevated shoreline overlying the GLO map. The 1873 mapped line is shown as a dashed line.

### *Lindsey Creek to Shellrock Mountain (Wagon Road MP 32.7-33.82)*

The Lindsey Creek to Shellrock Mountain segment contains some of the best preserved segments of The Dalles Sandy Wagon Road (Figures 32-34). This segment is not continuous, and, due to a missing section about 80 m long on a steep and precarious scarp just west of Summit Creek, the Lindsey-Summit Creek segment is best accessed from the east, and the Summit Creek-Shellrock Mountain segment is best accessed from the west.

West of Lindsey Creek is a mostly intact 400 m long wagon road segment. From near the top of the I-84 road cut west of Lindsey Creek, it continues to a powerline corridor that roughly parallels the I-84 corridor some 200 m south of the freeway. This segment is within a parcel identified on USGS maps as “The Old Wagon Road Historical Area” (Figure 32). From Lindsey Creek the grade ascends the gentle backslope of a tilted fault block, then turns south to descend the steep, west-facing uplift scarp of the block (Figures 34 and 35). The upper end of this downgrade has been cut away by an old quarry that was likely used during construction of the HCRH (Connolly and Knowles 2011). At the base of the grade the road turns west then south, across a low ridge (Figure 36). At the southern end of the segment (about Wagon Road milepoint 33), the wagon road intersects a cleared powerline corridor. Except for the small scar due to the quarrying, the wagon road segment described here is a Class 1 trail.

Within the powerline corridor the road begins a long westerly ascent. This ca. 625 meter long road segment, from the base of the long westerly grade to Summit Creek, has been graded and slightly





Figure 32. The Lindsey Creek-Shellrock Mountain segment of The Dalles-Sandy Wagon Road, showing road segments (yellow) and the approximate course of the 1873 surveyed route.

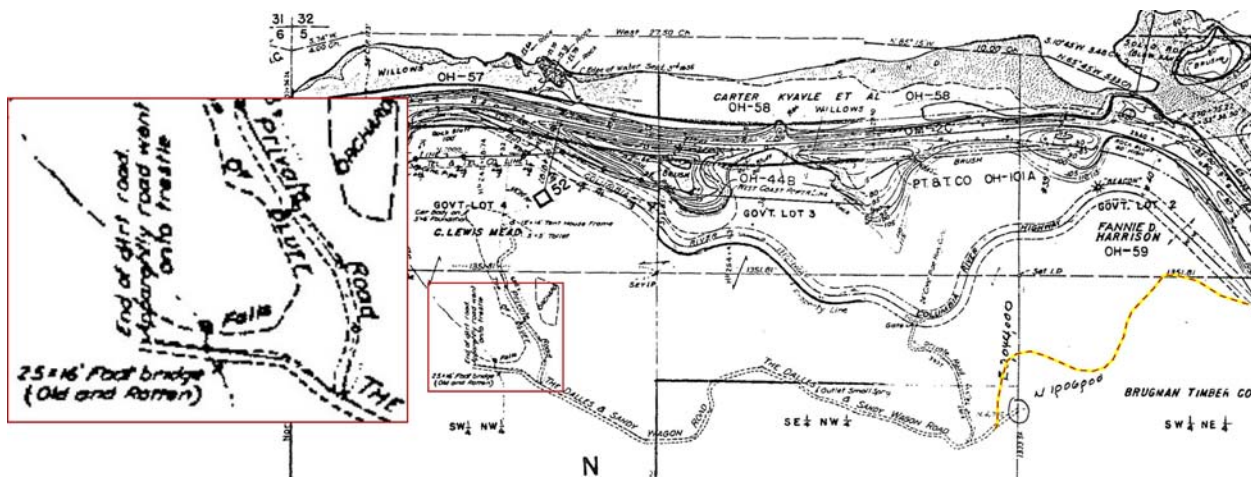


Figure 33. Corps of Engineers 1935-36 map with "The Dalles & Sandy Wagon Road" segment that now serves as a powerline access. The highlighted dashed line shows the course of the road from the powerline to Lindsey Creek. The inset notes a "25x16" Foot bridge (Old and Rotten)" across Summit Creek, and also notes "End of dirt road. Apparently road went onto a trestle" west of this point.



Figure 34. Wagon Road segments in the Lindsey Creek-Shellrock Mountain section.





Figure 35. View south and downslope along the wagon road grade on the scarp face.



Figure 36. View east on the wagon road grade at the base of the scarp.



Figure 37. View west up the wagon road route that now serves as a powerline access.



Figure 38. View east on the upper leg of the powerline access that follows the wagon road.



Figure 39. View of the wagon road grade notch on the west side of Summit Creek.



Figure 40. View west from the wagon road notch (see Figure 38) showing the precipitous terrain.



widened to serve as a powerline access (Figures 37 and 38). Though slightly modified, this segment retains the general character and setting of the original road, and is considered a Class 3/4 trail.

Near Summit Creek (between the creek canyon and the “Private Road” noted in Figure 33) the original wagon road grade is overgrown. A Corps of Engineers map (Figure 33) notes that in 1935 an “Old and Rotten” bridge spanned Summit Creek; no trace of the bridge exists today. West of Summit Creek is a very short grade segment (ca. 20 m long) that has been carved through the ridge bordering the west side of the creek (Figure 39). At the western end of this short span is a precipitous drop. The Corps of Engineers map notes that “Apparently road went onto a trestle” at this point, to connect to the Shellrock Mountain grade about 80 m farther east (Figure 40).

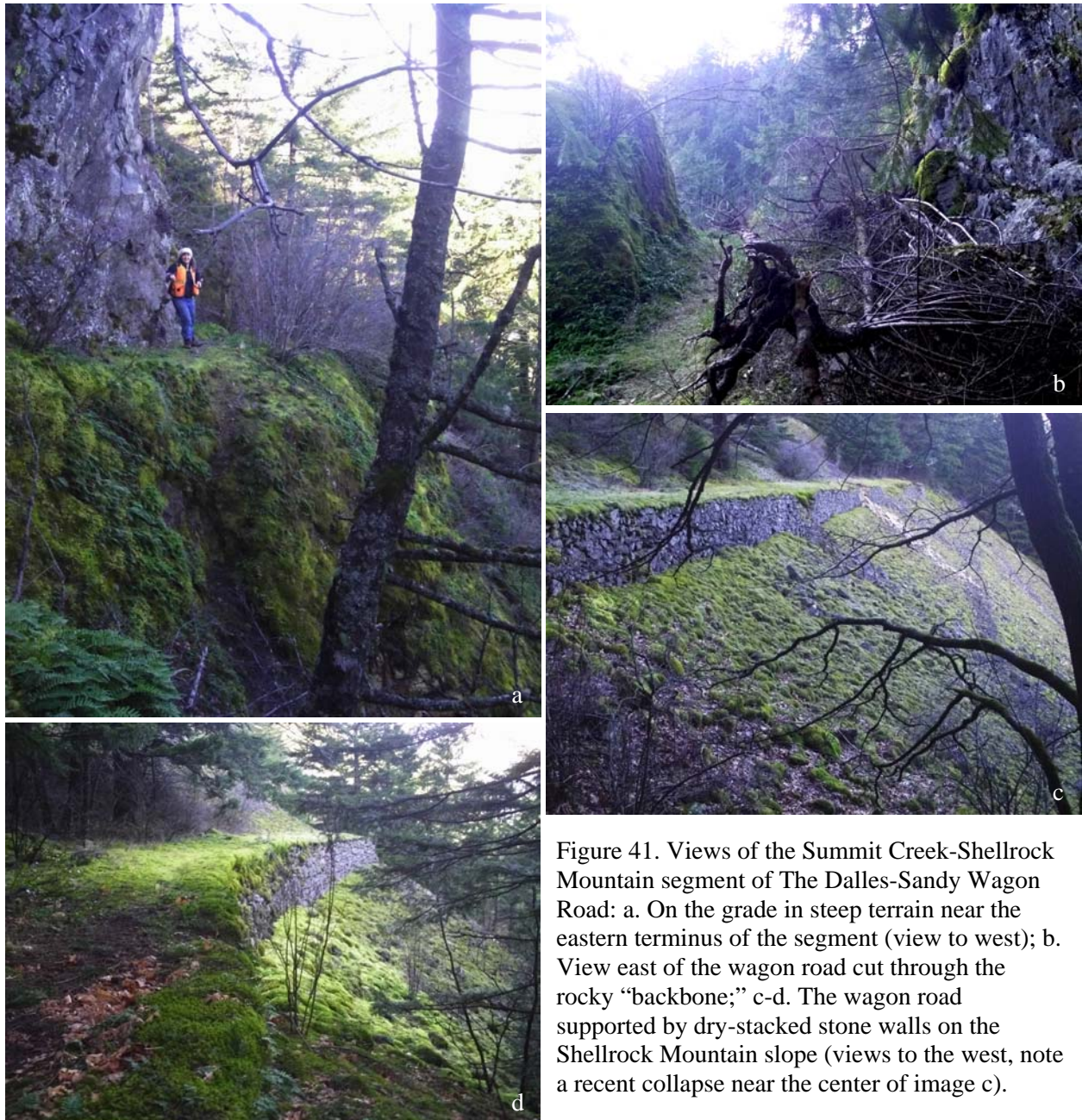


Figure 41. Views of the Summit Creek-Shellrock Mountain segment of The Dalles-Sandy Wagon Road: a. On the grade in steep terrain near the eastern terminus of the segment (view to west); b. View east of the wagon road cut through the rocky “backbone;” c-d. The wagon road supported by dry-stacked stone walls on the Shellrock Mountain slope (views to the west, note a recent collapse near the center of image c).





Figure 42. View of the rock-faced road showing dry-stacked cobble and boulder construction.



Figure 43. View west of recent wall collapse.



Figure 44. View west showing a missing road segment due to a small landslide.

The eastern end of the wagon road segment from Summit Creek to Shellrock Mountain terminates just below and to the northeast of a rock prominence that emerges from the northeast slope of Shellrock Mountain where the USGS “Backbone” datum is positioned (refer to Figure 32). This grade terminates in steep terrain an estimated 80 m west of the Summit Creek terminus noted above (Figure 41a). About 100 m west of the terminus the road curls around the spine of the “backbone,” traversing a cut made through the rock (Figure 41b). The road then continues across the scree-covered slope of Shellrock Mountain, in a continuous gentle descent. Along the remaining length of this segment, to the foot of the mountain, this portion of the road is faced on the downslope side by dry-stacked rock walls. Most of the rock is of a size that could generally be moved by workers without mechanical aides (Figures 41c-d and 42). Throughout the segment there are small portions of the wall that have collapsed, including some relatively recent collapses that have exposed unweathered rock (Figure 43). In several places there have been larger scale slope failures in which slides have destroyed short segments (Figure 44, also refer to Figure 34).

The wagon road segment from Summit Creek to the foot of Shellrock Mountain (approximate wagon road milepoints 33.32 to 33.82), though degraded in some places by slides and wall collapses, is a half mile length of Class 1 trail.

**Shellrock Mountain to Cascade Locks Upper Landing (Wagon Road MP 33.82-42.2)**

From the toe of Shellrock Mountain, the 1873 mapped course suggests that the wagon road continued westerly close to the Columbia River shore, around Wyeth Point. If built as originally mapped, part of this road segment may be submerged beneath the elevated water behind Bonneville Dam. The course appears to have crossed the modern I-84 corridor in the vicinity of the Wyeth interchange (ca. I-84 MP 50.5), and in the vicinity of the old CCS forest camp. A Hood River County tax lot map from the early 1980s for a portion of Section 35 (T3N R8E) labels an alignment as “The Dalles-Sandy Wagon Road” which proceeds westerly from Wyeth, paralleling the south side of Wyeth Road for some distance before merging with Wyeth Road (Figure 45; Gish 1984). This segment was documented by Thomas (2011). It then apparently continued westerly approximately on the course of the modern Wyeth Road to Cascade Locks (Figure 46). The wagon road may have again crossed the I-84 corridor in the vicinity of I-

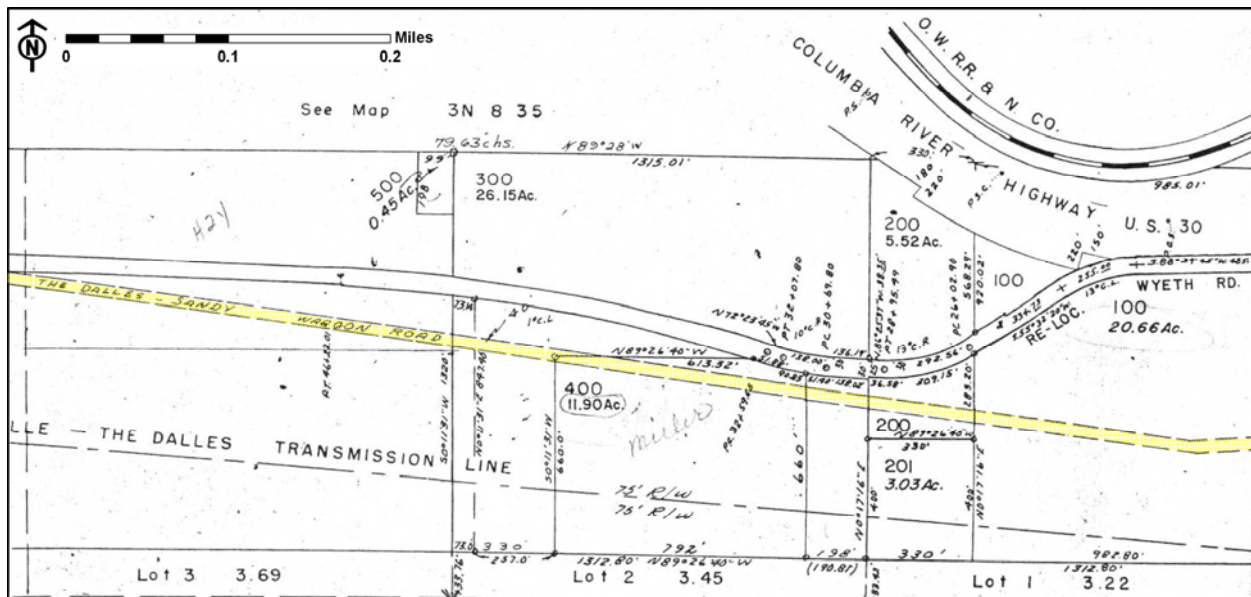


Figure 45. Portion of a Hood River County tax lot map from the early 1980s that identifies “The Dalles-Sandy Wagon Road” corridor (highlighted).

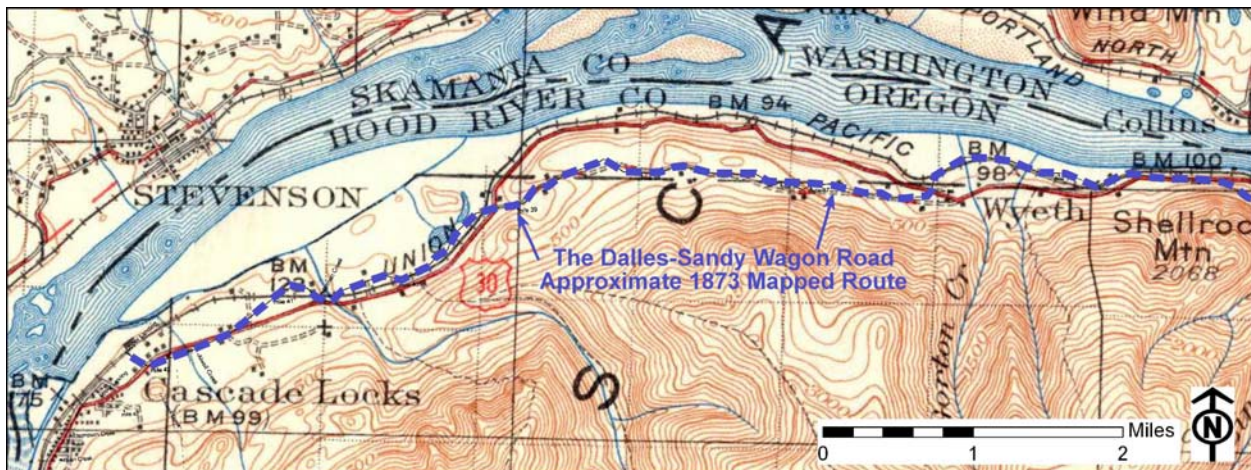


Figure 46. The approximate 1873 mapped wagon road route from Shellrock Mountain to the Cascades, over which modern roads and railroads were later built, shown on a 1911 USGS topographic map.



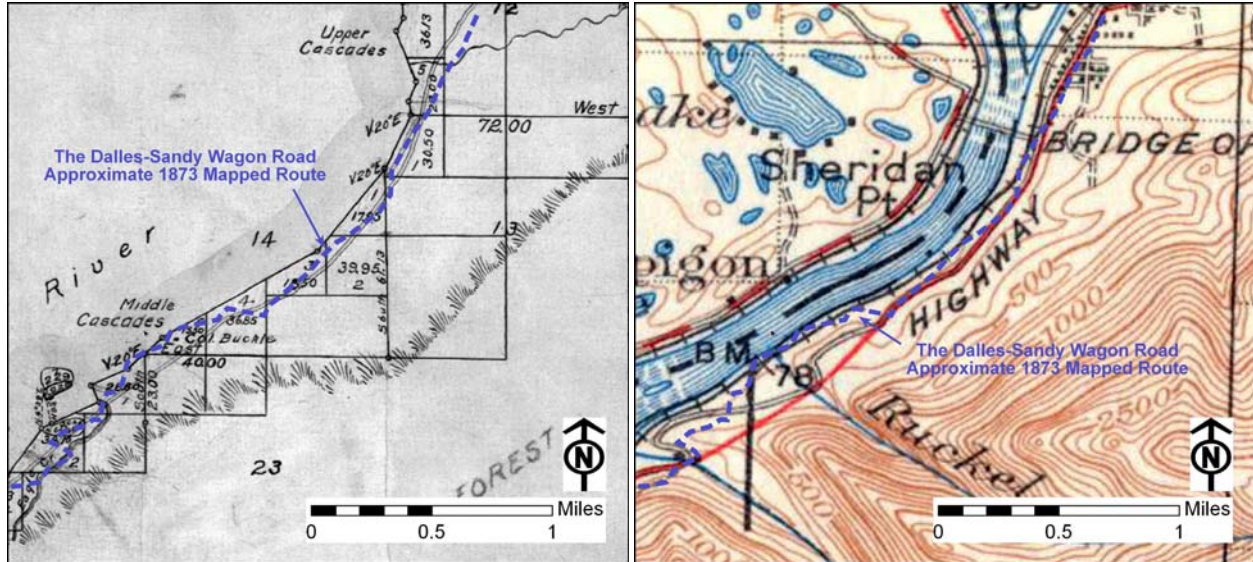


Figure 47. The wagon road from the Upper Landing (or Upper Cascades, now Cascade Locks) to Eagle Creek, appears to have followed an earlier trail (based on the 1860 GLO map at left) and later incorporated into road and railroad corridors (1911 Hood River USGS quad).

84 MP 47.2, continuing along the Columbia Floodplain (now partially submerged) and through the modern town of Cascade Locks to the Upper Landing on the Columbia River (approximate wagon road milepoint 42.2).

We were not able to systematically survey the entire potential road course in this segment during the course of this study; it is possible that unidentified traces are present in this segment, but based on current information we assign Class 4/5 to the Shellrock Mountain-Cascade Locks segment.

#### ***Cascade Locks (Upper Landing) to Eagle Creek (Wagon Road MP 42.2-45.85)***

From Cascade Locks (Upper Landing) to Eagle Creek, the 1873 line map places the wagon road along the Columbia River shore, primarily in corridors now occupied by either the I-84 or the railroad (Figure 47). The area north of the I-84 corridor was not systematically surveyed to identify wagon road segments. Based on the 1873 line map, The Dalles-Sandy Wagon Road approached Eagle Creek near the Columbia shore, then jogged slightly up the east side of Eagle Creek to cross in the vicinity of the later Columbia River Highway crossing. This portion of the corridor is considered a Class 5 segment.

#### ***Eagle Creek to Tanner Creek (Tooth Rock Section; Wagon Road MP 45.85-47.0)***

When the Historic Columbia River Highway was built west of Eagle Creek, it was originally elevated on a viaduct that precariously wrapped around the north side of a rocky prominence known as Tooth Rock. By the early 1930s this route had been replaced by a tunnel through Tooth Rock (Figures 48 and 49). Prior to the construction of the HCRH, Tooth Rock was an obstacle that prohibited a course continuing around its north face, along the Columbia bank. The Dalles-Sandy Wagon Road grade instead climbed the slopes above Tooth Rock, traversed a gentle saddle, then descended back to a course that (except for the Tooth Rock segment) was later followed by the Columbia River Highway.

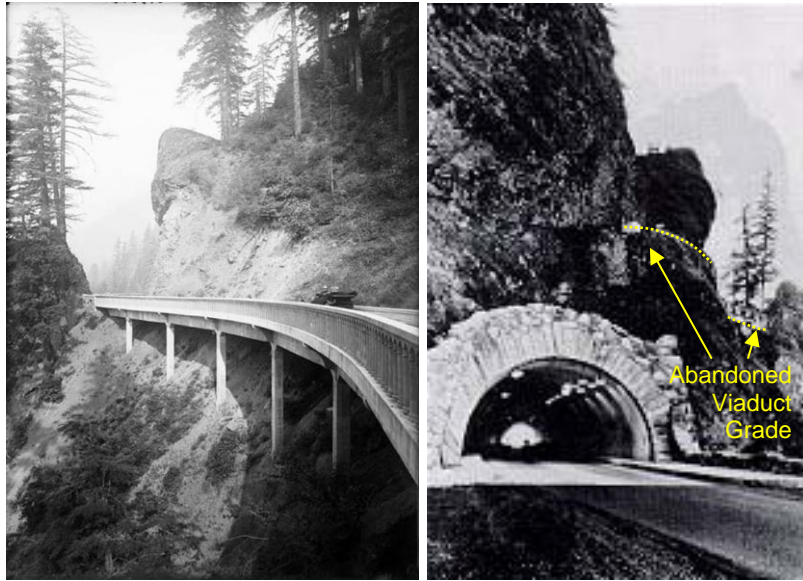


Figure 48. View of the original HCRH Tooth Rock Viaduct, and the Tooth Rock Tunnel built in the early 1930s.

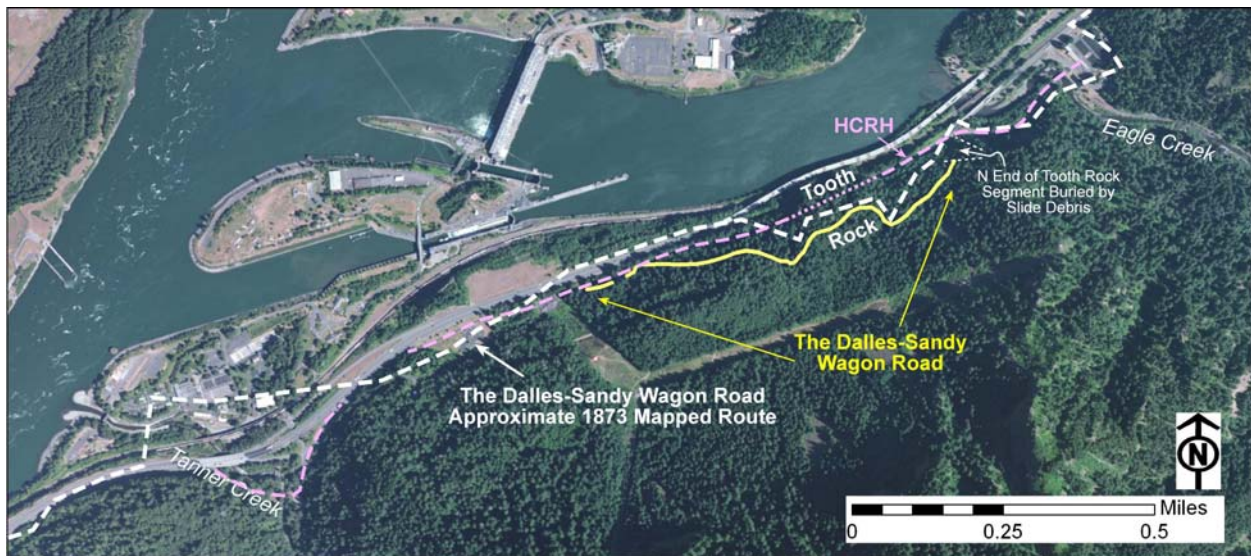


Figure 49. Map of the Eagle Creek to Tanner Creek (Bonneville) segment, showing the 1873 mapped wagon road course (white), the identified extant grade segments (yellow), and the HCRH alignment.

By 1855 steamships were operating between Portland and the Lower Landing near the mouth of Tanner Creek (at Bonneville), and between The Dalles and the Upper Landing near what is today Cascade Locks. The *Portland Weekly Oregonian* began running notices in February 1856 that “a new road around the portage of the Cascades on the Oregon side has been completed.” This was a portage railroad, built with wooden rails (Figure 50). Robert A. Short, who surveyed the north boundary of T2N R7E around the base of Tooth Rock in 1859 (Short 1859), records that his survey course continued 21.25 chains (1402.5 ft.) east along the Columbia shore from the boundary between sections 21 and 22 “to a post of the rail and plank Road leading from the lower to the upper Cascades. . . . Perpendicular rocks about 100 feet high.” His course continued along the shore “under and along the railroad” for another 15 chains (990 ft.) to the east side of Tooth Rock.

This rail portage was built by Col. Joseph S. Ruckel (who settled near the mouth of the creek which bears his name) and his partners, and who also operated the Columbia River steamships. By this





Figure 50. The rail portage at Tooth Rock, ca. 1867.

time a pack trail, which crossed over the top of Tooth Rock, was also present between the Lower Landing and Eagle Creek (Beckham 1984). It is likely that The Dalles-Sandy Wagon Road followed the course of the earlier pack trail, but the grades and dimensions of the extant road trace are more consistent with other confirmed wagon road segments than with a “pack trail.”

The Tooth Rock grade (approximate wagon road MP 45.85-46.55) is a Class 1 segment of The Dalles-Sandy Wagon Road (Figures 51-54). This segment runs from near the top of the Eagle Creek stairs (a small slide appears to have covered the eastern end of this segment, just above the staircase) to a point about 85 m east of an electrical substation (refer to Figure 49), a distance of ca. 0.65 mile (ca. 1050 m). Just east of the substation the old wagon road grade follows the upper edge of the Historic Columbia River Highway road cut for a short distance before being finally truncated. The HCRH generally followed



Figure 51. View west, on a wagon road segment that curves around the head of a drainage east of Tooth Rock.



Figure 52. View west, on a wagon road segment that curves around the head of a drainage west of Tooth Rock.



Figure 53. View northwest on a road segment descending the slope west of Tooth Rock.



Figure 54. View east near the west end of a road segment bordering the top of the HCRH cut.

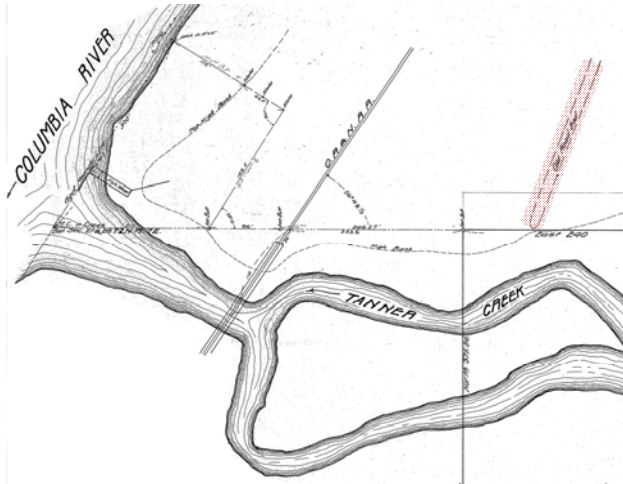


Figure 55. A portion of an undated (ca. turn of the 20<sup>th</sup> century?) Multnomah County map, showing an “Old Road Bed” (colored) that terminates at a “High Bank” bordering Tanner Creek.

the wagon road course west of this point, to Tanner Creek (a Class 4 segment, ca. wagon road MP 46.55-47.40).

As the wagon road approached Tanner Creek, it followed the right bank to a point near the mouth, then turned south to cross the creek. An undated Multnomah County map of the Tanner Creek mouth records an “Old Road Bed” parallel and to the east of the “OR&N RR” crossing of Tanner Creek (Figure 55), though whether this relates to the wagon road is uncertain. The map may date from about the turn of the 20<sup>th</sup> century, as the Oregon Railroad & Navigation Co. became the Oregon-Washington Railroad and Navigation Company in 1910, and was fully absorbed into the Union Pacific by 1936.

#### ***Tanner Creek to Latourell (Wagon Road MP 47.0-62.75)***

The Dalles-Sandy Wagon Road continued west from Tanner Creek to a point just west of Bridal Veil Creek (ca. wagon road MP 61), closely paralleling for most of this length the Columbia River’s south bank along corridors now occupied by the HCRH, I-84, and the railroad.

It is possible that vestiges of the wagon road grade could be present south of the I-84 corridor between Tanner and Moffett creeks, but this segment was not systematically investigated. As the route continued westerly toward Latourell, the road and railroad corridors diverge; the 1873 mapped wagon road route appears to approximate the course of the Union Pacific Railroad corridor. Crossing Latourell Creek, the wagon passed through what is now the small community of Latourell.

#### ***Latourell to Women’s Forum State Park (Wagon Road MP 62.75-65.2)***

The wagon road continued west out of Latourell. According to Multnomah County records, survey for Latourell Henry Road (which proceeds west from Latourell) was filed in 1895 from the community of Latourell to the west edge of Section 29, a distance of about 0.3 mile; there was no indication in this survey record that the proposed road followed an existing course. It seems most likely that the original wagon road continued along the course now occupied by the railroad corridor. The 1873 mapped course continued westerly around the foot of Crown Point (Figure 56); this is in agreement with the route described by Mershon (2001:3): proceeding east from Rooster Rock (just west of Crown Point) the wagon road “apparently continued eastward along the river bank to Latourell . . . .”



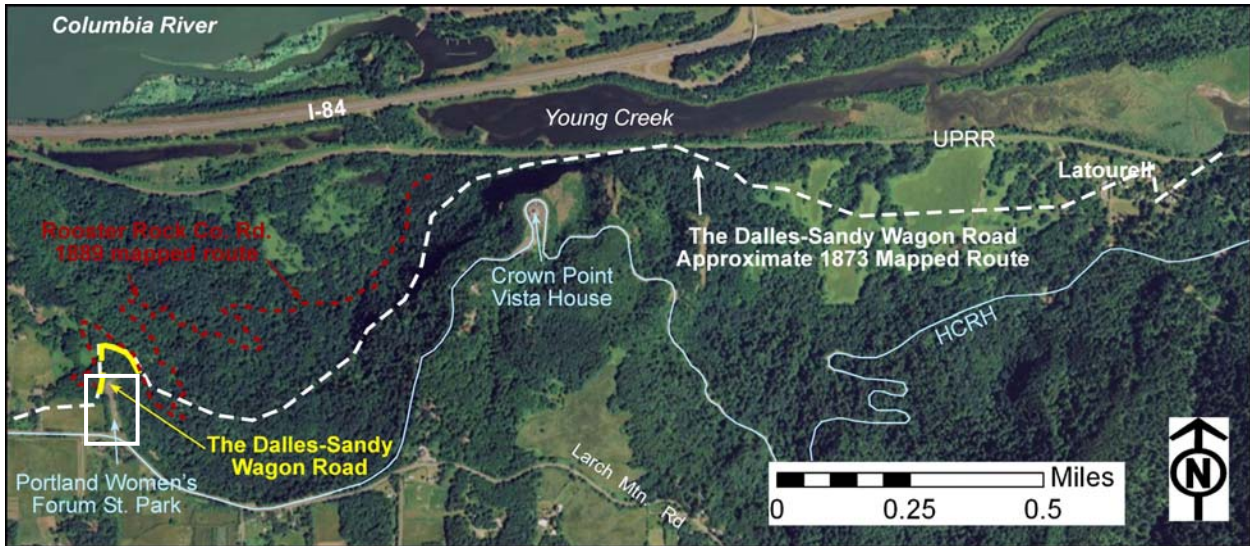


Figure 56. The Latourell to Portland Women’s Forum State Park section, showing the 1873 mapped wagon road course and the 1889 Rooster Rock County Road alignment; the inset box at lower left shows the location of the Figure 57 map.

There were several wagon roads developed in the Latourell area. A county road survey by W. B. Marye was recorded with the Multnomah County Court on March 3, 1885; this route ran from the railroad track at Latourell and southwesterly to the plateau above town (to Larch Mtn. Road; see Connolly 2012). The Latourell Falls Wagon Road and Lumber Company (1887-1907) developed a wagon road from Latourell Falls to their mill facility at Brower located on the plateau above and to the southeast of Latourell. Neither of these roads is related to The Dalles-Sandy road.

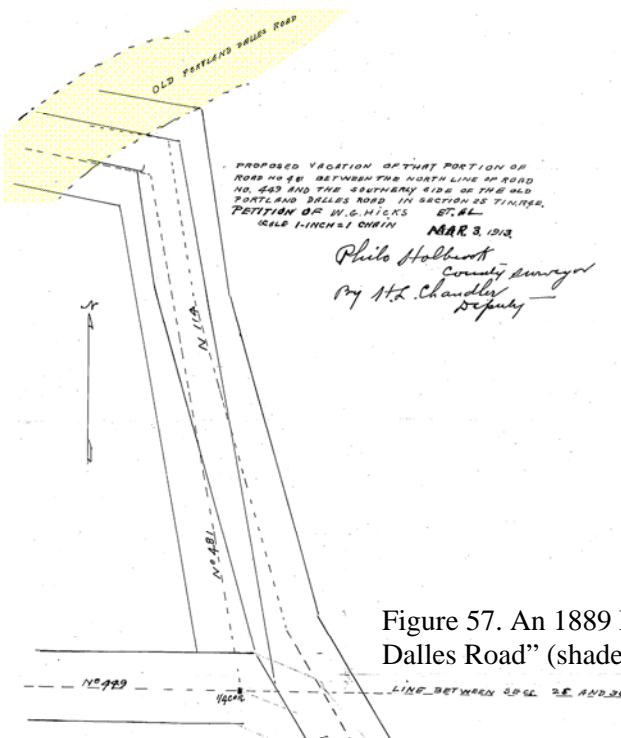


Figure 57. An 1889 Multnomah County map noting the “Old Portland Dalles Road” (shaded) crossing the later road at Chanticleer Point.



Figure 58. A poorly preserved and overgrown grade (view to south) borders the top of the Rooster Rock Road cut, at left.

The original 1873 mapped course west of Crown Point positions the planned wagon road on an ascending grade that climbs south, west, and northwest around the curve of a massive slide cavity, reaching the top of the plateau above the river about a mile east of Corbett, in the vicinity of the Portland Women's Forum State Park (Figure 56). The actual wagon road grade may have strayed from the originally mapped course; a plat for a "Proposed Change of Rooster Rock County Road" was filed with Multnomah County in 1899, indicating that the road was in place before that date. Though now closed to the public, Rooster Rock Road was mechanically graded and graveled. It is likely that this road followed the earlier course of The Dalles-Sandy Wagon Road, since a "change" proposed in 1889 implies the presence of an earlier road. A 1913 Multnomah County map also notes the "Old Portland Dalles Road" crossing Rooster Rock Road at the top of the grade (Figure 57). Mershon (2001) also identifies this as the wagon road route; generally following the course of an early telegraph line known as the "Wire Trail" east from Troutdale to Chanticleer Point, he writes that "At the [Chanticleer Point] Overlook, the [Columbia River] highway and the wire trail part, as the wagon road from Chanticleer to Rooster Rock essentially followed the wire trail to the river bank below. . . . From Rooster Rock, the trail apparently continued eastward along the river bank to Latourell . . . ." (Mershon 2001:3).

From the present park parking lot (much of which is built on fill), the original wagon road grade appears to have descended the gentle ridge to the north, then switched back to a grade crossing the steep slope to the east. A segment of poorly preserved grade, about 150 m long, can be found along the top of the Rooster Rock Road cut from the apex of the switchback until it disappears in the Rooster Rock Road cut. When Rooster Rock Road was mapped in 1889, it showed a slightly different approach to the top of the grade, circling around the end of the ridge and approaching the area that is now the parking lot from the northwest (Figure 58).

#### ***Women's Forum State Park to Sandy River (Wagon Road MP 65.2-72.0)***

From the Women's Forum State Park, and continuing westerly for about 2.5 miles, the wagon road route followed a course through the town of Corbett that would later become the Historic Columbia River Highway. The route then continues west along a course now occupied by Mershon Road. An 1889 Multnomah County road plat of "a proposed change in the Portland and Dalles County Road" locates this segment along Mershon Road (Figure 59; note that north is at the bottom of the map). The "School House" noted at the right (west) side of the map is identified on the 1934 USGS Camas quad as Pleasant View School. Mershon Road terminates about a half mile west of this point.

The 1873 mapped course of the wagon road continues southwestwardly from the western terminus of Mershon Road, down a long gentle slope toward the Sandy River. It is likely that this segment was not completed as mapped in 1873, or not developed as part of the wagon road system, as existing alternate roads may have already been in place. A ferry was established by John Harlow across the Sandy River in 1862, "on the trail and road from Portland to the Cascades," a decade before work on The Dalles-Sandy wagon road was initiated (Query 2008:29). This was probably located about where the railroad bridge is today, a short distance north of the bridge on the Columbia River Highway.

A bridge over the Sandy River was proposed to accommodate traffic on The Dalles-Sandy Wagon Road. On December 23 of 1876 The Dalles *Weekly Mountaineer* reported that bridge plans had been drawn up and a construction contract was to be let. On January 8, 1877, a letter in the *Oregonian* complained that the location of proposed bridge "is entirely wrong; which is, where the baseline crosses Sandy. . . . The bridge should be built near the Sandy ferry. The cost would not be one-half as much as at the base line." The proposed location, "at the base line," is where the 1873 line map crosses the Sandy.

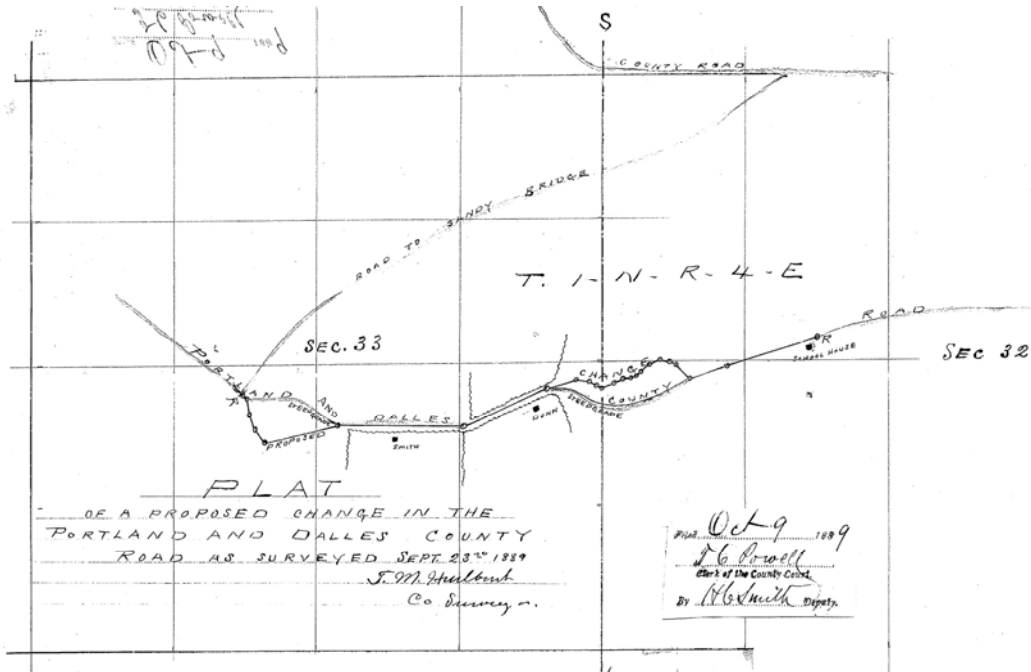


Figure 59 (above). A Multnomah County road plat showing “the Portland and Dalles County Road” in 1889 along what is today Mershon Road (note that north is at the bottom of the map).

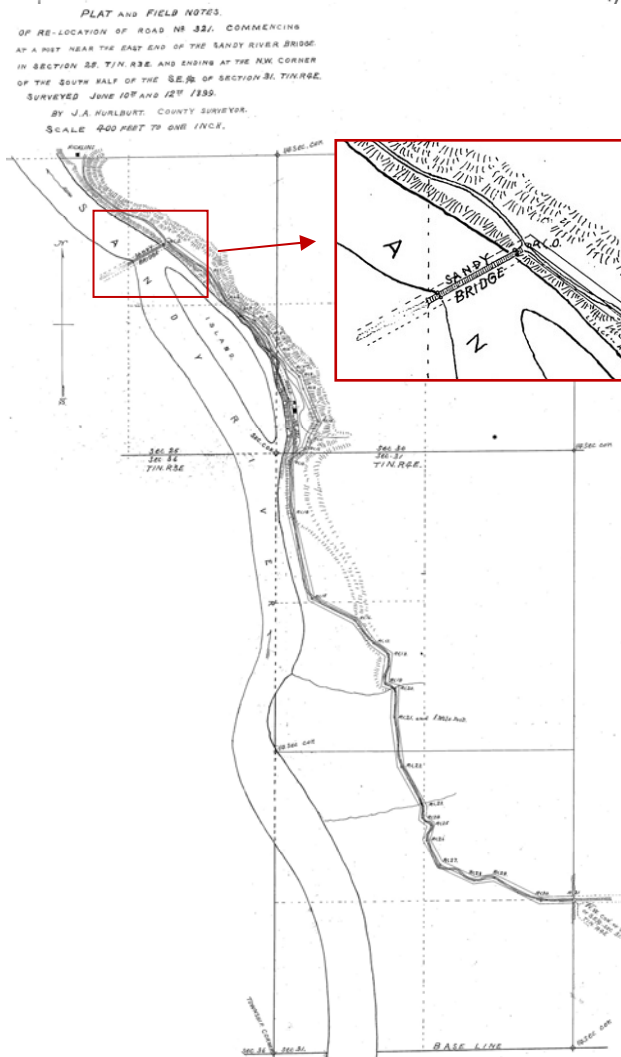


Figure 60. Map of the 1899 survey to relocate existing Multnomah County Road 321 (Woodard Road) east from the Sandy River Bridge (note inset showing bridge); the eastern terminus of this road is only a half mile west-southwest from the western terminus of the previously noted Mershon Road.

The letter writer may not have been the only dissenter, as the bridge was apparently not built where originally planned. A bridge was eventually built at an unknown date about a mile and a half downstream, where the highway currently crosses the Sandy, and not far from the Harlow ferry crossing (Figure 60). The eastern approach to this crossing probably followed the course of what is today Woodard Road. An 1899 road survey filed with Multnomah County proposes to “re-locate” existing country road 321 (now Woodard Road), which ascends the grade from river level to the upper bench above the river. This road terminates about a half mile west of the western terminus of Mershon Road, on a course that approximates the 1873 wagon road alignment.

# Project Summary

## Historic Context

Transportation of persons and goods along the difficult shores of the Columbia River was an ongoing concern to the earliest Euroamerican settlers in the region. Throughout the 1850s, steamships moved a majority of commercial products on the river, operating between Portland and the Cascades, and from the Cascades upriver to The Dalles. The first portage at the Cascades was opened on the Washington side of the Columbia, but by the mid 1850s Joseph Ruckel and his partners had established a portage on the Oregon side.

The discovery of gold in eastern Oregon in the early 1860s lured thousands to the gold fields, as well as others intent on farming and ranching to support the growing numbers. As developments progressed east of the Cascade Range, the need for a reliable connecting road became more acute, and public sentiment for a public road rose as rates charged by the ferry and portage monopolies increased.

In October of 1872 the Oregon State Legislature authorized the first \$50,000 for construction of a road along the south bank of the Columbia River from the Sandy River in Multnomah county to The Dalles in Wasco county. The only complete record of the route appears to be the survey route mapped in September of 1873. The mapping is crude by modern standards, and modifications to the mapped course were implemented during construction, as noted in the legislation for the road's second authorization in 1876. Nonetheless, while the 1873 mapped course is imprecise, it remains the best available guide for approximating the location and course of the wagon road.

## Research and Findings

A cultural resources survey on portions of the of the Oregon Department of Transportation's proposed Historic Columbia River Highway trail system the Columbia River Gorge identified segments of the The Dalles-Sandy Wagon Road dating from the 1870s (Connolly and Knowles 2011). A formal evaluation of the grade was requested.

To accomplish the evaluation, a two-stage contextual review was undertaken. First, a research and GIS mapping project was initiated in early January, following authorization of the study at the end of December 2012. The goal was to secure historic maps with a record of wagon road segments (some of these records had been previously identified, e.g., Connolly and Knowles 2011; Throop 1986; Warman and Finch 1963), and to identify additional historical records (including the Wasco, Hood River, and Multnomah county surveyors office records, state and local historical societies and museums, and published sources). Locations of identified or possible wagon road courses were mapped, and reviewed using historical maps, air photos, and LIDAR to generate a list of possible wagon road segments.

The present survey was a selective and targeted effort. Based on research including historical documents and mapping, an effort was made to identify the original wagon road route. The 1873 mapped route served as a primary initial guide, although the poor mapping precision (Boldt 2009) and acknowledged modifications to the mapped course (State of Oregon 1876) compromise the reliability of this resource. Further, the practical limitations of conducting a comprehensive pedestrian survey of a 72 mile long corridor of unspecified width made selective targeting of high probability areas necessary. For example, identifying likely wagon road corridors that were probably obliterated by later town-building and freeway and railroad construction, helped to focus the field effort. Thus, this effort cannot be

Table 1. The Dalles-Sandy Wagon Road segments by current condition/integrity class (following Buck et al. 1994); milepoints reflect references from the 1873 original wagon road survey. The segment in bold is the grade initiated the present study.

Segment	Milepoints	Class 1	Class2	Class 3	Class 4*	Class 5*
The Dalles-Mosier	0-14.0				14.00	
Mosier -Wasco/Hood River County Line	14.0-16.75					2.75
Koberg Jog	16.75-17.3		0.55			
Wasco/Hood River County Line-Hood River	17.3-21.0				3.70	
Hood River-Mitchell Point East	21.0-26.5					5.50
Mitchell Point Slide	26.5-26.7					0.20
Mitchell Point	26.7-26.85	0.15				
Little Boy Ranch area	26.85-27.0					0.15
Mitchell Point West	27.0-27.2	0.20				
Mitchell Creek-Perham Creek	27.2-27.75				0.55	
Perham Creek Grade	27.75-28.0	0.25				
Perham Creek-Lindsey Creek	28.0-32.7					4.70
<b>Lindsey Creek-Summit Creek-Quarry segment</b>	<b>32.7-32.95</b>	<b>0.25</b>				
Lindsey Creek-Summit Creek-Powerline segment	32.95-33.3			0.35		
Summit Creek, west side notch	33.3-33.31	0.01				
Summit Creek-Shellrock Mtn	33.31-33.82	0.51				
Shellrock Mountain to Cascade Locks U. Landing	33.82-42.2					8.38
Cascade Locks (U. Landing) to Eagle Creek	42.2-45.85					3.65
Tooth Rock Segment	45.85-46.55	0.70				
Tooth Rock-Tanner Creek	46.55-47.4				0.85	
Tanner Creek-Latourell	47.4-62.75					15.35
Latourell-Foot of Crown Point	62.75-64.0				1.25	
Foot of Crown Point-Women's Forum State Park	64.0-65.2		0.20		1.00	
PWF State Park-Mershon Road West End	65.2-70.0					4.8
Mershon Road West End-Sandy River	70.0-72.0					2.0
Total Miles		2.07	0.75	0.35	21.35	47.48
Percent of Corridor		2.88%	1.04%	0.49%	29.65%	65.94%

\* In general, segments assigned to Class 1, 2, or 3 are verified; for present purposes, potential road segments not systematically field checked, or are located within the prism of modern transportation corridors, were assigned to Class 4 or 5.

regarded as fully comprehensive and definitive, but is a reasonable assessment of the presence and condition of surviving road segments.

The second stage of the work involved field examination of selected targets generated by the research. Fieldwork was conducted during the weeks of February 18 and March 4. Identified road segments were evaluated following the classification system outlined by the Oregon-California Trails Association (Buck et al. 1994). This system identifies five classes of road, based on current condition and integrity. A summary of road segments and their classification is presented in Table 1. In general, segments assigned to Class 1 (unaltered original trail), 2 (used original trail), or 3 (verified original trail) were verified by field visits; Class 4 (impacted original trail) and 5 (approximate original trail) segments include segments have been either modified or obliterated, but may include potential wagon road segments that were not systematically field checked.



## A Consideration of Significance

As Table 1 shows, the overall condition of the ca. 1870s The Dalles to Sandy Wagon Road is compromised, with under 5% of the original identifiable grades in reasonably intact condition. As the clear surviving road grades are generally present on “engineered” (cut/fill) segments on sloping ground, it is possible that some portions of the road corridor, particularly on flat terrain, are simply not recognizable today if “roadbuilding” in some cases may not have extended much beyond brush clearing.

Portions of the original wagon road corridor were destroyed by railroad construction shortly after being built. In 1913 the Oregon legislature authorized action regarding the allegation that the Oregon Railroad and Navigation Company (in 1913 the Oregon-Washington Railroad and Navigation Company) had “without authority appropriated the wagon road bed or caused the destruction of same in many places . . . without reimbursing the State for the damage done or reconstructing the road destroyed” and thus causing portions to be “closed to public travel” (State of Oregon 1913). Mershon (2001:4) also reports that some near shore segments of the road “suffered extensively from the high water and flooding of 1894.”

Nonetheless, the 1913 legislation noted that prior to being compromised the road had been “much used by the residents of this State in passing to and from eastern and western Oregon” (State of Oregon 1913), and other sources confirm that portions of the road remained “in good condition, and . . . used locally” (*Sunday Oregonian* July 2, 1911).

Portions of The Dalles-Sandy Wagon Road that survive today provide excellent examples of a settlement-era road, located in a region of Oregon that has historically been a major travel corridor from prehistoric times to the present. Indeed, the small proportion of the original remaining grade segments serves to heighten their importance as representative examples of the wagon road.

The period of significance begins in 1872, when the Oregon legislature appropriated \$50,000 for road construction and created a multi-county road commission that oversaw construction and the management of state-appropriated funds. Although this multi-county commission did not endure as an organized entity beyond the wagon road project, it foreshadowed the formation by the state legislature—some 40 years later—of a state highway department to oversee development of integrated system of state highways (Watson 1950). Portions of the road endured or were redeveloped, but the period of significance for the wagon road as a coherent entity ends in the 1880s, when the Oregon Railway & Navigation Company built the railroad through the gorge.

A consideration of National Register eligibility is based on the four criteria outlined below, to identify appropriate management actions with respect to the resource.

**Criterion A—Is the resource associated with events that have made a significant contribution to the broad patterns of our history?** The eligible segments of the Dalles-Sandy Wagon Road (those listed as Class 1 and 2, and probably Class 3) have excellent integrity of place, location, materials, design, feeling and workmanship. The wagon road is eligible under Criterion A for its historical significance in the transportation history of the Columbia River Gorge. The wagon road represents the state’s first attempt to provide a continuous overland freight road through the Columbia Gorge for the purposes of facilitating trade, travel, and commerce. The road was also intended to weaken the monopoly of the Oregon Steam and Navigation Company had on travel in the gorge. The route was conceived as a market road for communities in eastern Oregon. Settlements east of the Cascades relied on expensive steamboat transportation to bring their goods (livestock and crops) to regional trade centers such as Portland.

Because of its sometimes steep and treacherous grades, and the development of reliable overland rail transport through the gorge in the 1880s, the road did not long operate as originally envisioned. As Mershon (2001:5) notes, following the destruction of some segments by the railroad and other forces, attempts to complete the wagon road continued into the early 1910s, and were discontinued only when plans to build the Historic Columbia River Highway began to solidify through the efforts of Samuel Lancaster, Samuel Hill, Simon Benson, John B. Yeon, and others. Nonetheless, the wagon road was an important precursor to the Columbia River Highway, which followed an approximately parallel alignment to that of the wagon road, and in many areas followed precisely the same course. The wagon road is also significant for being among the first road projects in Oregon that was publicly funded and overseen by a multi-county commission.

The wagon road exhibits characteristics of 1870s construction and engineering, including the use of hand tools and animal power and local building materials such as native stone and timber. Grades closely followed contours, eliminating the need for extensive cuts and fills, resulting in a sinuous course. Where present, rockwork is predominantly dry-stacked construction with rock of a size (cobble to small boulder-size) that could be managed by hand (Figures 2-7).

**Criterion B—Is the resource associated with significant historical persons?** A number of identified persons can be associated with development and construction of the road, including commissioners representing Multnomah, Hood River, and Wasco counties (J. B. Crossen, John M. Marden, J. Doherty, and David Monasters), and construction contractors. Many of these men were highly regarded businessmen in their communities, but not nationally notable. The wagon road is not considered eligible under Criterion B.

**Criterion C—Is the resource distinctive with regard to design, construction, or the work of a master?** The Dalles-Sandy Wagon Road is eligible under Criterion C as an exceptional example of settlement-era road engineering. The wagon road was designed to traverse the steep terrain of the Columbia Gorge and some segments required cut and fill construction. Notable features include rubble fill held in place by a dry-laid masonry wall (such as the segments that contour the talus slope of Shellrock Mountain, and a short segment west of Mitchell Point), and more typical simple cuts and fill segments that wind along natural contours. The latter are represented by grades over Mitchell Point and Tooth Rock, as well as the grade near Lindsey Creek which motivated the present study. The construction of the road was accomplished without the aid of earthmoving machinery, and limitations of construction technology are evident in the workmanship of the cut and fill segments associated with the wagon road.

**Criterion D—Does the resource have potential to yield information important in history or prehistory?** The primary value of the surviving wagon road segments are in their interpretive value, as excellent representative elements of an important settlement-era wagon road with surviving engineering features that in some segments remain in excellent condition. The road itself offers limited research potential for expanding on currently unknown history, and is not likely to merit consideration under Criterion D.

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**Appendix A:**

**1873 Field Notes and Survey for  
The Dalles-Sandy Wagon Road  
F. W. Slusher, Surveyor**



# ROAD BOOK 1

## COUNTY ROAD 0071

142

71

Field Notes and survey of the Dallas and Sandy  
Hagon Road. Commencing at a pine post  
14x14 marked R at North end of 4<sup>th</sup> or D.  
Street Dulles City, Oregon.

Course	6	S	Thence
S 80° W	3	00	"
West	11	00	to Mill creek 200 links wide
"	2	00	"
A, 50° W	24	00	"
S 60° W	18	00	"
A 65° W	10	00	"
A 35° W	12	00	One mile set post 4x4 marked 1 M.
	80	00	from which a pine tree 24 in diam. bears N 25° 30' S. 319 links distant Thence
N 19° 30' W	37	00	
N 55° W	28	00	
N 22° 30' W	15	00	Two mile post marked on Oak tree 18 in dia 2 M. from which a pine tree 36 in diam. bears East 50 links dist. " " 24 " "
	80	00	" N 17° W 273 links distant. Thence
N 22° 30' W	115	00	"
N 15° W	23	00	Cheeworth Creek, 50 links wide
N 77° 30' W	12	00	Three mile set a post 4x4 marked 4 M.
	80	00	from which an Oak tree 6 in diam. bears East 17 links distant. Thence
N 34° W	3	00	"
N 74° W	7	00	"
S 81° W	5	00	"
N 75° W	16	00	"
N 23° W	34	00	"
N 60° W	15	00	Four mile set post 4x4 marked 4 M.
	80	00	from which an oak tree 8 in diam. bears N 37° S 115 links dist. " " 10 " " "
			S 60° E 117 links distant. Thence

## COUNTY ROAD 0071

## ROAD BOOK 1

143

N 50° W	15 00	"
S 50° W	65 00	Five mile post set 4x4 marked 5 M.
	80 00	from which an oak tree 12 in diam.
Bears S 12° 30' E	53 links	also a pine 36" "
" S 57° W	156 links	distant.
		Thence
S 70° W	63 00	"
S 73° W	15 00	"
West	2 00	Six mile set post 4x4 marked 6 M.
	80 00	from which an oak tree 12 in diam.
bears S 12° W	306 links	dis " " 12 " "
" N 60° W	279 links	distant
		Thence
N 85° W	5 00	"
S 70° W	17 50	"
S 85° W	6 00	"
N 45° W	13 00	"
N 65° W	8 50	"
N 30° W	7 00	"
N 60° W	2 50	"
N 80° W	9 00	"
N 40° W	11 50	Seven mile post set post 4x4 in Rock House
	80 00	marked 7 M. No witness trees.
		Thence
N 40° W	5 00	"
N 72° W	27 00	"
N 62° W	28 00	Eight mile set post 4x4 marked 8 M.
	80 00	from which an oak tree 12 in diam bears
N 35° E	570 links	dist " " " 10 " " "
S 12° E	140 links	distant.
		Thence
N 57° W	18 00	"
S 75° W	14 00	"
N 45° W	3 50	"
N 10° W	8 50	"
N 13° 30' W	8 50	"
N 23° W	12 00	"
N 43° W *	3 50	"

# COUNTY ROAD 0071

## 144

### ROAD BOOK 1

N 67° W	10 50	Thence
N 28° W	2 00	Nine mile set pine post 4 x 4 marked 9 m.
	80 00	from which an oak tree 10 in. diam.
bears N	20° E.	61 links dist. " - 12 " "
"	W	12° S. 30 links distant
		Thence.
N 28° W	9 00	"
N 45° W	11 00	"
N 15° W	15 00	"
N 10° W	7 50	"
N 17° W	5 50	"
N 27° W	4 00	"
N 37° W	7 00	"
N 50° W	8 00	"
N 20° W	5 00	"
N 12° W	11 00	"
North.	4 00	Ten mile set an oak stake 4 x 4 in. marked 10
	80 00	M. in mound of earth from which an oak tree
	12	in diam. bears East 142 links dis " " "
	10	" " " South 2° 30' W 19 links dist
		Thence
N 5° E	9 00	
N 10° W	9 00	
N 20° W	12 00	
N 25° W	15 00	
N 8° E	10 00	
N 38° W	10 00	
N 74° W	10 00	
N 53° W	5 00	Eleven mile an Oak tree 10 in diam. marked
	80 00	N. N. from which an Oak tree 12 in.
		diam bears S 75° W 110 links dist an Oak tree 10
		in " " S 16° E 116 links distant.
		Thence
N 78° W	15 00	"
S 52° W	19 00	"
N 70° W	9 00	"
N 26° W	16 00	"
N 38° W	6 00	"

# COUNTY ROAD 0071

ROAD BOOK 1

145

N 15° W 8 00 Thence  
 S 80° W 7 00 Twelve mile marked an Oak tree 10 in diam.  
 80 00 12 M. from which a pine tree 6 in diam. bears  
 N 5 E 8 0 links dis. also an Oak tree 10 " " "  
 Next 115 links distant

Thence  
 S 67° W 5 00 "  
 S 80° W 5 00 "  
 N 30° W 18 50 "  
 S 70° W 28 50 "  
 S 83° W 13 00 "  
 S 45° W 10 00 Thirteen mile post set post 4x4 marked 13 M. from  
 80 00 which an Oak tree 12 in diam bears S 55° W.  
 344 links dist also a pine tree 24 in diam bears  
 S 20° E 958 links

Thence  
 S 45° W 8 00 "  
 S 65° W 7 00 "  
 N 60° W 25 00 "  
 N 84° W 2 60 To Mosier Creek 40 links wide runs W. W.  
 " " " 40 "  
 N 10° W 5 00 "  
 N 55° W 12 00 "  
 N 70° W 9 00 "  
 West 11 00 Fourteen mile set post 4 x 4 marked 14 M. from  
 80 00 which an Oak tree 12 in diam bears N 53° W  
 1118 links distant also an Oak tree 10 in diam bears  
 S 25° W 18 links distant

Thence  
 West 8 50 "  
 N 75° W 21 50 "  
 N 66° W 7 50 "  
 North 4 50 "  
 S 73° W 6 50 "  
 N 50° W 4 80 Creek 20 links wide "  
 N 29° W 4 50 "  
 West 9 00 "  
 N 85° W 8 50 "



# COUNTY ROAD 0071

## ROAD BOOK 1

146

N 60° W	1.50	Thence
N 25° W	3.00	Fifteen mile a pine tree 18 in. diam. marked 1-
	80.00	M. from which a fir tree 18 in. diam. bears S
		63° W 125 links dist. also an oak " 10" " "
		62° E 136 links dist. Thence
N 25° W	4.00	"
S 75° W	25.00	"
S 70° W	16.00	"
N 78° W	5.00	"
S 70° W	12.00	"
N 5° E	3.00	"
N 50° W	8.00	"
N 80° W	5.00	"
West	2.00	Sixteen mile a pine tree 18 in. diam. marked
	80.00	16 M. from which a fir tree 18 in. diam
		bears East 56 links also a pine tree 24" "
		" West 56 links distant. Thence
S 65° W	6.00	"
S 75° W	3.00	"
N 78° W	16.00	"
S 85° W	8.00	"
N 60° W	12.00	"
N 65° W	5.00	"
West	2.50	"
N 78° W	5.00	"
N 17° W	4.00	"
S 35° W	5.00	"
N 58° W	13.50	Seventeen mile a pine tree 12 in. diam.
	80.00	marked 17 M. from which a pine tree 16
		in diam. bears East 137 links dist. an oak 8
		" " " N 75° W 95 links distant.
		Thence
N 58° W	2.50	"
S 40° W	23.50	"
N 41° W	24.00	"
N 72° W	15.00	"
N 80° W	5.00	"
N 37° W	7.00	"

# COUNTY ROAD 0071

## ROAD BOOK 1

147

N 65° W	3.00	Eighteen Mile Marked a pine 18 in diam. for
	80.00	post 18 M. from which a pine tree 12 in diam. in
		bears S 45° W 16 links dist. also " " 20 " "
		" S 55° E 35 " - Thence
N 56° W	12.00	
N 60° W	3.00	
N 70° W	2.50	
West	5.00	
N 60° W	10.00	
S 75° W	3.00	
North	3.00	
N 62° W	3.50	
N 80° W	4.00	
N 85° W	4.00	
S 85° W	13.00	
N 80° W	5.50	
S 85° W	4.50	
N 30° W	2.00	Nineteen Mile a fir tree 18 in diam. marked,
	80.00	19 M. from which a fir tree 12 in diam
		bears N 20° W 35 links dist. also " " 6 " "
		" N 75° W 32 links dist. Thence
S 45° W	2.50	
S 85° W	2.50	
N 60° W	10.00	
S 75° W	5.00	
N 80° W	5.00	
N 68° W	6.50	
N 50° W	8.50	
N 30° W	5.00	
N 5° W	5.00	
N 30° W	5.00	
N 59° W	7.50	
S 40° W	5.00	
N 80° W	2.50	
N 30° W	10.00	Twenty mile an ash tree 6 in diam. marked 20 M.
	80.00	from which an ash tree 12 in - bears S 65°
		E 39 links dist. an Oak " 8 " " " N 33°
		E 45 links

# COUNTY ROAD 0071

## ROAD BOOK 1

148

*Thence*

N 74° W	27 50
N 35° W	9 50
N 85° W	20 00
N 25° W	8 00
N 72° W	15 00

Twenty One mile an Oak tree 12 in diam.  
 80 00 marked 21 M from which an oak tree 10  
 in diam bears N 25° W 23 links dist also an oak  
 tree 8 in diam bears S 35° W 30 links dist out

*Thence.*

S 31° E	7 00
S 55° W	600
N 55° W	9 50
West	12 50
S 84° W	30 00

600 Hood River 5 chains wide

N 83° W	15 00
---------	-------

Twenty two mile set an oak post in ground  
 80 00 of south marked 22 M. from which a pine  
 tree 24 in diam. bears N 80° W 89 links distant  
 also a pine tree 26 in diam bears N 75° 30 E 81 links dist out

*Thence*

N 71° W	3 00
N 45° W	2 00
N 61° 30' W	3 00
N 75° 30' W	7 00
N 81° W	50 00
N 80° W	15 00

Twenty three mile an oak tree 12 in diam.  
 80 00 marked 23 M. from which an oak tree 8 in  
 diam. bears N 78° E 77 links dist also " " 12 "  
 " " N 80° E 52 links dist out.

*Thence.*

N 86° W	20 00
N 68° W	8 00
N 81° 30' W	7 00
S 60° W	13 84
" " "	16
N 80° W	11 50
S 58° W	12 50
West	6 00

to Phelps Creek 16 links wide runs N E

## COUNTY ROAD 0071

## ROAD BOOK 1

1497

S 73° W	8 00	Twenty four mile an oak tree 12 in diam.
	8 00	Marked 24 M. from which an oak tree 12 in diam bears S 55° 30' E 23 links also " " " 10 "
		" " S 46° E 16 links distant. Thence.
West	15 00	
S 57° W	9 90	To Lindsey Creek 10 links wide.
" " "	10	
S 57° W	5 00	
S 72° W	5 00	
West	5 00	
N 68° W	18 00	
N 85° W	7 00	
S 78° W	10 00	
S 50° W	5 00	Twenty five mile a fir tree 8 in diam. Marked
	8 00	25 M. from which a fir tree 24 in diam bears E
		N 50° E 47 links dist. also " " 6 " " 20
		N 70° E 20 links distant. Thence.
S 43° W	8 00	
S 82° W	9 00	
S 76° W	18 00	
N 54° W	14 00	
S 68° 30' W	16 00	
S 80° W	7 50	
S 62° W	7 50	Twenty Six mile an Oak tree 6 in diam. Marked
	8 00	26 M. from which an Oak tree 12 in diam bears
		S 10° E 5 links dist also a Fir 24 " " "
		S 85° E 111 links distant. Thence.
S 64° W	15 00	"
S 80° W	10 00	"
S 55° W	10 00	"
N 62° W	5 00	"
N 70° W	10 00	"
N 80° W	7 50	"
S 80° W	5 50	"
S 60° W	2 00	"
S 80° W	2 00	"
S 30° W	4 00	"
S 50° W	4 00	"



# COUNTY ROAD 0071

150

## ROAD BOOK 1

N 70° W	5 00	Thence
	80 00	Twenty Seven mile a pine tree 20 in diam
		marked 27 M from which a fir tree 8 " "
		bears N 54 links distant also an oak 6 " "
		" S 20° W 42 links distant
		Thence.
N 65° W	2 50	"
S 70° W	2 50	"
S 80° W	7 00	"
S 85° W	8 00	"
S 116° W	8 23	to Mitchell Creek 27 links wide.
S 20° W	11 50	"
S 65° W	5 00	"
N 80° W	11 50	"
S 115° W	1 50	"
S 74° W	7 00	"
West	10 00	"
S 76° W	11 00	"
N 80° W	6 00	"
S 30° W	7 00	"
N 30° W	8 00	To Quartz Creek 20 links wide
" " "	20	Twenty Eight mile a maple tree 6 in diam
	80 00	marked 28 M. from which a fir tree 30 in
		diam. bears S 68° E 90 links dist also maple 8 "
		" N 50° W 34 links dist. Thence
N 20° W	11 00	"
N 62° W	11 00	"
West	15 00	"
S 65° W	11 00	"
N 80° W	23 00	"
S 113° W	6 00	"
S 85° W	8 00	"
N 68° W	2 00	Twenty Nine mile a fir tree 18 in diam. Marked
	80 00	29 M. from which a fir " 24 " " bears S
	10	links distant also " " " 36 " " "
	6 8	° E 18 links distant Thence
N 35° W	3 50	"
S 43° W	5 00	"

# COUNTY ROAD 0071

## ROAD BOOK 1

151

N 65° W	11 50	Thence
S 26° W	7 50	"
N 60° W	3 50	"
S 72° W	9 00	"
N 70° W	10 00	"
S 79° W	22 00	"
S 40° W	8 00	Thirty mile a pine tree 34 in diam marked 307m.
	<u>80 00</u>	from which a pine tree 36 in " bears N 53° 36' W
		65 links also " " 30 " " " S 22° W
		114 links distant Thence.
S 35° W	13 00	"
N 67° W	9 00	"
West	10 00	"
S 58° W	33 00	"
S 50° W	15 00	Thirty one mile a fir tree 24 in diam marked E
	<u>50 00</u>	31 M. from which a " " 12 " " bears N 15° E 20'
		45 links dist. also " " 6 " " S 15° W
		64 links dist Thence.
S 40° W	3 00	"
S 67° W	7 00	"
S 35° W	5 30	to Ferguson Creek 20 links wide.
" " "	2 0	"
S 35° W	15 00	"
S 65° W	18 00	"
West	20 00	"
S 66° W	25 00	Thirty two mile a fir tree 12 in diam marked
	<u>80 00</u>	32 M. from which a fir " 18 " " bears S 40°
		N 48 links also " " 24 " " " S 20° W
		112 links distant Thence
N 75° W	13 00	"
N 85° W	10 00	"
S 90° W	7 00	"
N 82° W	5 00	"
S 72° W	5 00	Sandey Creek 50 links wide
" " "	5 0	"
N 60° W	8 50	"
N 75° W	13 00	"
S 26° W	4 00	"

# COUNTY ROAD 0071

## ROAD BOOK 1

152

West	6.00	Fence
S 30° W	5.00	
S 55° W	3.00	
	50.00	Thirty Three mile a fir tree 18 in diam marked
		33 W. from which a " " 20 " " bears S55
		14 links dist. also " " 12 " " " S52°
		81 links distant Fence.
S 72° W	18.00	
N 72° W	5.90	Emigrant Creek 10 links wide.
" " "	10	"
N 50° W	9.50	"
N 59° W	32.50	"
N 77° W	8.00	"
N 82° W	6.00	Thirty Four mile a fir post 4x4 marked
	80.00	34 W. from which a fir tree 6 in diam bears
		N 80 E 184 links dist also " " 10 " "
		N 80 E 175 links distant. Fence
West	18.00	"
N 78° W	12.00	"
S 80° W	5.00	"
S 62° W	17.00	"
N 60° W	15.00	"
N 80° W	5.00	Thirty five mile a pine tree 24 in diam marked
	50.00	35 W. from which a fir tree 28 " " bears S6
		E 11 links distant also a " " 6 " " " N 82
		N 57 links distant. Fence.
West	10.00	"
N 60° W	15.00	"
N 82° W	15.00	"
West	8.00	"
S 34° W	22.00	"
S 20° W	10.00	Thirty Six mile a fir tree 36 in diam. marked
	80.00	36 W. from which a fir tree 16 " diam bears N 60
		E 54 links distant also " " 12 " " " N 8 E
		30 links distant Fence
S 35° W	5.00	"
S 55° W	8.00	"
S 75° W	4.00	"
West	6.00	"

# COUNTY ROAD 0071

## ROAD BOOK 1

153

N 60° W	5 00	Thence
N 85° W	9 50	"
N 72° W	16 50	"
West	6 00	"
N 84° W	5 00	"
West	<u>15 00</u>	Thirty Seven mile a Maple tree 12 in diam. marked
	<u>80 00</u>	37 M. from which a Maple tree 8 in diam. bears S 47°
		30' E 52 links dist. also a fir " 30 " " S 35 30'
		N 41 links distant. Thence
S 70° W	11 00	"
N 65° W	8 00	"
N 80° W	8 00	"
N 56° W	7 00	"
N 85° W	19 00	"
N 72° W	14 00	"
West	5 00	"
S 75° W	8 00	"
N 85° W	<u>7 00</u>	Thirty Eight mile a fir tree 12 in diam. marked.
	<u>80 00</u>	38 M. from which a fir tree 6 in diam. bears N 41° E
		15 links distant also " " 24 " " S 75° W
		38 links distant Thence
N 82° W	10 00	"
N 52° W	13 00	"
S 62° W	5 00	"
S 75° W	20 00	"
S 57° W	9 00	"
S 85° W	8 00	"
S 34° W	7 00	"
S 55° W	3 00	"
S 70° W	<u>5 00</u>	Thirty Nine mile a fir tree 12 in diam. marked
	<u>80 00</u>	39 M. from which a fir tree 12 " " bears S 77° E
		39 links dist. also " " " 18 " " N 40° E
		60 links distant Thence
West	10 00	"
S 80° W	13 00	"
S 50° W	17 00	"
S 28° W	9 00	"
S 60° W	8 50	"



## COUNTY ROAD 0071

154

## ROAD BOOK 1

S 45° W	4.50	Thence
S 62° W	8.00	"
S 70° W	10.00	Forty miles a fir tree 30 in diam marked
	50.00	40 W. from which a fir tree 36 in diam bears N
		74° 32' E 6.6 links dist. also " " 40 " " S
		62° 30' W 24 links distant Thence
N 70° W	10.00	"
S 73° 30' W	25.00	"
S 115° W	8.50	"
N 65° W	5.00	To Herman's Creek 3 chains wide.
" " "	3.00	"
N 45° W	8.00	"
N 77° W	10.50	"
S 52° W	10.00	Forty one mile a fir post marked 41 M from
	80.00	which a fir tree 6 in diam. bears N 50° E 154
		links dist. also " " 8 " " " N 46° E 176
		links distant. Thence
S 55° W	32.00	"
S 70° W	22.00	to Alwell Creek 40 links wide
S 75° W	25.00	Forty two mile set a fir post 42 M marked
	80.00	42 M. from which a fir tree 6 in diam bears S 72° W
		319 links dist. also " Maple 12 " " " S 75° W
		320 links distant Thence
S 75° W	3.00	"
N 53° W	111.50	to Upper Landing on Columbia River
N 85° W	7.50	"
S 10° W	10.00	"
S 110° 30' W	10.00	"
S 32° 30' W	6.00	Thompson's Creek 27 links wide
" " "	2.7	"
S 25° W	15.53	Bush Creek 20 links wide
" " "	2.0	"
S 37° 30' W	13.00	Forty three mile set a fir post 11 x 4 marked 43
	80.00	M from which a fir tree 24 in diam. bears N 50° 30'
		E. 56 links dist. also " " 18 " " S 82° E
		55 links distant Thence
S 31° W	11.50	"
S 32° 30' W	3.00	"

# COUNTY ROAD 0071

## ROAD BOOK 1

# 155

S 5° N	9 00	Thence
S 35° N	7 50	"
S 54° 30' N	8 00	"
S 55° N	6 00	"
S 62° N	5 00	"
S 48° N	8 00	"
S 42° N	8 00	"
S 52° 30' N	14 00	Forty four mile a fir tree 10 in diam. marked
	<u>80 00</u>	44 1/2 M. from which a fir tree 12 in diam bears 205°
		E 48 links also " " " 10 " " " S
		S 8° 30' N 34 links distant Thence
S 56° N	3 50	"
S 30° N	4 50	"
N 77° N	13 50	"
S 57° N	2 50	"
S 30° N	3 00	"
S 80° N	13 00	"
S 69° N	5 00	"
S 58° N	4 00	"
S 48° N	2 00	"
S 72° N	7 00	"
S 61° 30' N	4 00	to creek 150 links wide "
" " "	1 50	"
" " "	1 50	Middle lands "
S 15° N	8 00	"
S 45° N	4 00	"
S 80° N	3 00	Forty five mile set a fir post in corner of earthen
	<u>80 00</u>	marked 45 M. from which a fir tree 36 in diam
		bears S 86° E. 64 links dist also " " " 12 " "
		" N 21° 30' N 72 links distant Thence
S 25° N	3 50	"
S 10° N	4 80	Blue creek 20 links wide "
" " "	2 0	"
N 85° N	2 50	"
S 60° N	5 00	"
S 77° N	7 00	"
S 51° N	6 00	"
S 65° E	4 00	"

# COUNTY ROAD 0071.

## ROAD BOOK 1

156

S 54° E	3 00	Thence
S 35° E	2 50	"
S 65° N	7 00	to Eagle Creek 160 links wide
" " "	1 60	"
" " "	1 40	"
S 35° N	5 50	"
S 80° N	7 00	"
N 70° N	3 50	"
S 25° N	6 50	"
S 48° N	3 00	"
S 25° N	7 00	"
80 00	Forty Six mile a fir tree 24 in. diam. marked	
	46 1/2 m. from which a fir tree 18 in diam bears	
	N 44° N 38 links dist. also " " 26 " " "	
	S 67° N 43 links distant Thence	
N 38° N	3 50	"
S 69° N	10 00	"
S 17° N	3 00	"
N 75° N	8 50	"
S 75° N	7 50	"
S 67° 30' N	17 50	"
S 48° N	9 00	"
S 60° N	6 00	"
S 30° N	5 00	"
S 62° N	10 00	Forty Seven mile an ash tree 16 in diam
80 00	Marked 47 m. from which a fir tree 30 in	
	bears S 62° N 47 links distant also Maple 12 " "	
	" S 60° N 31 links distant Thence	
S 79° N	24 00	"
West	5 00	"
S 5° N	15 00	Tanners Creek 800 links wide
" " "	3 00	"
S 70° N	5 00	"
S 60° N	8 00	"
S 32° N	5 50	"
S 72° N	11 50	"
S 52° N	4 00	"
S 70° N	7 00	"
S 78° N	6 00	"
80 00	Forty Eight mile a fir tree 12 in diam marked	

# COUNTY ROAD 0071

## ROAD BOOK 1

157

48 M. from which a fir tree 24 in diam bears  
 N 43° 45' W. 52 links dist also a fir tree 18 in diam  
 bears N 41° E 26 links distant.

Thence

S 64° W 16 00  
 S 40° 30' W 8 00  
 S 50° W 21 00  
 S 52° W 2 50  
 S 8° E 1 00  
 N 72° W 11 50  
 West 7 50  
 S 62° W 7 50  
 " " " 2 0  
 S 62° W 4 50

Canyon Creek 100 links wide

Forty Nine Mile a Maple tree 12 in diam. marked  
 49 M from which a " " 6 " " bears N 57° E  
 16 links dist also a fir " 24 " " " S 55° 20'  
 N 99 links dist Thence

S 65° W 15 00  
 S 55° W 10 00  
 S 46° W 10 00  
 S 71° W 4 00  
 " " " 12  
 S 71° W 8 8  
 S 45° W 16 00  
 S 62° W 7 50  
 S 45° W 4 50  
 S 6° E 1 10  
 " " " 9 0  
 S 61° W 3 00  
 N 75° W 2 00  
 S 47° W 5 00

To Beaver Creek 12 links wide.

to Pierce Creek 90 links wide.

80 00  
 S 56° 30' W 93 links dist also " " 24 " " "  
 N 65° E 63 links distant Thence  
 S 58° W 4 50  
 N 70° W 12 00  
 N 85° W 10 00  
 S 85° W 4 50

Fifty mile a fir tree 18 in diam marked  
 50 M. from which a fir tree 12 in diam bears



## COUNTY ROAD 0071

## ROAD BOOK 1

158

S 60° N	19 00		Thence
S 73° 36' N	20 00		"
S 81° N	10 00	Fifty One mile a hemlock tree 10 in. diam.	
	80 00	Marked 51 M. from which a fir tree 8 1/2 in diam	
		bears East 13 links dist also a Maple " 12 " "	
		" S 45° N 30 links dist	Thence.
S 81° N	20 00	Creek 20 links wide	"
" " "	20		"
S 81° N	38 00		"
S 60° N	31 00		"
S 65° N	22 00	Fifty two mile a fir tree 12 in diam	Marked
	80 00	52 M. from which " " 12 " " bears S 41°	
		E 78 links dist also a " 36 " " " S 17° E	
	101	links distant	Thence
S 44° N	23 00		"
S 61° N	12 00		"
S 70° N	12 00		"
S 81° N	6 00	Creek 20 links wide	"
" " "	20		"
" " "	16 80		"
S 44° N	5 00		"
S 54° N	2 00	Fifty Three mile a fir tree 16 in diam	Marked
	35 00	53 M. from which " " 24 " " bears N 16	
		links distant also a " " 12 " " " W 85° E	
		" links distant	Thence.
S 34 30' N	20 00		
S 41° N	23 00		
S 83° N	5 00		
S 81° N	6 00		
West	11 00		
S 62° N	5 00		
S 54° N	10 00	Fifty four mile a Maple tree 12 in diam	Marked
	50 00	54 M. from which a Maple tree 16 in diam bears	
		East 2 links dist an Alder " 12 " " "	
	82 00	E 67 links dist	Thence
S 73° N	30	Little Hall Creek 200 links wide	
" " "	2 00		
N. 78° N	5 00		"

# COUNTY ROAD 0071

ROAD BOOK 1

159

S 74° N	10 50	Thence
N 75° W	4 50	"
Next	50	Creek 50 links wide
"	6 50	"
S 70° N	9 00	"
S 45° N	4 50	"
S 59° N	9 00	"
S 75° N	10 00	"
S 49° N	5 00	"
S 78° N	10 50	"
S 59° N	2 00	Fifty Five Miles a fir tree 12 in diam marked
	80 00	5 M. from which " 18 " " bears N 60° E
		59 links dist also " " 6 " " " S 45° N
		15 links distant Thence
S 59° N	12 50	"
S 70° N	12 50	"
S 75° N	14 00	"
S 82° N	6 00	"
S 60° N	12 00	"
S 75° N	7 00	"
S 54° 30' N	6 00	"
S 77° 30' N	10 00	Fifty Six Miles a fir post in ground of circ 4x4
	80 00	in marked 56 M. from which a fir tree 36 in diam
		bears N 78° E 42 links dist also " " 30 " "
		" S 70° N 120 " " Thence
S 75° N	15 00	"
Next	3 00	"
S 70° N	6 00	"
S 84° N	4 00	"
S 72° N	18 00	"
S 55° N	3 00	To Big Fall Creek 80 links wide
" " "	80	"
" " "	70	"
S 85° N	8 00	"
S 60° N	3 00	"
S 72° N	18 50	Fifty Seven Miles a Cherry tree 6 in diam marked
	80 00	57 M from which a Maple tree 6 in diam bears N 14°
		E 58 links dist also " " 8 " " " N 16° E



# COUNTY ROAD 0071

## ROAD BOOK 1

161

S 47° 30' N	8 50	Thence
" "	50	Yew Creek 80 links wide
" "	3 20	"
S 35° E	3 30	"
S 10° W	4 50	"
S 30° W	7 00	"
S 67° W	31 00	Sixty one mile set for post 11 x 11 marked
	50 00	61 M from which a " tree 6 in diam bears S
		15° 45' E 132 links dist also " 10 " " S
		20° E 155 " " Thence
S 60° W	22 50	"
S 72° W	3 50	"
S 45° W	13 30	Creek 70 links wide.
" "	70	"
S 58° 30' W	40 00	Sixty two mile a fir tree 12 in diam marked
	50 00	62 M from which an alder tree 10 " " bears S
		66° E 38 links dist also " " 12 " " S
		41° E 34 " " Thence
S 70° W	13 50	Camp Creek 50 links wide
" "	30	"
" "	23 50	"
N 78° W	6 50	"
West	8 00	Creek 50 links wide
S 65° W	50	"
" "	16 00	"
S 52° W	7 40	Creek 60 links wide
" "	60	"
N 20° W	2 50	"
S 75° W	10 00	"
N 70° W	8 50	"
S 76° W	4 00	Sixty Three mile a Maple tree 12 in diam marked
	50 00	63 M from which a " " 16 " " bears
		N 57° 30' W 28 links dist also " " 12 " " "
		N 54° E 25 links dist. Thence.
West	8 50	Creek 70 links wide
"	70	"
"	12 70	Creek 100 links wide
West	1 00	"

# COUNTY ROAD 0071

## ROAD BOOK 1

162

West	1 10	Creek 50 links wide Thence
"	50	"
N 70° W	1 00	Creek 50 links wide "
" " "	50	"
" " "	7 00	Creek 20 links wide "
" " "	20	"
" " "	2 30	"
N 80° W	3 00	"
N 50° W	4 00	"
N 65° W	7 00	"
N 70° W	1 50	"
S 82° W	13 00	Sixty four mile a fir tree 36 in diam Marked
	80 00	64 M from which a fir tree 18 " " bears
		N 50° E 42 links dist also a Cherry tree 6 " "
		S 83° W 90 " " Thence
S 82° W	7 50	"
S 72° W	8 50	"
S 50° W	7 00	"
S 10° W	7 00	"
S 30° W	5 00	"
S 50° W	7 00	"
S 30° W	3 0	Creek 50 links wide
" " "	3 50	"
S 53° W	12 00	"
S 70° W	5 00	"
N 80° W	5 00	"
N 66° W	10 00	Sixty five mile a fir tree 16 in diam Marked
	80 00	65 M from which " " 211 " " bears
		N 18° 30' E 44 links distant Thence
N 26° W	3 50	"
N 80° W	5 00	"
S 50° E	5 50	"
S 17° W	3 00	"
S 55° W	7 00	"
S 70° W	11 00	"
S 56° W	6 00	"
S 50° W	1 00	"
S 60° W	3 00	"



## COUNTY ROAD 0071

## ROAD BOOK 1

163

S 30° N	5 00	Thence
S 49° N	16 00	
	80 00	Sixty Six mile a maple tree 16 in diam. Marked
		66 M from which a " " 18 " " bears S
		55° N 30 links dist also " " 12 " " " S
		35° E 90 " " Thence
S 70° N	4 00	"
N 74° N	4 00	"
N 46° N	26 00	"
N 70° N	4 50	"
N 82° N	13 50	"
N 60° W	3 00	"
N 86° N	5 00	"
S 70° N	17 00	Sixty Seven mile a Maple tree 18 in diam. Marked
	80 00	67 M from which a fir tree 36 in diam bears
		S 42° 35' E 43 links dist also a Maple 16 " " "
		S 37° 15' E 47 " " Thence
S 70° N	37 50	"
S 60° N	5 50	"
S 45° N	2 00	"
S 60° N	17 50	"
West	7 50	"
N 55° N	10 00	Sixty Eight mile a maple tree 12 in diam.
	80 00	Marked 68 M from which a " " 16 " "
		bears S 80° N 20 links dist. also a cedar " 12 " "
		" S 55° E 81 links dist Thence
N 75° N	15 00	"
S 72° N	16 00	"
N 75° N	21 00	"
N 61° N	10 00	Sixty Nine mile a fir tree 24 in diam. Marked.
	80 00	69 M from which " " 18 " " bears N 36
		links distant also " " 30 " " " S 75° N
		83 links distant also Thence
N 65° N	5 00	"
West	5 00	"
S 70° N	70 00	Seventy mile a fir tree 12 in diam. Marked
	80 00	70 M from which " " 36 " " bears N
		S 30° E 32 links dist. also a fir tree 12 in diam bears N. 58° N 182 links distant

# COUNTY ROAD 0071

164

## ROAD BOOK 1

Fences

S 72° W	23 00	"
S 45° W	10 50	"
S 31° W	34 50	"
S 63° W	12 00	Seventy One mile a cedar post 4x4 set in
	80 00	mound of earth marked 71 M from which a
		fir tree 36 in diam. bears N 78° 30' W 194 links
		dirt also " " 8 " " " N 80° W 338 links
		distant. Fences.

S 48° W	13 00	"
N 70° W	2 00	"
North	9 00	"
N 35° W	5 00	Sandy River 650 links wide marked on Alder
" " "	6 50	" 71.29.00 chains on bark
North	6 00	"
S 13° W	5 00	"
West	28 00	Seventy two miles an Alder tree 6 in diam.
	80 00	marked 72 M. from which an Alder 6 in
		diam bears S 2° 30' W 80 links distant " " 8 "
		" " S 7.35 E 95 links distant.

Survey commenced Sept 1<sup>st</sup> 1873 finished  
 October 1<sup>st</sup> 1873. J. N. Flusker  
 Surveyor.

John M. Marden, Supt.

Endorsed Filed October 30 1873  
 W. H. Harris clerk

By A. S. Abernethy Deputy

**Appendix B:**

**Site Form Update for  
The Dalles-Sandy Wagon Road**



# State of Oregon Archaeological Site Record

Administrative Data									
Smithsonian Number:	35HR128				Alt Site Numbers:	HCRH-05			
Site Name:	Sandy-The Dalles Wagon Rd				Form Type:	Update			
Managing Office*:	USFS Mt. Hood National Forest				County:	Hood River			
National Register Status :		Status	Role	Date	Author				
		Eligible	Fieldworker	05/10/2013	T Connolly				
		Unevaluated	Fieldworker	06/23/2011	Thomas Connolly				
		Unevaluated	SHPO	07/06/2011	SHPO Approval				
		Eligible	SHPO	10/09/2013	SHPO Approval				
Administrative Data									
Site Type	• Other	Owners(s):			Private Oregon State Parks USFS Mt. Hood National Forest				
Features*:	• Road	Cultural Periods(s)*:			• 19th Century				
Ownership/Management Notes				Old Wagon Historical Area					
Size/Type/Age									
Dimensions:	Length	117482	Width	5	Units	Meters	Area	587410 Sq m	
Depth of Cultural Deposits	0 cm								
General Age	Historic								
Location Data									
Legal Description:	Township	Range	Section	¼	¼	¼	DLC	Meridian	
	2 N	11 E	4					Willamette	
	3 N	10 E	31					Willamette	
	3 N	9 E	36					Willamette	
	2 N	9 E	5					Willamette	
	2 N	9 E	6					Willamette	
3 N	9 E	31					Willamette		
UTM Coordinates	Type	East	North	Method	Zone	Datum			
	Other	607195	5061838	GPS < 10m	10	27			
Map References	Map Name/Year		Revision Year						
	WHITE SALMON 7'								
	HOOD RIVER 7'								
	MT DEFIANCE 7'								
Access Description	UTM coordinates for the segments are presented in the attachment.								



# State of Oregon Archaeological Site Record

<b>Environmental Data</b>													
Province	Other												
Basin													
Subbasin													
Drainage Name	Middle Columbia												
Elevation	From 170 To 500 ft												
Aspect	Aspect: ALL												
Depositional Environment	<ul style="list-style-type: none"> <li>• Not Applicable</li> </ul>												
Soil Description													
Culturally Significant Vegetation													
Culturally Significant Vegetation Description	Not applicable												
Water Sources	<table border="1"> <thead> <tr> <th>Name</th> <th>Type</th> <th>Stream Type</th> <th>Stream Class</th> <th>Distance</th> <th>Direction</th> </tr> </thead> <tbody> <tr> <td>Columbia</td> <td>River</td> <td>Perennial</td> <td>5</td> <td>0 meters</td> <td>0 deg</td> </tr> </tbody> </table>	Name	Type	Stream Type	Stream Class	Distance	Direction	Columbia	River	Perennial	5	0 meters	0 deg
Name	Type	Stream Type	Stream Class	Distance	Direction								
Columbia	River	Perennial	5	0 meters	0 deg								
Site Setting	The wagon road corridor runs for approximately 72 miles from The Dalles to the Sandy River, crossing a variety of terrains. The extant portions are generally in the steeper areas where grades were cut into hillsides.												
<b>Site Description</b>													
Site Description	The site is composed of discrete segments of The Dalles- Sandy wagon road (see attached)												
Dates of Use	<table border="1"> <thead> <tr> <th>From</th> <th>To</th> <th>BP/AD/BC</th> <th>Method</th> </tr> </thead> <tbody> <tr> <td>1870</td> <td>1913</td> <td>AD</td> <td>Historic Record</td> </tr> </tbody> </table>	From	To	BP/AD/BC	Method	1870	1913	AD	Historic Record				
From	To	BP/AD/BC	Method										
1870	1913	AD	Historic Record										
Site Observations	<table border="1"> <thead> <tr> <th>Present</th> <th>Quantity</th> </tr> </thead> <tbody> <tr> <td>N/A</td> <td>0</td> </tr> </tbody> </table>	Present	Quantity	N/A	0								
Present	Quantity												
N/A	0												
Estimated Counts													
<b>Rock Art</b>													
No Rock Art Specified													
<b>Site Condition</b>													
Visit Date	02/23/2013												
Site Condition	<ul style="list-style-type: none"> <li>• Unknown- No data or Condition Unknown</li> </ul>												
Recorder	Thomas Connolly/UO Museum of Natural and Cultural History												

# State of Oregon Archaeological Site Record

Artifacts Collected?	No
Activities/Work Performed	Survey
Protective Measures Recommended	Preserve in place
Impacts/Impact Agents	

## Bibliographic References

Author	Publication Year	Title	Agency/Organization	Primary Reference	User Agency
Connolly, Thomas J., Julia A. Knowles, and Christopher L. Ruiz	2013	The Dalles to Sandy River Wagon Road through the Columbia River Gorge, Oregon: An Inventory and Evaluation	UO Museum of Natural and Cultural History	Yes	UO Museum of Natural & Cultural History

## Files Uploads

<ul style="list-style-type: none"> <li>• <a href="#">Identified WR segments.dbf</a></li> <li>• <a href="#">Identified WR segments.prj</a></li> <li>• <a href="#">Identified WR segments.sbn</a></li> <li>• <a href="#">Identified WR segments.sbx</a></li> <li>• <a href="#">Identified WR segments.shx</a></li> <li>• <a href="#">Identified WR segments.shp</a></li> <li>• <a href="#">TD-Sandy Wagon Road attachment.pdf</a></li> </ul>		
Recorder data:	Recorder Thomas Connolly/UO Museum of Natural and Cultural History	Recorded Date 02/23/2013

## The Dalles-Sandy River Wagon Road

The Columbia River Gorge has long been a challenging transportation corridor. Apart from foot trails, the first overland route to accommodate wagon traffic between The Dalles and the Willamette Valley was the Barlow Road, which was blazed around the south flank of Mt. Hood to avoid the Columbia River corridor. By the 1850s, steamships moved most commercial freight along the river, but the natural obstacles at the Cascades made the development of portages capable of moving commercial freight a priority. The discovery of gold in eastern Oregon in the early 1860s increased pressure to develop an overland rail line and wagon through the Columbia River Gorge, as dissatisfaction grew with the steamship company's transportation monopoly.

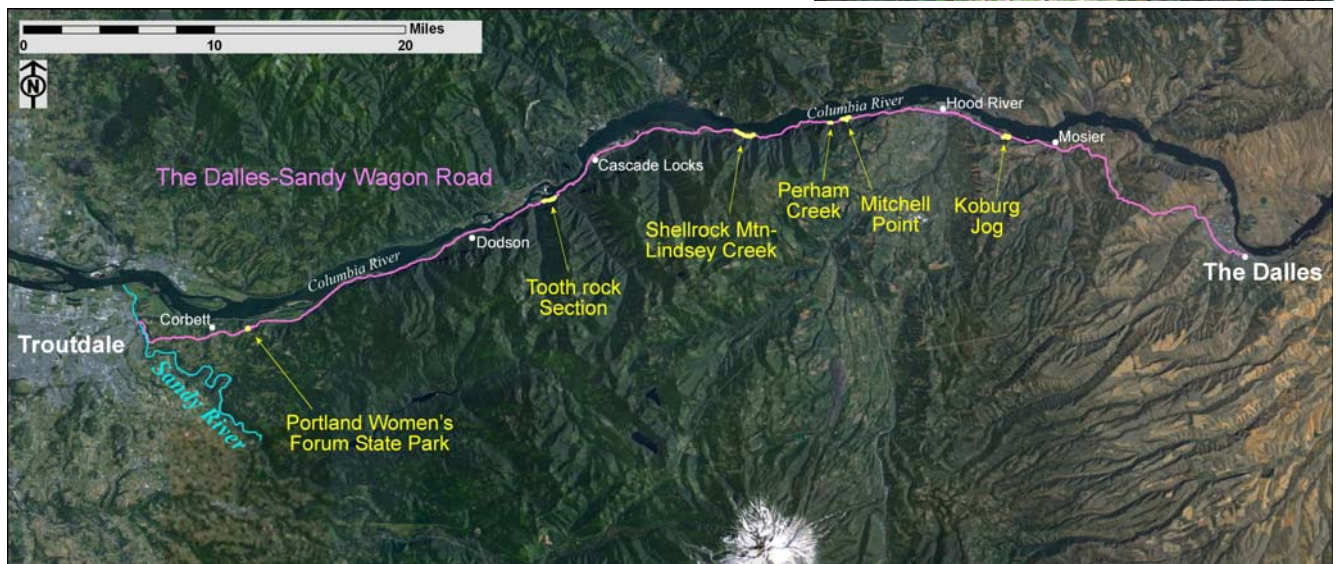
In October of 1872 the Oregon State Legislature authorized the first \$50,000 "for the purpose of constructing a road up the south bank of the Columbia River, from near the mouth of Sandy, in Multnomah county, to The Dalles, in Wasco county" (State of Oregon 1872). A route was surveyed in September of 1873, and construction was underway by the following year. The road completed from The Dalles to Hood River by 1875, and an additional \$50,000 appropriation was during the 1876 legislative session. The *Portland Oregonian* (August 6, 1878) reported that the road was finished from The Dalles to a mile below the lower Cascades.

The road remained treacherous, with sharp turns and steep grades. By November of 1882 a rail line was completed between Portland and The Dalles. The availability of the rail line dramatically reduced the urgency to complete the wagon road. It also appears that portions of the road were destroyed by railroad construction. In 1913, the state legislature sought damages from the railroad company for portions of the original wagon road "now occupied by the Oregon-Washington Railroad & Navigation Company" (State of Oregon 1913).

**Note:** one grade segment identified in the initial site record as a possible remnant of the The Dalles-Sandy Wagon Road does not appear to be part of the road. This segment is near Cabin Creek, and near I-84 MP 54.45 in the NE¼ SE ¼ NW¼ of Section 5, T2N R9E, Willamette Meridian).



The Cabin Creek grade, initially noted as a possible wagon road segment, does NOT appear to be part of the road.



The route of The Dalles-Sandy Wagon Road (magenta), and segments confirmed in 2013 (yellow).



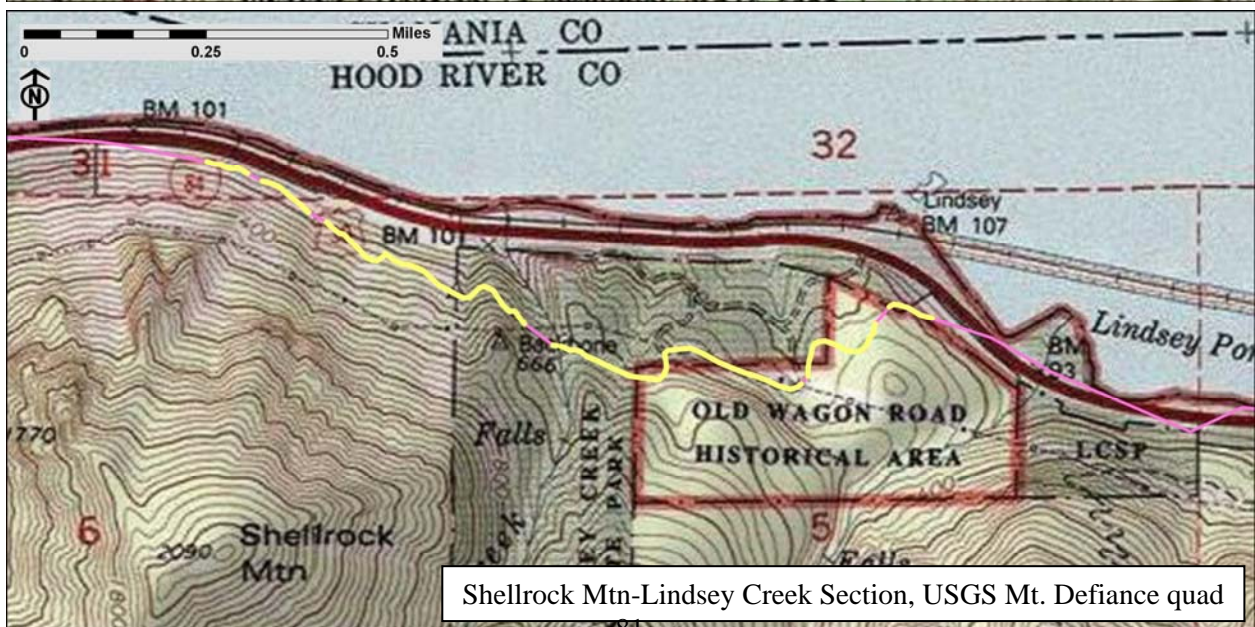
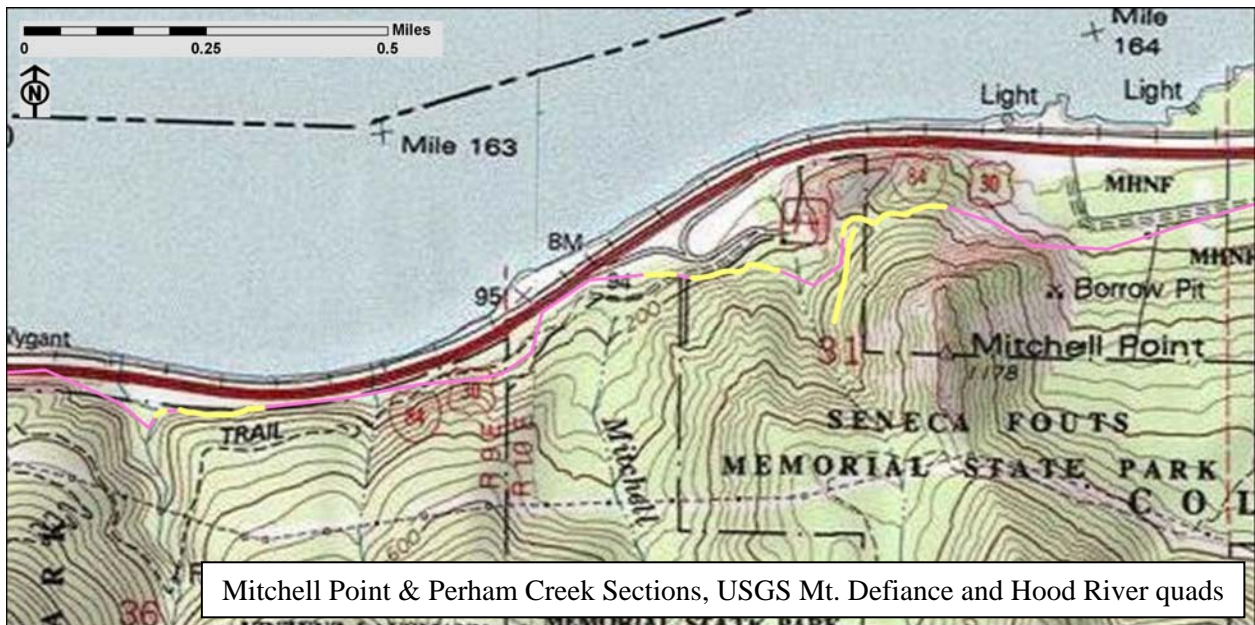
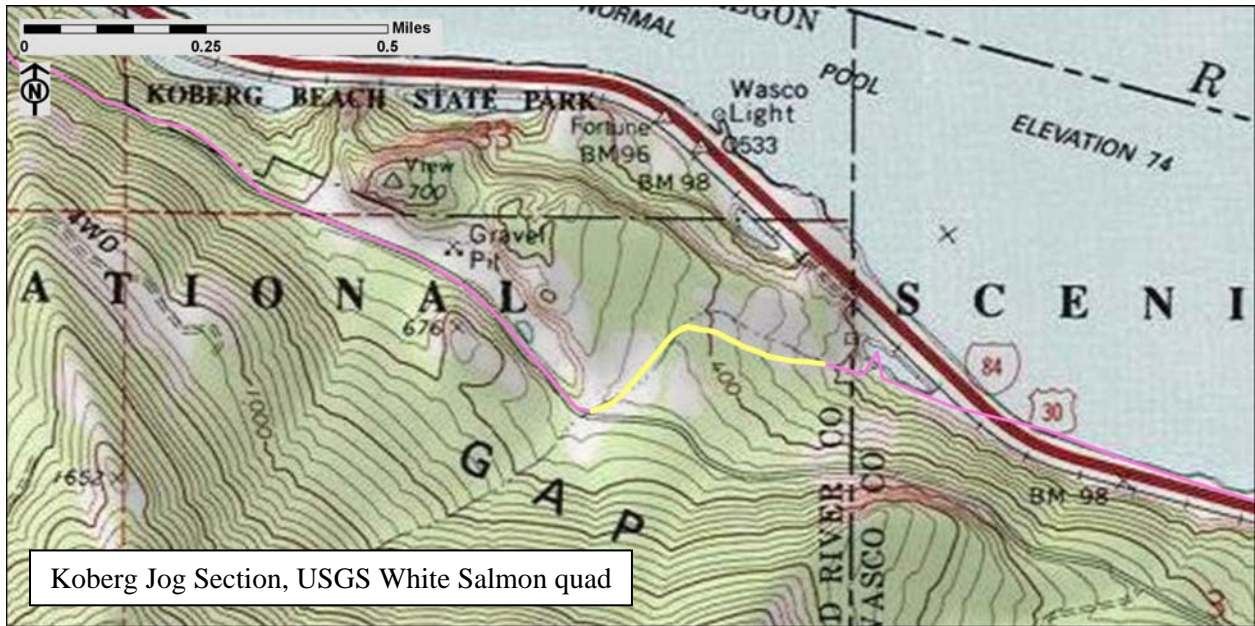








Table 1. The Dalles-Sandy Wagon Road segments by current condition/integrity class (following Buck et al. 1994); milepoints reflect references from the 1873 original wagon road survey.

Segment	Reference Map	Milepoints	Class 1	Class2	Class 3	Class 4*	Class 5*
The Dalles-Mosier		0-14.0				14.00	
Mosier -Wasco/Hood River County Line		14.0-16.75					2.75
Koberg Jog	1	16.75-17.3		0.55			
Wasco/Hood River Co. Line-Hood River		17.3-21.0				3.70	
Hood River-Mitchell Point East		21.0-26.5					5.50
Mitchell Point Slide		26.5-26.7					0.20
Mitchell Point	2	26.7-26.85	0.15				
Little Boy Ranch area		26.85-27.0					0.15
Mitchell Point West	2	27.0-27.2	0.20				
Mitchell Creek-Perham Creek		27.2-27.75				0.55	
Perham Creek Grade	2	27.75-28.0	0.25				
Perham Creek-Lindsey Creek		28.0-32.7					4.70
Lindsey Cr.-Summit Cr.-Quarry segment	3	32.7-32.95	0.25				
Lindsey Cr.-Summit Cr.-Powerline segment		32.95-33.3			0.35		
Summit Creek, west side notch	3	33.3-33.31	0.01				
Summit Creek-Shellrock Mtn	3	33.31-33.82	0.51				
Shellrock Mtn. to Cascade Locks U. Landing		33.82-42.2					8.38
Cascade Locks (U. Landing) to Eagle Creek		42.2-45.85					3.65
Tooth Rock Segment	4	45.85-46.55	0.70				
Tooth Rock-Tanner Creek		46.55-47.4				0.85	
Tanner Creek-Latourell		47.4-62.75					15.35
Latourell-Foot of Crown Point		62.75-64.0				1.25	
Crown Point-Women's Forum State Park	5	64.0-65.2		0.20		1.00	
PWF State Park-Mershon Road West End		65.2-70.0					4.8
Mershon Road West End-Sandy River		70.0-72.0					2.0
Total Miles			2.07	0.75	0.35	21.35	47.48
Percent of Corridor			2.88%	1.04%	0.49%	29.65%	65.94%

\* In general, segments assigned to Class 1, 2, or 3 are verified; for present purposes, potential road segments not systematically field checked, or are located within the prism of modern transportation corridors, were assigned to Class 4 or 5.

## References

Buck, Donald, Andrew Hammond, Thomas Hunt, David Johnson, and John Maloney

1994 Mapping Emigrant Trails: MET Manual (Second edition). Oregon-California Trails Association, Office of National Historic Trails Preservation, Independence, Missouri.

Slusher, F. W.

1873 Field Notes and Survey of The Dalles and Sandy Wagon Road. Multnomah County Road 0071, Multnomah County Surveyor's Office. Electronic document accessed January 11, 2013: <http://www3.multco.us/slv/?Viewer=SAIL>.

State of Oregon

1872 Acts and Resolutions of the Legislative Assembly of the State of Oregon, Passed at the Seventh Regular Session-1872, and Decisions of the Supreme Court. Eugene Semple, State Printer, Salem.

1876 General Laws of the State of Oregon, Enacted by the Legislative Assembly at the Ninth Regular Session, 1876. Mart. V. Brown, State Printer, Salem.

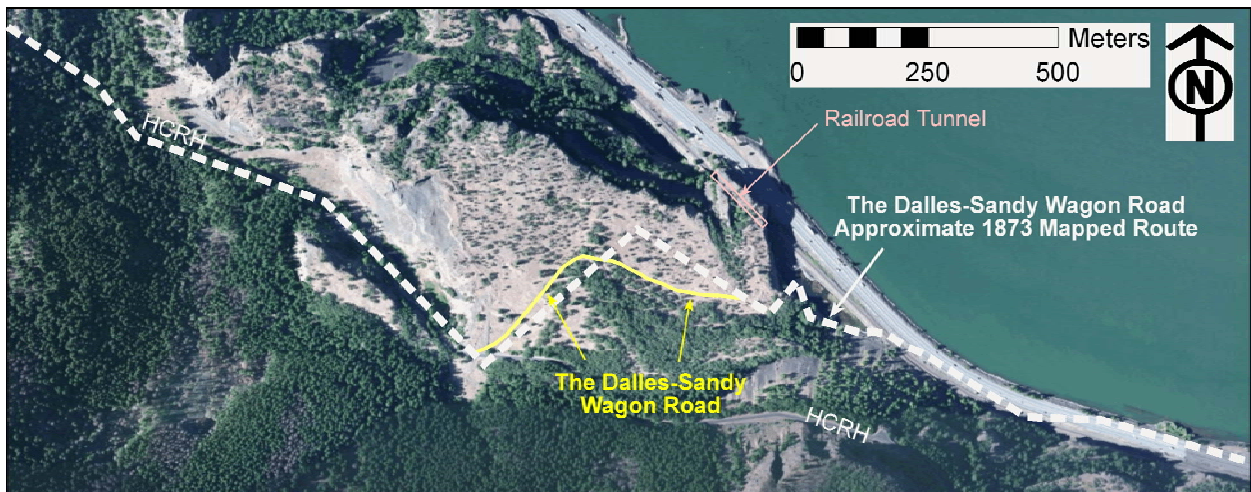
1913 Constitutional Amendments Adopted, and Laws Enacted by the People Upon Initiative Petition and Referendum at the General Election November 5, 1912, together with the General Laws and Joint Resolutions and Memorials Enacted and Adopted by the Twenty-Seventh Regular Session of the Legislative Assembly. Willis S. Dunaway, State Printer, Salem.

**Koberg Jog Segment** (USGS White Salmon quad, Hood River County)  
 NE¼ NE¼ Section 4 T2N R11E

Koberg Jog Section UTM NAD83, Zone 10	
Easting	Northing
620913E	5060760N
620987E	5060867N
621051E	5060878N
621190E	5060836N
621358E	5060805N

Based on the 1873 Slusher survey, The Dalles-Sandy Wagon Road continued along the Columbia River shore west of Mosier for about two miles, to the point where a rocky prominence was encountered just east of the eastern unit of Koberg Beach State Park. I-84 cuts through this prominence at MP 67.7, while the adjoining railroad tunneled through. The wagon road apparently ascended the slope east of the outcrop, then followed the top of a bench northwesterly then southwesterly for about a half mile before continuing northwesterly to Hood River. At the point of this last turn, and continuing to Hood River, the wagon road followed a course that tracks closely with the later Historic Columbia River Highway (HCRH).

This grade appears to have seen some use by farm vehicles, and at the eastern end of the grade there are what appear to be dump piles of dirt or other fill material. Slightly upslope and to the south of this grade is a second grade that could be and alternate wagon road route, though at least part of this second track has been mechanically graded.



The Koberg Jog segment between the modern I-84 corridor and the HCRH State Trail.



View easterly showing I-84 and the Columbia River at the base of the slope.



View west showing a hilltop cleft near the southwesterly turn on the Koberg segment.



**Mitchell Point Segment** (USGS Hood River quad, Hood River County)  
 S½ NW¼ & NW¼ SW¼ NE¼ Section 31, T3N R10E

Mitchell Point Section UTM NAD83, Zone 10	
Easting	Northing
607195	5061838
607226	5061841
607252	5061841
607286	5061831
607342	5061843
607374	5061854
607424	5061870
607466	5061864
607633	5061945
607639	5061980
607659	5061982
607690	5061971
607723	5061994
607765	5062001
607807	5062011
607851	5062014

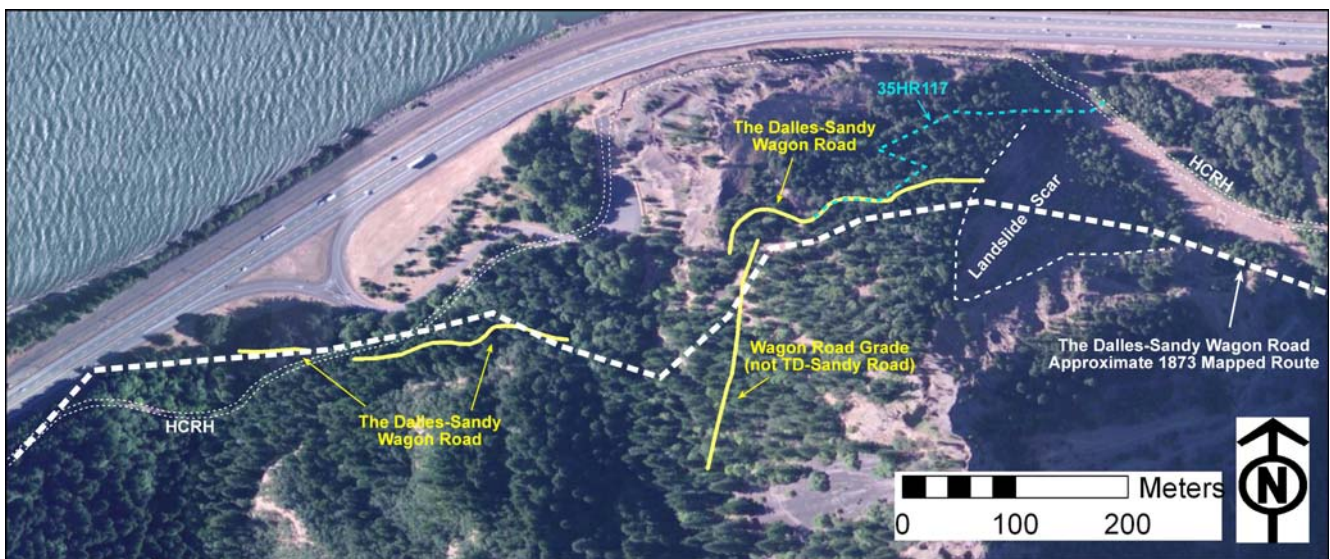
West of the Mitchell Point Overlook is a ca. 60 m long grade segment below (north of) the HCRH that can be followed to the flat terrain near the I-84 corridor where grade features disappear. East of this segment and above (south of) the HCRH the wagon road continues. As the road approaches the creek above the Mitchell Point Lookout from the west, the downslope side of the grade is partially buttressed with a dry-stacked rock wall.

East of the creek traces of the wagon road disappear for a distance of about 150 m, due to a complex of graded roads, trails, and structure platforms associated with 20<sup>th</sup> century developments at Mitchell Point. A small slide is also present on the slope east of this area of disturbance that likely affected the wagon road trace. The road trace is again visible as it ascends the gentle west slope of Mitchell Point. A second road trace, of the same dimension and grade as TD-Sandy Wagon Road, climbs the slope to the south and disappears in a field of scree on a steep unstable slope above the small creek. Though it could be, this second trace is not obviously part of the original wagon road, as its course does not match the 1873 mapped route.

The wagon road crests the Mitchell Point spine through a graded notch, then continues easterly for about 140 m where it is truncated at the lip of the massive slide on the east face of Mitchell Point. Previously recorded site 35HR117, a Pacific Power & Light Co. transmission line corridor noted on a 1940 Bonneville Power Administration map, follows the wagon road grade across the crest. A glass insulator from this line probably dates from ca. 1870-1906 (Nelson 2010; Connolly and Knowles 2011).

Nelson, Nancy (2010). Pedestrian Archaeological Survey of .5 Acres of Mitchell Point (Seneca Founts Memorial State Natural Area) for a Proposed New Trail. Oregon Parks and Recreation Department, Salem.

Connolly, Thomas J. and Julia A. Knowles (2011). Pedestrian Cultural Resources Survey of the Historic Columbia River Highway Milepost 2016 Reconnection Project Multnomah and Hood River Counties, Oregon. University of Oregon Museum of Natural & Cultural History/State Museum of Anthropology Report 2011-023, on file at the Oregon State Historic Preservation Office, Salem.



The Mitchell Point segments of The Dalles-Sandy Wagon Road; 20<sup>th</sup> century developments in the area above (south of) the current State Park parking area have obliterated traces between these segments.





View east along the wagon road grade west of Mitchell Point.



The rock-walled road segment west of the small creek crossing, view northwest.



View southwest along the secondary grade beyond the mapped wagon road corridor.



View west through the graded notch on the Mitchell Point crest.



View southeast along the wagon road grade east of the Mitchell Point crest.



View southeast along the wagon road grade east near its truncation by the massive slide.



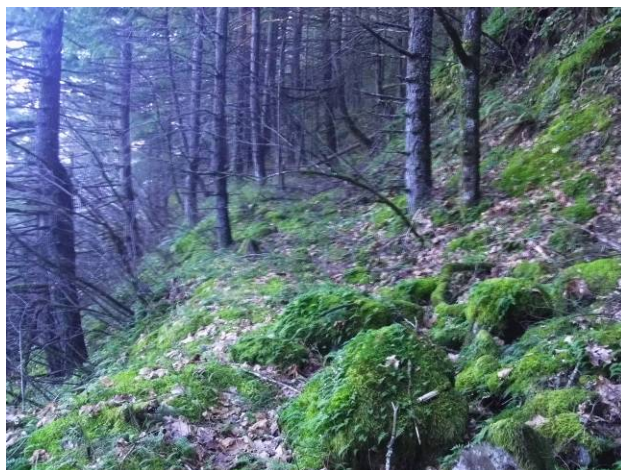
**Perham Creek Segment** (Mt. Defiance USGS quad, Hood River County)  
 SW¼ NE¼ Section 36, T3N R9E

Perham Creek Section UTM NAD83, Zone 10	
Easting	Northing
606122	5061497
606127	5061502
606142	5061506
606175	5061511
606183	5061509
606183	5061500
606270	5061510
606327	5061518
606358	5061522

Bordering the east bank of Perham Creek is a flat terrace between the creek and the adjacent steep rock slope that may have been graded. A remnant of a clear grade is present at the corner of the rock outcrop, where it turns to the east and begins to climb the slope above the floodplain. A short portion of the wagon road grade has been removed by a cut made for the HCRH, but it can be found again, slightly higher on the slope above the old HCRH corridor. The wagon road segment continues along the slope for about 250 m east of Perham Creek, and terminates at the cut made for the I-84 corridor.



The corridor from the Mitchell Point Overlook to Perham Creek, showing the approximate 1873 mapped corridor, wagon road segments identified in the field, and the positions of the later HCRH and I-84 corridors.



View east along the wagon road grade east of Perham Creek.



View east along the grade east of Perham Creek, near its point of truncation by the I-84 road cut.



**Lindsey Creek to Shellrock Mountain Sections** (Mt. Defiance USGS quad, Hood River County); SE¼ SE¼ Section 31, T3N R9E; NE¼ NE¼ NE¼ Section 6; NW¼ Section 5 & NW¼ NE¼ Section 5, T2N R9E

Lindsey Cr P-Line UTM NAD83, Zone 10	
Easting	Northing
599600	5060153
599597	5060183
599614	5060231
599642	5060224
599673	5060211
599704	5060213
599740	5060259
599784	5060313
599854	5060288

The Lindsey Creek to Shellrock Mountain segment contains some of the best preserved segments of The Dalles Sandy Wagon Road. This is a nearly continuous section with three distinct segments. 1. From the bluff above and west of Lindsey Creek to the powerline corridor is a segment of mostly intact wagon road grade. 2. The route continues along the powerline corridor to Summit Creek; this segment has been modified to serve as a powerline access road. West of Summit Creek there is no trace of the wagon road for about 80 m; there may have been a trestle at this point or the grade has been lost to slide activity. 3. The wagon road then gradually descends the north slope of Shellrock Mountain until it is intercepted by the HCRH/I-84 corridor.

**Lindsey Creek to the powerline corridor.** The first of the Lindsey Creek to Shellrock Mountain segments is a mostly intact 400 m long grade that can be followed from near the top of the I-84 road cut west of Lindsey Creek to a powerline corridor that roughly parallels the I-84 corridor some 200 m south of the freeway. This segment is within a parcel identified on USGS maps as “The Old Wagon Road Historical Area.”



Shellrock Mountain to Lindsey Creek wagon road segments.



Figure 7. Lindsey Creek segment, view east; the HCRH Trail joins the wagon trace at this location (ca. I-84 MP 53.5).



Figure 8. Lindsey Creek segment, view south; the HCRH Trail proposes to follow this wagon road grade up a steep slope.



**Powerline corridor-Summit Creek segment.** Within the powerline corridor the road begins a long westerly ascent. This ca. 625 meter long road segment, from the base of the long westerly grade to Summit Creek, has been graded and slightly widened to serve as a powerline access. Though modified, this segment retains the general character and setting of the original road. A Corps of Engineers map notes that in 1935 an “Old and Rotten” bridge spanned Summit Creek at the top of this grade; no trace of the bridge exists today. West of Summit Creek is a very short grade segment (ca. 20 m long) that has been carved through the ridge bordering the west side of the creek. At the western end of this short span is a precipitous drop. The Corps of Engineers map notes that “Apparently road went onto a trestle” at this point, to connect to the Shellrock Mountain grade about 80 m farther east.

Powerline Segment UTM NAD83, Zone 10	
Easting	Northing
599029	5060202
599037	5060201
599047	5060199
599067	5060192
599082	5060192
599103	5060180
599168	5060152
599247	5060136
599260	5060132
599282	5060160
599277	5060191
599334	5060203
599455	5060154
599584	5060139



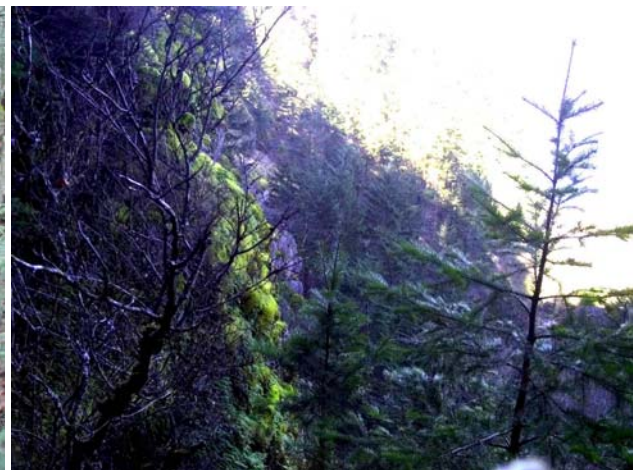
View west up the wagon road route that now serves as a powerline access.



View east on the upper leg of the powerline access that follows the wagon road.



View of the wagon road grade notch on the west side of Summit Creek.



View west from the wagon road notch showing the precipitous terrain.

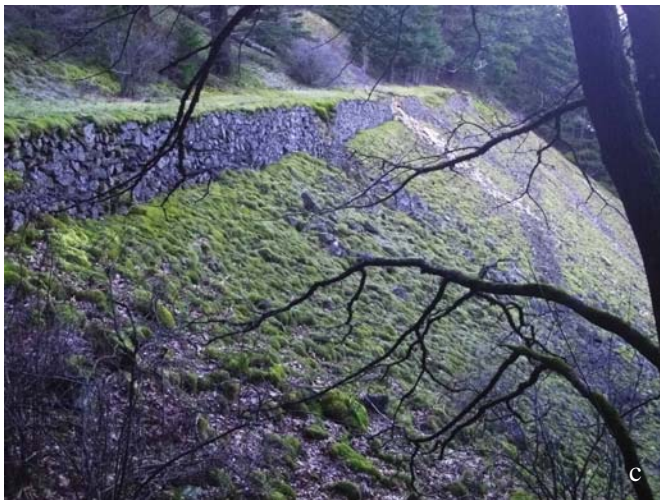


**Shellrock Mountain Segment.** The eastern end of the wagon road segment from Summit Creek to Shellrock Mountain terminates just below and to the northeast of a rock prominence that emerges from the northeast slope of Shellrock Mountain where the USGS “Backbone” datum is positioned. This grade terminates in steep terrain an estimated 80 m west of the Summit Creek terminus noted above. About 100 m west of the terminus the road curls around the spine of the “backbone,” traversing a cut made through the rock. The road then continues across the scree-covered slope of Shellrock Mountain, in a continuous gentle descent. This portion of the road is faced on the downslope side by dry-stacked rock walls. Most of the rock is of a size that could generally be moved by workers without mechanical aides. Throughout the segment there are small portions of the wall that have collapsed, including and in several places there have been larger scale slope failures in which slides have completely destroyed short road segments.

Shellrock Mtn Segment UTM NAD83, Zone 10	
Easting	Northing
598252	5060586
598297	5060574
598321	5060575
598341	5060559
598401	5060535
598435	5060514
598481	5060480
598548	5060438
598559	5060435
598611	5060383
598624	5060378
598653	5060394
598739	5060358
598769	5060329
598824	5060304
598841	5060302
598863	5060324
598873	5060327
598894	5060320
598914	5060289
598930	5060274
598965	5060246



Views of the Summit Creek-Shellrock Mountain segment of The Dalles-Sandy Wagon Road: a. On the grade in steep terrain near the eastern terminus of the segment (view to west); b. View east of the wagon road cut through the rocky “backbone;” c. The wagon road supported by dry-stacked stone walls on the Shellrock Mountain slope (view west, note a recent collapse near the center of image); d. Wagon road segment destroyed by slide.



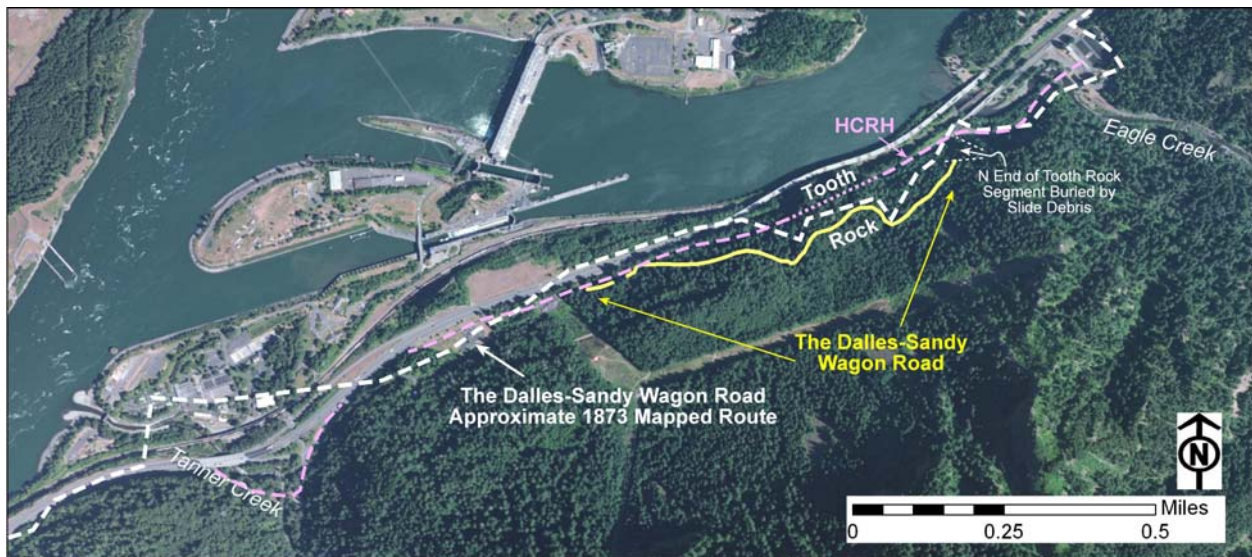


**Tooth Rock Segment** (USGS Bonneville Dam quad, Multnomah County)  
 NW¼ NW¼ SE¼ & N½ SW ¼ Section 22; NE¼ SE¼ SE¼ Section 21, T2N R7E

Tooth Rock Segment UTM NAD83, Zone 10	
Easting	Northing
582290	5054127
582359	5054146
582395	5054166
582418	5054190
582580	5054204
582647	5054221
582710	5054242
582803	5054216
582828	5054212
582864	5054246
582876	5054270
582893	5054294
582957	5054324
582984	5054353
583028	5054366
583067	5054346
583111	5054332
583155	5054377
583214	5054435
583255	5054497

Prior to the construction of the HCRH (which originally wrapped precariously around Tooth Rock before construction of the Tooth Rock Tunnel in the early 1930s) Tooth Rock was an obstacle that prohibited a course continuing around its north face, along the Columbia bank. The Dalles-Sandy Wagon Road grade instead climbed the slopes above Tooth Rock, traversed a gentle saddle, then descended back to a course that (except for the Tooth Rock segment) was later followed by the Columbia River Highway.

The Tooth Rock grade runs from near the top of the Eagle Creek stairs (a small slide appears to have covered the eastern end of this segment, just above the staircase) to a point about 85 m east of an electrical substation, a distance of ca. 0.65 mile (ca. 1050 m). Just east of the substation the old wagon road grade is truncated by the Historic Columbia River Highway road cut. The HCRH generally followed the wagon road course west of this point.



Map of the Eagle Creek to Tanner Creek (Bonneville) segment, showing the 1873 mapped wagon road course (white), the identified extant grade segments (yellow), and the HCRH alignment.



View west, wagon road east of Tooth Rock.



View west, this road segment curves around the head of a drainage west of Tooth Rock.

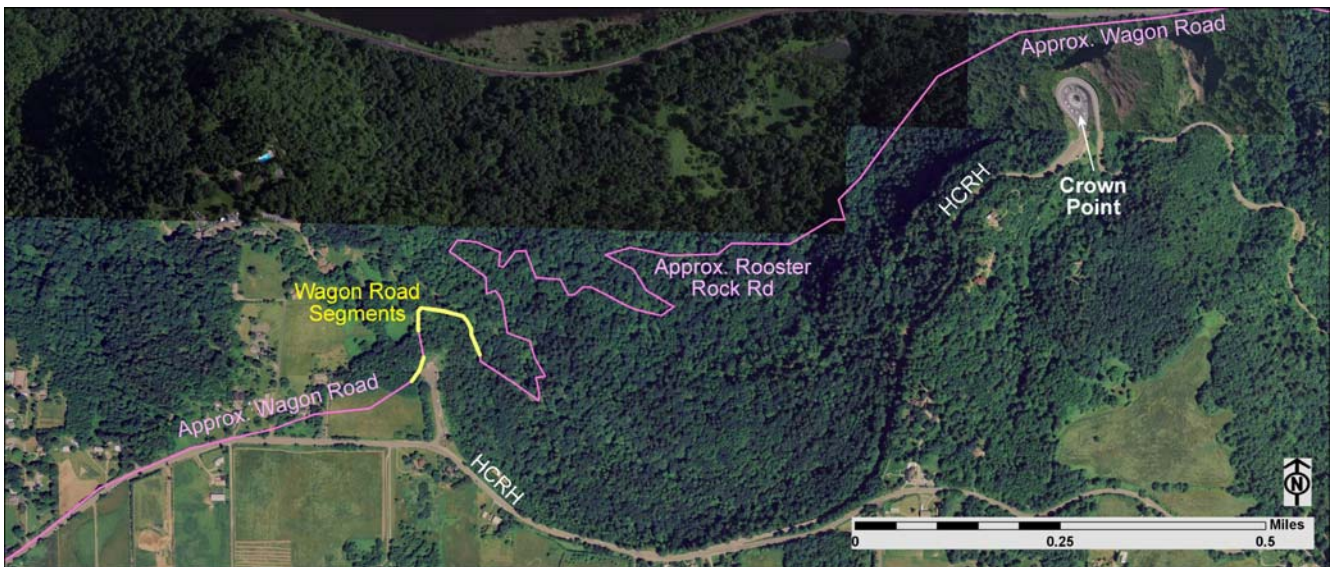


**Women's Forum State Park Segment** (Washougal quad, Multnomah County)  
 NE¼ SE¼ SW¼ Section 25, T1N R4E

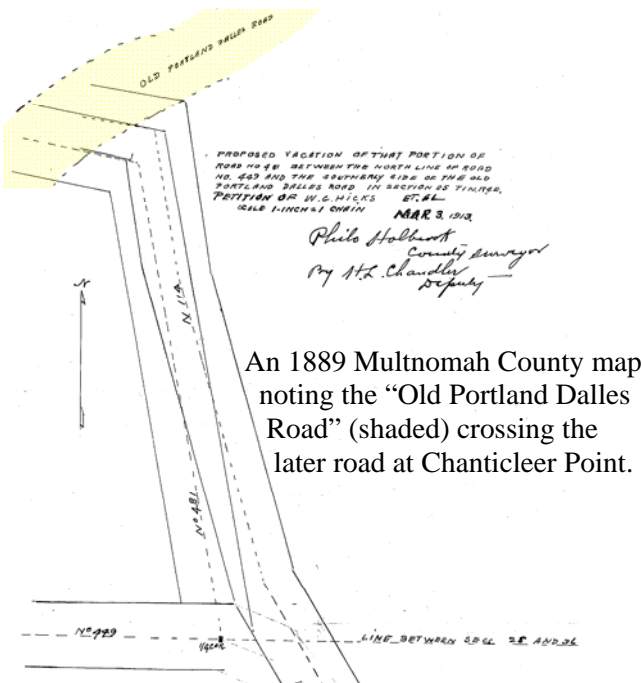
Women's Forum Seg. UTM NAD83, Zone 10	
Easting	Northing
557698	5042684
557701	5042733
557745	5042723
557794	5042710
557817	5042629

The wagon road's 1873 mapped course continued westerly around the foot of Crown Point, then made an ascending grade that climbs the wall of a massive slide cavity to reach the top of the plateau above the river about a mile east of Corbett. The Road topped the plateau in the vicinity of the Portland Women's Forum State Park parking lot, probably following the road course that would later be known as Rooster Rock County Road.

Though now closed to the public, Rooster Rock Road was mechanically graded and graveled. A 1913 Multnomah County map notes the "Old Portland Dalles Road" crossing Rooster Rock Road at the top of the grade. The original wagon road grade appears to have descended the gentle ridge to the north of the parking lot, then switched back to a grade crossing the steep slope to the east. A segment of poorly preserved grade, about 150 m long, can be found along the top of the Rooster Rock Road cut from the apex of the switchback until it disappears in the Rooster Rock Road cut.



Location of wagon road traces below (northeast of) the Portland Women's Forum State Park parking lot.



An 1889 Multnomah County map noting the "Old Portland Dalles Road" (shaded) crossing the later road at Chanticleer Point.



A poorly preserved and overgrown grade borders the top of the Rooster Rock Road cut, at left.