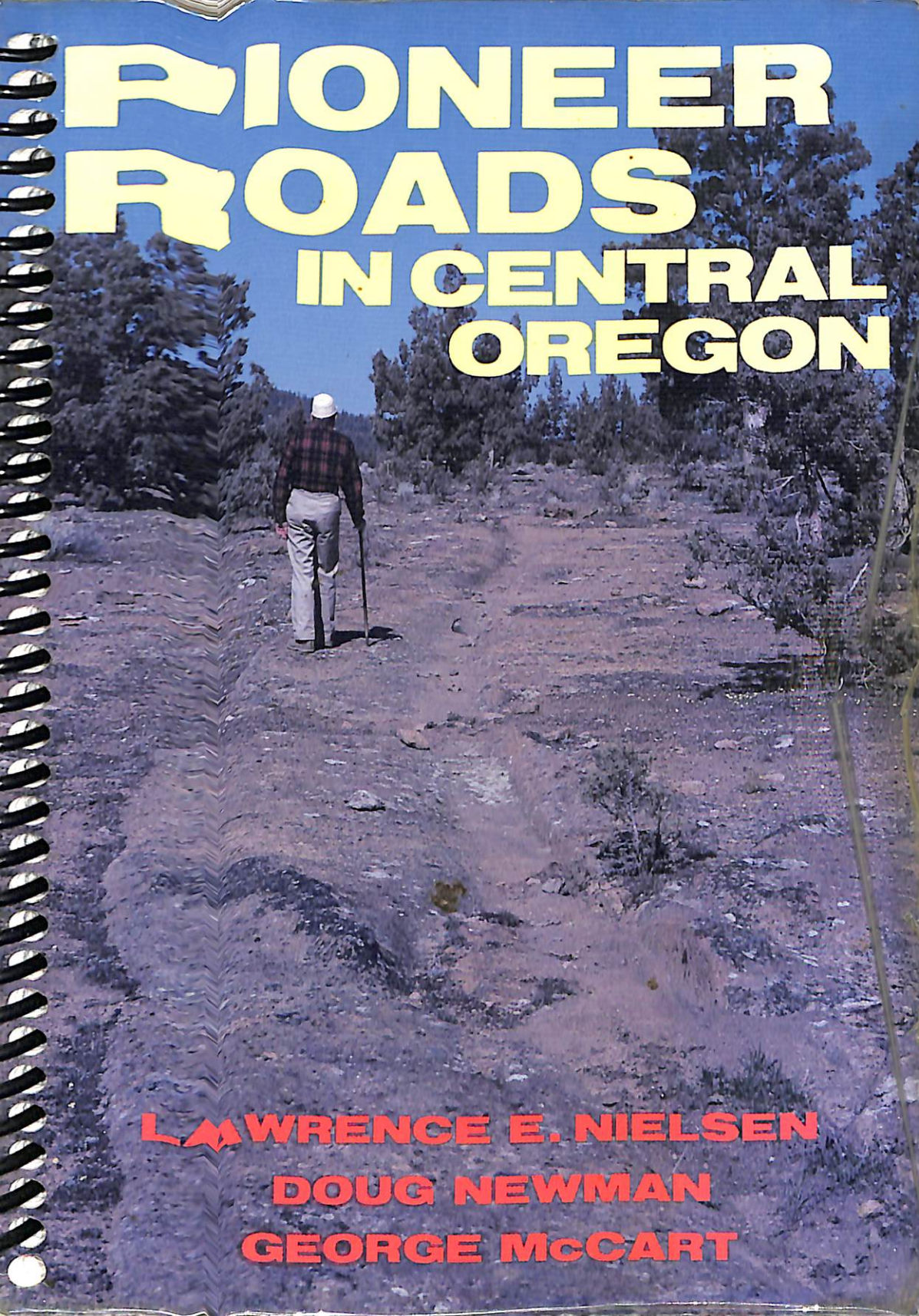


# PIONEER ROADS IN CENTRAL OREGON

A photograph of a person walking away from the camera on a dirt road in a wooded area. The person is wearing a plaid shirt, light-colored pants, and a white hat. The road is unpaved and appears to be a pioneer road. The background is filled with trees and a clear blue sky.

**LAWRENCE E. NIELSEN**  
**DOUG NEWMAN**  
**GEORGE McCART**





# **Pioneer Roads in Central Oregon**

*Lawrence E. Nielsen*

*Doug Newman*

*George McCart*

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Doug Newman and George McCart

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## Preface

What is the justification for a book on pioneer roads? One good reason is that a significant amount of Central Oregon history is being lost at an alarming rate as old-timers die and traces of vintage roads vanish. This is the last chance to save and record a vital segment of our Northwest history.

While much has been written regarding the Oregon Trail, Barlow Road and Applegate Trail, very little is known concerning the numerous other important pioneer roads in Central Oregon. In many cases, information about the location of old roads will help prevent their destruction.

Many pioneer routes are lost simply through ignorance of their existence. Often, ranchers, home-owners and land developers actively cooperate to preserve the remnants of vintage roads, once informed of their presence.

In a nutshell, this book is a guide to a specific element of our past. In a single volume, it represents the only place where one can find the history, location and state of preservation regarding most of the important pioneer roads in Central Oregon.

As with any such project, limits must be established. Only roads which were built over 100 years ago are discussed; in essence, roads which were used between 1860-1880. After 1880, too many roads were constructed to be included in one book.

In addition, roads built after 1880 generally had less impact on our history than earlier roads. But some of the earliest routes, such as the Meek Cutoff, have been omitted, since their use was minimal. When pieces of these routes were later developed into a pioneer road, the first route is mentioned when describing the more prominent road.

Work on this book was undertaken by three individuals: Lawrence E. Nielsen, Doug Newman and George McCart. Nielsen, who initiated the project, began by retracing General Land Office (GLO) maps onto modern maps, in order to determine the location of pioneer roads among routes of more recent origin. Once the old roads were tentatively located, Nielsen hiked the pioneer routes to record and photograph whatever traces still remain. He

also interviewed old-timers and collected information from libraries and museums.

During the eight-year period, Nielsen drove 45,000 miles, hiked 2000 miles and shot an estimated 1500 photographs.

While Nielsen concentrated on research, interviews and field work, writer-photographer Newman produced the final manuscript from Nielsen's initial text and field notes. Newman also printed all black and white photographs used in the book, except some historical photographs.

Though the text and photographs tell some of the story, no book on pioneer roads would be complete without maps. McCart, an architect, undertook the formidable task of producing all maps, a vitally important element, both in the story of the roads and to anyone attempting to follow them.

In order to determine the location of pioneer roads, GLO maps were studied in Bureau of Land Management offices in Prineville, Burns and Lakeview. The vintage maps were produced when Central Oregon was originally surveyed between 1860 and 1880.

In addition to libraries and museums, another primary source of information was old-timers; dozens were interviewed to record personal recollections about old roads and their locations. Sadly, several of these individuals have passed on since they were interviewed.

As with any work of this magnitude, a number of errors may be found. Different sources sometimes gave conflicting locations for the roads. In such cases, judgments had to be made based on all available evidence; undoubtedly, in some cases the wrong decision was made.

Another problem was maps; often, available maps showed gaps in road locations and traces of the vintage roads had disappeared, in the field. In such situations, guesses were made based on field evidence regarding the probable location of the roads.

If errors are found, the authors would appreciate being notified. In some places, traces of old roads may still exist which were not located. Information on newly discovered segments of other old routes is also requested.

Today, many pioneer roads are located on private property. If you're attempting to retrace a vintage road, a good policy is to contact landowners, to secure permission to hike across their land. Invariably, most owners have been very cooperative and many take pride in directing visitors to the location of the old roads.

During the research period for this book, many landowners not

only permitted travel on their property, they personally escorted researchers to the proper sites and often gave additional information which could not have been otherwise obtained.

In the spirit of their goodwill, we hope that future visitors will respect the landowners' rights and property. Nothing could harm the purpose of this book more than thoughtless trespassers who displease the current custodians of our vintage roads by damaging crops, leaving gates open, or causing erosion via inappropriate use of motorcycles or four-wheel-drive vehicles.

While cooperative landowners have greatly aided in the research for this book, dozens of other individuals have also extended a helping hand during the course of the project. In particular, the senior author wants to acknowledge the help of his wife, Deanne Nielsen, who hiked hundreds of miles with him, rain or shine, during eight years of field work in rugged Central Oregon terrain.

Some of the other individuals who have given information, shown the location of pioneer roads, or assisted the authors in other fashions include the following: Lee Adams, Doug Alley, Bill Anderson, Mr. & Mrs. Cecil Ashley, Al Auzenne, Norman (Sonny) Bain, Grant & Dorothy Barney, Onalee Benson, John & Dolly Beoletto, Andy Bernard, Mr. & Mrs. Edward Bolter, Mr. & Mrs. Eldon Borthwick, Mary Bowman, Paul Brattain, Tom Brattain, Jr., Eldred Breese, Claude Brennan, Phil Brogan, Al Brown, Donald Brown, Donald Brummer, Beatrice Bryant, Merle Bushnell, Anita Butler, Claude Butler, Richard Butler, Arthur Campbell, Mrs. John Campbell, Bob Cannon, Jim Cannon, George Carlin, Everett Chase, Glenn Chastin, Fran Cherry, Cleon & Wanda Clark, Keith & Donna Clark, Wendell Clodfelter, Lloyd & Gladys Cochran, Claud Coffelt, Reginald Cole, Jim Collins, Robert Collins, Lowell Congleton, Brian Cunninghame, Lyle Damewood, David Danley, Carl Davis, Mrs. Denny Denton, Beverly de Young, Bill Dickson, Roger Dill, Don Doyle, Ed Dyer, Herb Eby, Berniece Elkins, Don & Dale Ellis, Russell Emery, Mrs. Floyd Evick, Ford Fahlgren, Beth Fields, Jane & Jody Foss, Larry Foster, Vina Foster, Beverly Frank, Isa Corum Freeman, Don Galbreath, Richard Gerity, Mr. & Mrs. Gordon Glass, Clarence Gray, Fred Greenfield, Alvin Grimes, Tylor Groo, Mr. & Mrs. Ray Gumpert, Helmer (Shorty) Gustafson, Katie Haberkorn, Margaret Hackleman, Eddy Hagen, Irene Hammer, Clint & Flora Harris, Mrs. Steve Hartzell, Robert Harvey, Raymond Hatton, Helen Helfrich, Irene Helms, Earl Hereford, Perry Herford, Chuck Hibbs, Gene Hickman, Tom Hix, Harry

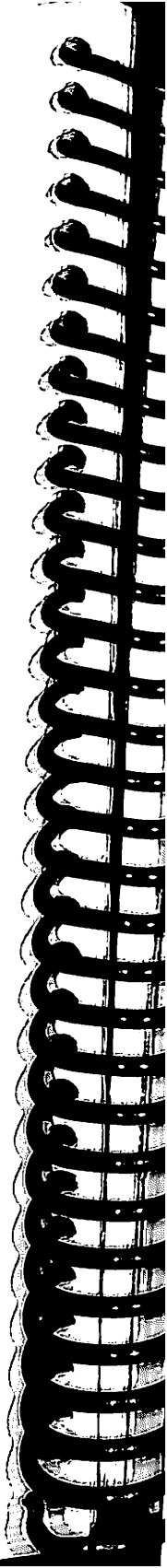


Holechek, Priday Holmes, Ray & Evelyn Holzschuh, Rodney Houser, Rhys Humphrey, Ron Hurner, Marge Iverson, Mrs. Lewis Irving, Ed Jackson, Elmer Jackson, Boyd Johnson, Kirk Johnson, John Kaiser, Jack Kaser, Bonham Keerins, Mrs. Chet Kennedy, Rolf Kleinschmidt, Chet & Eric Klock, Rex Kniesteadt, Priscilla Knuth, E.J. Kropf, William E. Larch, Grace Laughlin, Renn Lawrence, Lee Lindley, Mr. & Mrs. Wendel Lindley, Anne Linebaugh, Wayne Lithgow, Eleanor Long, C.S. Luelling, Terry Luther, Mike Lysne, Cliff & Zella MacKay, Joe Martin, Art Maxwell, Mr. & Mrs. Don McCullough, Malcolm & Phyllis McDermid, Ron McDermid, Tom McDonald, Fernetta McDowell, Ted McKenna, Pat McMillan, Mr. & Mrs. Herb Meeks, Bill Mellin, Mr. & Mrs. Gale Merwin, John Merwin, Craig Miller, Glenn Miller, Mrs. Carolyn Mincnhimer, Roy Monroe, Jack Montgomery, Audrey Moody, Mrs. Roscoe (Patty) Moore, Betty Morehouse, Andrew Morrow, Earl & Barbara Murray, Lena Freeman Myers, Deanne Nielsen, Ed Nielsen, Frank & Maggie Nielsen, Ned Norton, Floyd Officer, Gale Ontko, Dick Overman, Vernon Palmer, Merritt (Bud) Parks, Mary Patton, Jack Pendleton, Barry Phelps, Robert Porfily, Ronald Powell, James Ramsey, Mr. & Mrs. Dan Reams, John Reckman, Frank Reid, Mr. & Mrs. Johnnie Richardson, Abe & Joan Rickman, Kathy Rufener, Frances Juris Rush, Andy Ryan, Dave Sandersfeldt, John & Florence Scharff, John & Sandy Schmelz, Andrew (Bock) Scott, Ned Severance, Susan Seyl, Mr. & Mrs. Art Smith, Phyllis J. Smith, Loren & Rena Snyder, Forest & Nancy Solomon, Dennis Starr, Emory Starr, Norman Steggell, Tom Stephens, Dalton Stewart, Imiger Stewart, Mr. Struckmeir, Cindy Swanson, Suzanne Crowley Thomas, Everett Thornburgh, Daisy Thornton, Dale Thornton, Doug Troutman, Glen Tyler, Lloyd VanSickle, Elden Wagenblast, Faye Waheneka, George Ward, Mr. & Mrs. Ken Watrous, Lewis & Lola Weaver, Elmer Wilson, Clarence Windom, John & Ellen Withers, Tom & Beverly Wolverton, Bob Woodward, Roy & Jean Zeiler.

We thank them for their assistance.

Lawrence E. Nielsen, 3208 N.W. Lynch Way,  
Redmond, OR 97756

Doug Newman  
George McCart



## **Introduction & Overview**

Pioneer wagon roads...for many people, those three words can instantly summon up a cornucopia of vintage, often historic, images—the stuff of conestoga wagons, teams of oxen, buckskin-clad scouts and the watchful figures of Indians, high on a distant mesa, their silhouettes framed against a stunningly blue sky.

Pretty picturesque—right? A Hollywood version of the formative years of our country. But there is much more to the history of the roads, their routes and the people who traveled and built the paths across America.

This book is designed to take a close look at pioneer wagon roads in Central Oregon. For a region which even today is thinly populated, Central Oregon has an amazing number of historic roads, many of which were established over 100 years ago.

In many places, of course, the roads have completely vanished. But for the careful observer, significant traces of numerous historic routes still remain in many parts of Central Oregon. Some such roads are still used; others occasionally traveled—and many have not felt the roll of a wheel since the last wagon traversed the fading thoroughfare, more than a century earlier.

Before reviewing the history of these old roads and retracing them as they exist today, a few questions need to be answered:

Why should we be interested in pioneer roads?

How and why did these old routes come into existence?

How can one locate and follow a pioneer road today?

Pioneer roads and their history are interesting for several reasons; knowledge of these routes is a key to understanding a region's history.

Roads were established for assorted reasons. In some cases, a road was constructed to get supplies to gold mining areas. The Dalles-Canyon City Road is an example.

Additional roads were built in conjunction with the livestock industry. Cattlemen needed to move herds to market and transport supplies to ranches and settlements. The Scott Trail across the

Cascades near McKenzie Pass is an example of such a road.

Some roads were primarily one-way transportation routes used by pioneers from the East who came to establish new homes in Oregon. In conjunction with the new settlers, military roads were built to various forts and towns in order to protect the pioneers from Indian raids.

Finally, some roads were not really roads at all. Due to various U.S. Government give-away programs, where quantities of land were given to road builders for each mile of road constructed, some individuals exploited the opportunity and bilked the government out of substantial tracts of valuable real estate.

Regardless of the reasons for their origins, once roads were established they became essential to the towns and communities they served. Freight wagons and stages moved supplies, people and the mail from one place to another. Some routes were toll roads. For improving a section of road or for building a bridge, the State of Oregon often granted an individual or a group the right to collect tolls. In later years (generally after 1890 or 1900), roads were built to get products such as wool or wheat to railroads. Numerous other roads were built in conjunction with logging operations, to speed the flow of logs to sawmills.

Pioneer roads are one of the few artifacts which still remain from the early history of Central Oregon. For a knowledgeable observer, a great many things can be seen along these historic routes—hints of the life and trials experienced by earlier generations during the pioneer period in our state.

There are stories to be told—if only the clues can be deciphered. Near McKenzie Pass, ruts worn in solid lava by the iron rims of wagon wheels are a silent testimonial to the hundreds of people who traversed the route. Above the Deschutes River, beautifully-built stone walls along steep hillsides show how roads were built before the days of the bulldozer.

At another site, a broken whiskey bottle, turned purple by many years of exposure to the sun, reminds us that these roads were rough and lonely and a shot of whiskey helped dull the misery of a long ride. In other places, 15-inch trees may grow in old wagon ruts—a good indication that a road has not been used for many years.

Such visible reminders of our history need to be preserved. Many pioneer roads have been destroyed during the last few years by people who were not aware of their existence. For example, several very interesting sections of old roads were lost quite

recently, due to the construction of housing developments, even as the authors began researching their history. Modern road construction and new dams have also obliterated many other sections of vintage routes.

Unfortunately, not all landowners whose holdings are crossed by a pioneer road are aware of the route's existence. However, once informed, most landowners take pride in the fact and make every effort to protect the fading road from damage or eradication.

Long before the coming of the white man, the Indians had thousands of years to discover the easiest and best routes for getting from one place to another. At first, these were foot trails, but later, horses were used. Most Indian tribes were nomadic and did an amazing amount of traveling each year. Fishing might be done in one place, deer hunting in another and camas digging in still a third locality. Traveling was also done for trading, visiting and warfare.

Most of the pioneer roads followed Indian trails. These trails saved the early white explorers much time in scouting routes. Indian guides were common for white parties, so they naturally followed established trails when feasible. These trails followed routes which were sometimes quite different from the routes followed by modern highways.

The reason? Indians tended to follow the path of least resistance. As a result, Indian trails generally followed ridges; sidehills and bottom lands were avoided. The low-lands were shunned due to thick brush, mud or extensive rockiness. Ridges and high ground were more open and drier, during wet months. Until modern road building equipment was developed, side-slopes were avoided as much as possible, since grading by hand was required to maintain a passable route.

Not all Indian trails became roads for the white man. Indian trails sometimes went to a place that held little interest for the new arrivals, such as prospectors. An example was the Indian trail across the Ochoco Mountains to a favorite camas digging site at Big Summit Prairie. Parts of this trail were clear enough to be placed on the General Land Office's original land survey map.

Central Oregon is nearly unique in its ability to preserve old roads. Even today, there are traces of roads first used over 100-years ago which are largely undisturbed by the passage of time. Three primary factors contribute to the preservation of these early routes:

First, Central Oregon's population is small. Most of the area is

still unpopulated, so that the land has not been disturbed by being plowed, farmed or covered with buildings.

Second, there is very low rainfall. The lack of moisture slows erosion and prevents destruction of old roads by plant growth. West of the Cascades, rapid growth of brush and trees quickly obscures old routes in many places. In wooded areas, old roads are generally destroyed when logging operations take place.

Third, most Central Oregon land is rocky. In order to get wagons over a route, rocks had to be thrown to the side to permit travel. In places, the road's location is shown by the piles of rock, still visible many years after construction.

When roads traversed hillsides, more rock work resulted. Rock walls were built on the downhill side of the roads. Such walls are often visible from long distances and are a sure-indicator of the presence of an old road. After bulldozers came into existence, no more rock walls were built.

When roads travel through lava fields, their traces are preserved in another way. In many places the iron rims of wagon wheels have worn ruts in the rock 2-to-3 inches deep and several feet long.

A fourth factor also exists which can aid in the detection of old roads: blazes. The scattered, slow-growing juniper trees of Central Oregon were often blazed to show the location of a road. These blazes, often with carved initials and date, can last well over 100-years. Chopped branches and rotten stumps may also show where a road went, long after traces of the actual track have disappeared.

So—how does one go about finding the location of an old road so that it can be followed? A primary source of information is the original land surveys of the General Land Office (GLO). Most of Central Oregon was surveyed into townships and sections in the 1860s and 1870s.

At the time the land was surveyed, most surveyors noted the location of existing roads and recorded them on their maps. Copies of these maps are filed in Bureau of Land Management (BLM) offices. By transcribing the old roads onto modern maps such as the U.S. Geological Survey's (USGS) topographic maps, it is possible to chart the probable location of the vintage roads, today. Once a tentative route-of-travel is established, traces of an old road can often be found within 100-yards of the anticipated location.

In order to follow old roads either on foot or on a map, one

should be familiar with the method used to survey the land. In Oregon, the key reference point used by surveyors is the Willamette Stone, a monument placed at the intersection of the Willamette base line and the Willamette meridian and located in the hills west of Portland. It was established in 1851 by John B. Preston, the first surveyor general of Oregon.

The Willamette meridian and the Willamette base line are the key to locating any surveyed parcel of land in Oregon. The base line runs east and west from the Willamette Stone—the meridian, north and south. Townships are numbered north or south of this base line.

A township is six-miles on each side and is divided into 36-sections, each one-mile square. Townships are also numbered east or west from the Willamette Stone and the designation is called a Range number. By following both Township and Range numbers to their junction, it is possible to locate and legally describe a given tract of land.

An illustrated example for designating a township might be: Township 15 South, Range 13 East. (T15S, R13E.) This notation means that this is the 15th township south of the base line and the 13th range east of the Willamette meridian. This happens to be the township in which Redmond, Oregon is located.

Within a township, each of the 36-sections is identified by number. Section 1 is at the northeast corner of each township while section 36 is always located in the southeast corner. The exact number system is shown in Figure 1.

TOWNSHIP LINE

6	5	4	3	2	1
7	8	9	10	11	12
18	17	16	15	14	13
19	20	21	22	23	24
30	29	28	27	26	25
31	32	33	34	35	36

RANGE LINE

FIGURE -1

Once maps are understood, a whole new world of research possibilities opens for would-be explorers. Old maps—such as out-of-print USGS quadrangles—can provide a wealth of clues and information. Another useful map is Robert B. Gould's map of The Deschutes Valley, Central Oregon, which was published in Bend in 1915. Early U.S. Forest Service maps, such as the 1915 map of the Ochoco National Forest, can also prove helpful.

Due to the fact that most maps—even old ones—were published long after the pioneer roads were established, many newer roads are shown, in addition to the pioneer routes of interest. In many places, the old roads are no longer being used or have been changed.

Consequently, one has the problem of separating the earliest routes from the later roads. In many cases, this can be difficult. For help in such matters, the map rooms at the Oregon Historical Society and some universities are good places to look for historical maps of all types. A knowledgeable librarian can point you in the right direction.

One book, Ralph N. Preston's "Early Oregon Atlas," published by Binford and Mort in Portland, shows road maps which in some cases date back to over 100 years ago. However, the scale on these maps is usually so small that only a general idea of road locations is possible.

Beyond maps and written documents, another option for locating old roads is to talk with local residents, particularly those individuals who've lived in an area for many years. If you've got the time, a few conversations with old-timers can often shed considerable light on a nearly-forgotten route, as well as providing additional interesting information on a road's history.

Once the location of an old road is known, the next tasks are to follow it out and prove—if only to yourself—that it is, in fact, the authentic item.

Generally, the best way to follow an old road is on foot. Too much is lost by using other means of transportation; in addition, modern four-wheel-drive rigs and other vehicles may damage and otherwise obliterate the few remaining clues needed to establish authenticity.

Initially, if the old road is not used today, traces of it may be very faint and clues to its existence quite subtle. Seen against a skyline, an old route may appear as a gentle depression—not ruts. From the air, a skiff of snow may settle in the depressions, revealing their location; less vegetation also grows in old roadbeds than in





*Old-style tin cans, popular in the late 1800's.*

*View of the Dalles City from Rockland. Watkins photo taken in 1867.  
Oregon Historical Society, Negative No. 21577, File 1036.*





*The Dalles, 1864. Oregon Historical Society, Negative No. 5345, File 1036.*

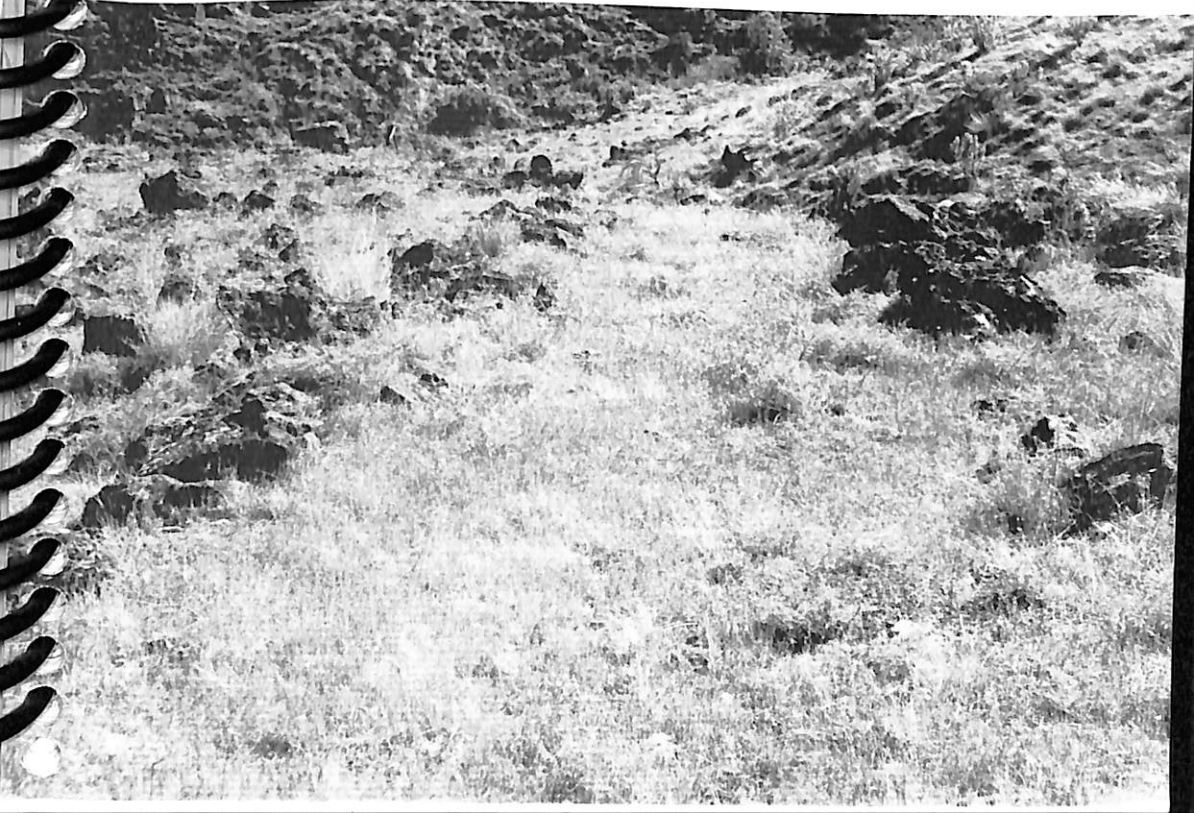
*The Eightmile Schoolhouse south of The Dalles. The Barlow Road went by here.*





*Fivemile Stage Station built about 1861. It is still used as a home.*

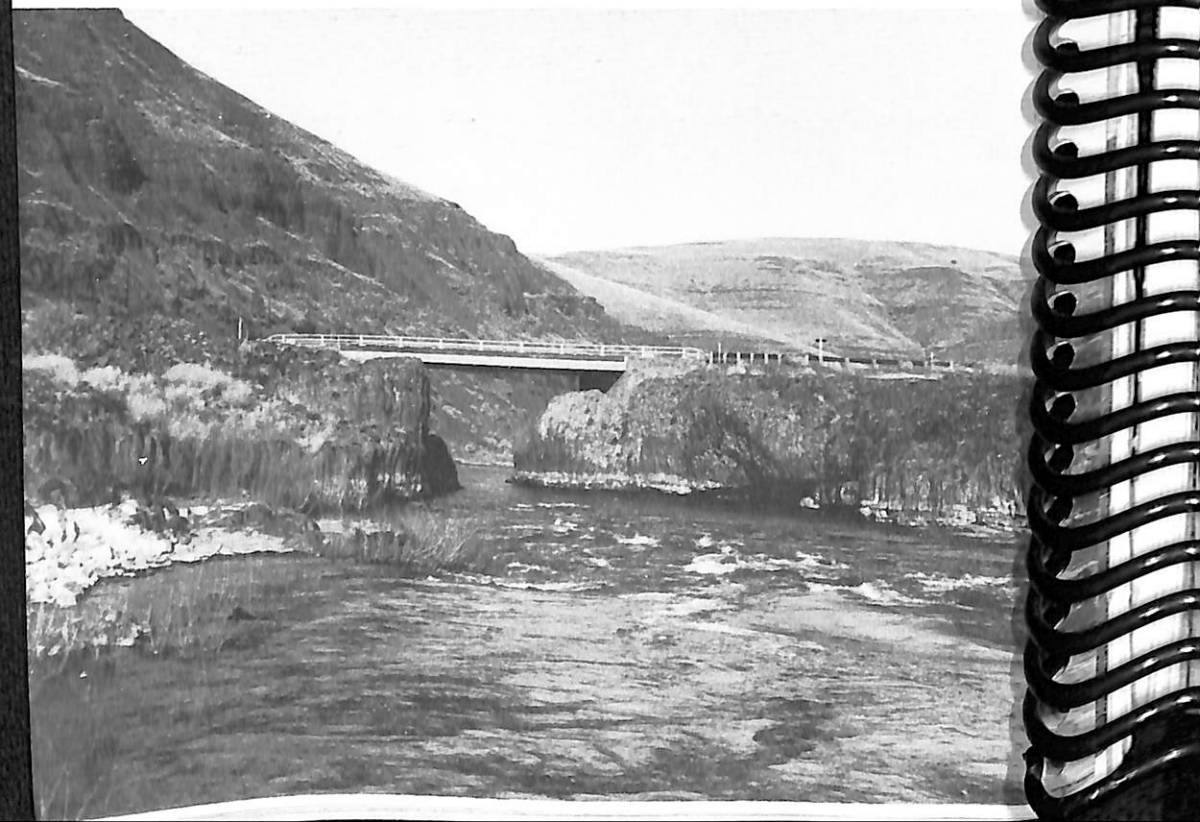
*The pack trail preceding Sherars Road west of Sherars Bridge. The trail was constructed like a road but narrower.*





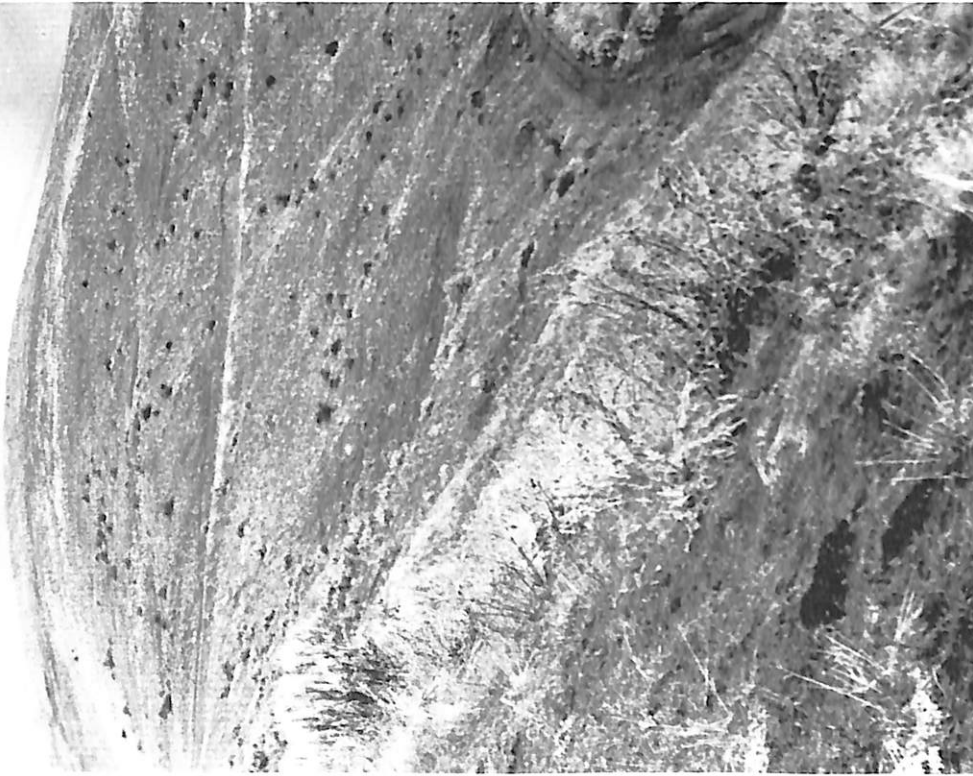
*Route of Barlow Road down the end of Tygh Ridge as seen from the town of Tygh Valley.*

*Sherars Bridge and the Deschutes River. Sherar's hotel and barn were at left end of bridge. Looking north.*

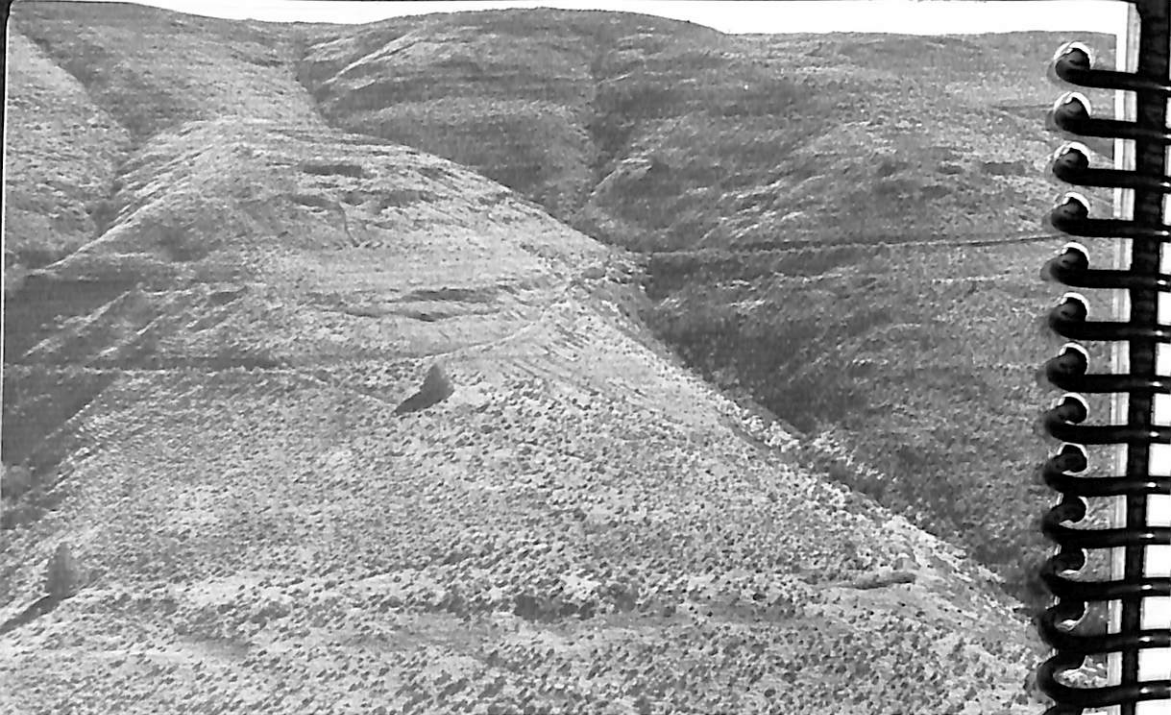




*Deanne Nielsen and a carved stone found on Sherars Road. What was its use?*



*Standing on Sherars Road near the top of Tygh Ridge. Sherars Road also can be seen in the distance above a modern jeep road.*



*Sherars Road climbs out of the Deschutes River Gorge southeast of Sherars Bridge. The zigzags of the earlier road can be seen in the foreground. Meek's Lost Wagon Train apparently came straight down the left side of the ridge in the middle of the photo.*

*Sherars Road across a gully southeast of Sherars Bridge. Much of the stone work was done by hired Indians.*



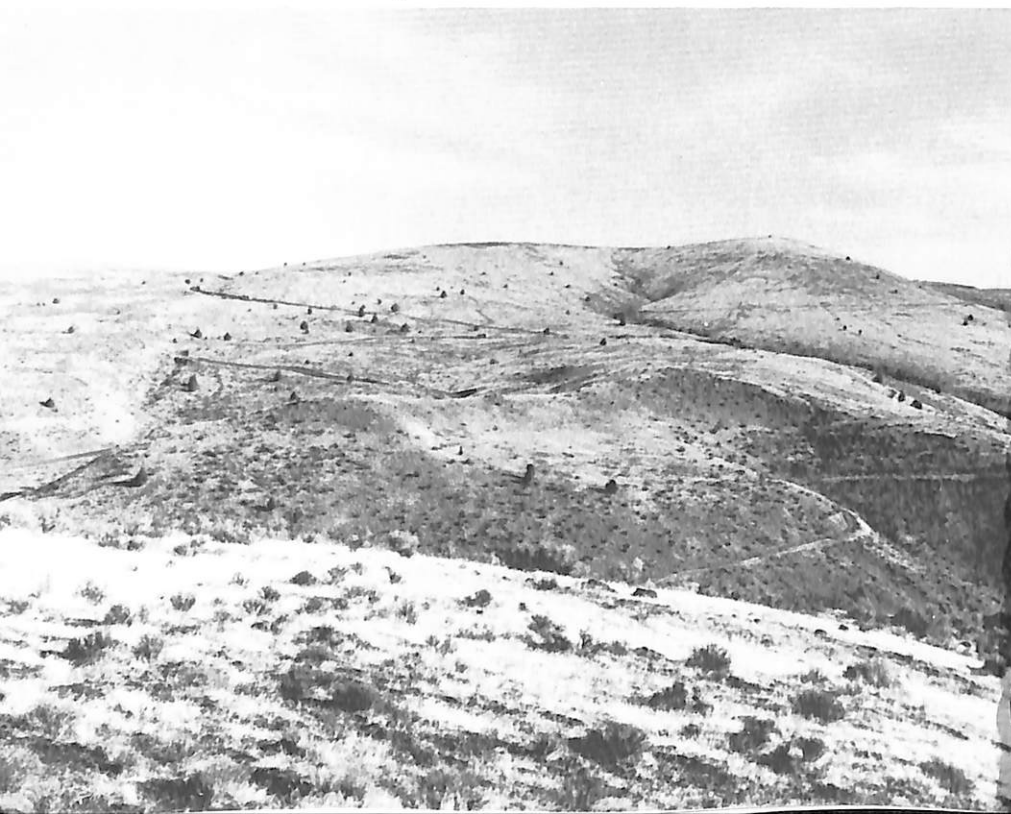


*A stone wall held together by sagebrush on Sherars Road.*



*The old Bakeoven Road ascends a hill across the valley from the modern Bakeoven Road.*

*Bakeoven Grade northeast of Maupin. The original Bakeoven Road and the modern Bakeoven Highway zigzag up the hill on the left. Another old road climbs the hill on the right.*





the surrounding territory.

If the road goes over excessively rocky ground, rocks were probably piles on both sides of the road. These rocks will be covered with lichens if the road is very old. On slopes, erosion may have washed out the road, leaving a rut several feet deep and filled with rocks.

In places where there is no soil, such as lava flows, ruts or grooves often can be seen in the rock, worn by the passage of many wagon wheels over the same spot. The metal wheel-rims ground the rock to gravel.

Another clue to road location occurs on hillsides, where rock walls were built along the downhill side of the road. Roads often traversed hillsides—even though flatter ground was nearby—in order to avoid mud and high water, during wet weather. Many of these stone walls were beautifully crafted and are still in an excellent state of preservation a century after construction.

Sometimes, none of the previously listed clues can be seen, due to the effects of wind, erosion and time, which have eliminated the original tracks. If such a road went through a juniper forest, often it can be followed by looking for blazes and the stubs of limbs, cut from trees. If there are no trees, pieces of broken whiskey bottles sometimes indicate where the old route went. The tendency to pitch trash behind a handy clump of sagebrush is not a recent phenomenon.

**Tip:** When the sun is low, walk into the sun and watch for the flash of reflections from light striking pieces of broken bottles. Early travelers apparently had a monumental thirst; thousands of whiskey bottles have been thrown away and broken along early roads. Other artifacts, such as old-style tin cans, horseshoes or other cast-off items are also useful in determining road locations.

Besides helping to locate roads, old bottles can also help establish dates. While unbroken bottles are very rare, many fragments can be found which are often purple in color. The color comes from the action of sunlight on glass containing manganese compounds. Since manganese was not used in glass made after 1915, the purple colored glass must be at least that old.

Another common artifact is the old-style tin can. The top and bottom were not crimped on, as with modern cans; their most distinctive feature is a soldered top. Such cans had a hole in the top about one-inch in diameter which was used to fill the cans. After the can was filled, a circular patch was soldered on. This patch had a small hole in it. The hole apparently allowed pressure to vent off

after the food in the can had been cooked. Once the food was cooked, the hole in the can was sealed with a drop of solder.

Such cans were used in the 1870s and 1880s, but were rapidly disappearing by 1900. A few continued to be made until 1921. An old-style can is shown in Figure 2.

Any study of pioneer wagon roads in Central Oregon needs to be set in some sort of chronological order, if understanding is to be complete. One of the earliest roads in the area was The Dalles-Canyon City Road, which later became the Dalles Military Road. It came into existence due to the discovery of gold in Canyon City in 1862. Thousands of people immediately rushed into the area.

Since The Dalles was the only city in Central Oregon at the time, it naturally became the primary jump-off point for people traveling to the mines, which were 200-miles to the southeast. In addition, by 1862, many of the gold mining areas in California were petering out and many California miners decided to try their luck in Canyon City. They came north via Yreka, California, establishing a route known as the Yreka Trail or the Yreka-Canyon City Road.

The Cascade Mountains have always been a barrier to travel between the Willamette Valley and the vast area to the east. As the Willamette Valley became settled, cattlemen became interested in fattening their cattle on the grassy plains of Central Oregon. These cattle could then be sold as beef in the valley, or to miners in Canyon City, Idaho or California.

In 1862, the Scott brothers built the Scott Trail across the Cascade Mountains in the unlikely area between McKenzie Pass and the North Sister, a 10,000 foot volcanic peak. The Scotts had 900 cattle and nine wagons in their party and improved an old Indian trail which avoided the great lava flows near McKenzie Pass. A few white people had previously used the Scott Trail, including the missionary, Henry Spalding, in 1859.

Another barrier to travel through Central Oregon was the Deschutes River Gorge. The Deschutes River can be crossed at only a few places such as Sherars Bridge north of Maupin, Lower Bridge near Redmond or at Tetherow Crossing, also near Redmond.

Several pioneer roads converged at these crossings. The roads from The Dalles to such places as Canyon City, Antelope, Prineville, Fort Harney and the Klamath Agency converged at Sherars Bridge.

Roads across the Cascades to Prineville, such as the Willamette

Valley and Cascade Mountain Military Road (Old Santiam Wagon Road), Scott Trail and the McKenzie Pass Wagon Road crossed the Deschutes River at either Lower Bridge or Tetherow Crossing.

The Willamette Valley and Cascade Mountain Military Road started at Lebanon, southeast of Albany in the Willamette Valley and ended at Fort Boise on the Oregon-Idaho border near the present town of Ontario. Part of this road later became known as the Santiam Wagon Road.

The Santiam Wagon Road entered Central Oregon south of present-day U.S. 20 over Santiam Pass. The wagon road passed Big Lake and continued east to Camp Polk (near Sisters), ultimately reaching the Deschutes River by the winter of 1865, which it crossed at Lower Bridge.

From the Deschutes, the wagon road continued to Prineville and on to Fort Harney, near Burns. While the original intention was to continue from Fort Harney to Fort Boise, little of this section was actually completed and the plan was finally abandoned.

By 1865, many of the Indians had been confined to either the Warm Springs Reservation or the Klamath Agency in south Central Oregon. By treaty, the U.S. Government was obligated to supply the Indians with supplies such as blankets and food.

In 1867, J. W. Perit Huntington built a road from The Dalles to the Klamath Agency in order to get supplies to the reservation. Parts of this road were Indian trails which had already been used as a road.

An example was the route from present-day Bend to Madras. It had been used by Meek's Lost Wagon Train in 1845. This was the party famous for the tale of the Lost Blue Bucket Mine, a site reportedly rich in gold nuggets which has never been successfully rediscovered.

The Bend-Madras section was incorporated in Huntington's route which became known as the Huntington Road. From Redmond to a point near Klamath Lake, present-day U.S. 97 follows close to the route of Huntington's original road.

Though The Dalles was the first major town east of the Cascades, Prineville was the first town in what today is generally termed Central Oregon. It became the hub for roads leading to other early settlements. These roads from Prineville include routes to Mitchell, Antelope, Silver Lake, Lakeview and the Tumalo area. Each of these roads is over 100 years old.

One old road through south Central Oregon was the Oregon Central Military Road. This road started at Eugene and crossed

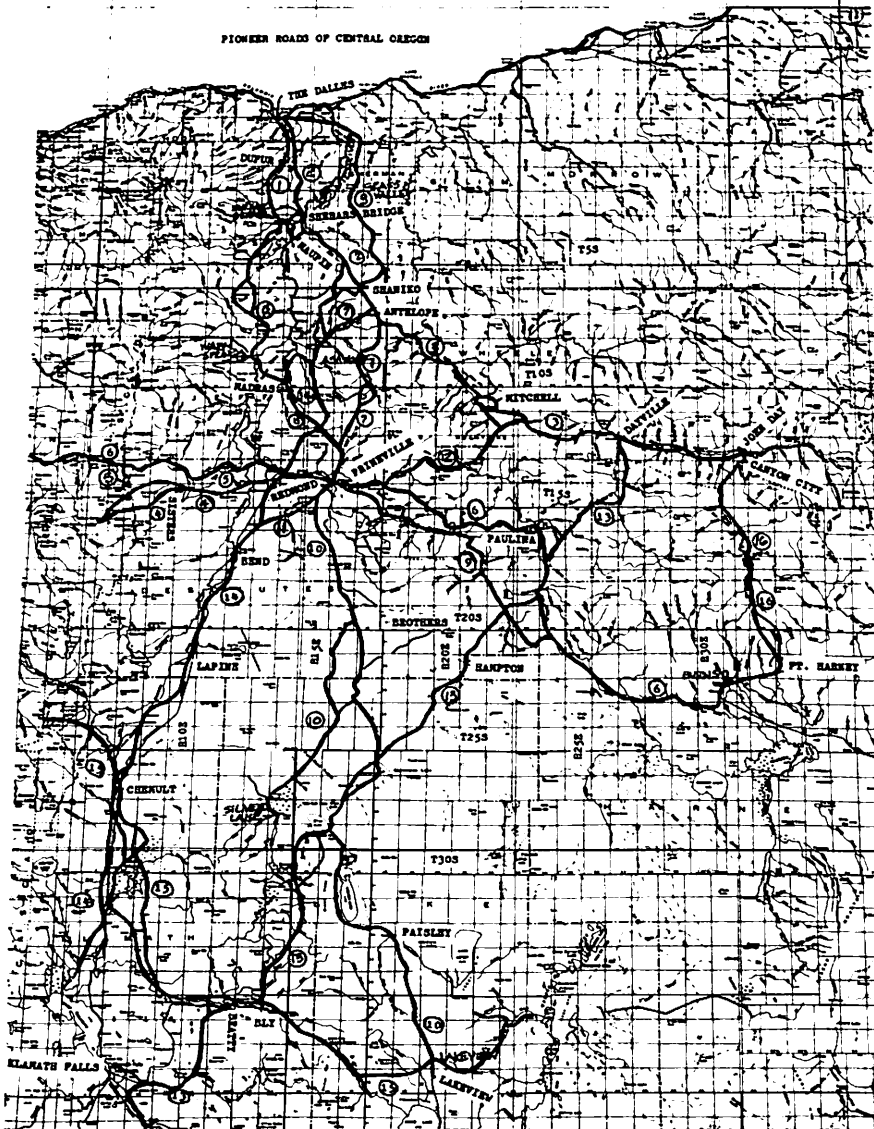
## Code for Roads of Central Oregon

1. *The Dalles to Sherars Bridge and Maupin Roads*
2. *Sherars and Bakeoven Roads*
3. *The Dalles-Canyon City Road*
4. *Scott Trail*
5. *McKenzie Pass-Prineville Road*
6. *Willamette Valley and Cascade Mountain Military Road*
7. *Shaniko and Antelope to Prineville Roads*
8. *Tygh Valley-Prineville Road*
9. *Steens Wagon Road*
10. *Prineville-Lakeview and Silver Lake Roads*
11. *Prineville-Deschutes Road*
12. *Prineville-Mitchell Road*
13. *Yreka Trail*
14. *Huntington Road*
15. *Oregon Central Military Road*
16. *Canyon City-Fort Harney Road*

STATE OF OREGON

A S H I N G T O

PIONEER ROADS OF CENTRAL OREGON



the Cascades near Willamette Pass. The road went through the Chemult and Lakeview areas and continued east by Steens Mountain to the vicinity of Jordan Valley. Much of the eastern section of this road had very little use.

For some years the military establishment had wanted a shorter route between The Dalles and Fort Boise and on to Salt Lake. In 1859, Captain Henry D. Wallen started from The Dalles with a large party, to locate a new route.

The party consisted of 193 soldiers, 30 wagons, 154 horses, 131 oxen, 344 pack mules, plus 60 head of cattle, for food. They crossed the Deschutes River near the mouth of Warm Springs River and continued past the future site of Madras and Prineville and on to the Harney County area by way of the Crooked River.

In 1860, Major Enoch Steen left Fort Dalles to find a route for a road from Harney Lake to Eugene. Phil Brogan states in his book, *East of the Cascades*, that Steen crossed the Deschutes River near its mouth and traveled south on the east side of the river. Steen's route and Wallen's route met north of Prineville near Grizzly Mountain.

From the Shaniko area to the Harney Lake region, Steen's route appears to be nearly the same as Wallen's. At least, the road shown on the GLO survey maps as "Steins" Wagon Road seems to be essentially the route taken by Wallen.

And another matter: Someplace along the way, the name got changed from Steen to Stein. Both the great tilted-block formation called Steens Mountain and the spectacular spire northeast of Prineville called Steins Pillar were named after Enoch Steen. In later years, parts of the routes of Wallen and Steen became established roads used by the pioneers and by military expeditions hot on the trail of marauding Indians.

Fort Harney was established near Burns in 1867. The Fort could be reached from The Dalles by either Steens Wagon Road or by connections to the Willamette Valley and Cascade Mountain Military Road. Soon, another road was built which connected Canyon City with Fort Harney. Modern U.S. Highway 395 between Canyon City and Burns now closely follows part of the old road.

Lakeview and Silver Lake were two of the earliest towns to be settled in Central Oregon. They were surrounded by extensive farm and ranch lands.

However, Prineville remained the main trade center. As a result, roads connected Prineville with these other towns at an early date. Especially in the Silver Lake area, many residents

made a yearly trip to Prineville or The Dalles for supplies, which were paid for with cattle, horses or wool.

The pioneer roads discussed in this book are shown on the sketch map of Central Oregon, located on page 11. More detailed maps of each road are included with the appropriate chapter. Special symbols are used on these detailed maps to indicate the state of preservation and condition of these roads as they exist today. These symbols are:

- Modern road which is not a pioneer road.
- Undisturbed section of a pioneer road which is visible today.
- Pioneer road which is still used as a road.
- - - - - Estimated location of a pioneer road. (Unverified.)
- + + + + + Known location of a pioneer road which is not visible today.

## Roads From The Dalles To Sherars Bridge & Maupin

The Dalles was the earliest town in Central Oregon. Located east of the Cascades on the south bank of the Columbia River, The Dalles was the first white settlement east of the Cascades.

Founded as a Methodist Mission in 1838, the community soon became prominent as a trade center and jumping-off point for travelers journeying to all parts of Central and Eastern Oregon.

Fort Dalles was established in 1858. In the early days, it often was known as Dalles City, but eventually, simply: The Dalles.

In the early years, the community was also an important destination on the Oregon Trail. For pioneers not taking the Barlow Road, The Dalles was the end of wagon travel to the Willamette Valley.

Another reason for the growth of The Dalles was the discovery of gold at Canyon City and in the Baker area of northeastern Oregon. According to William McNeal in "History of Wasco County," The Dalles and Canyon City were reportedly the largest towns in the entire Northwest in 1862.

As the gold rush developed, the first pack trains to Canyon City were operated by J.J. Cozart, J.W. Case and D.N. Luce. Soon, many other pack trains were in operation to supply the miners. Many of these early pack strings were operated by Mexicans and their wives.

As early as 1862, Thomas H. Brent (sometimes spelled Brents or Brenz) started a Pony Express service between The Dalles and Canyon City.

The second important population center in Central Oregon during this period was Prineville, located south of the Columbia River and The Dalles, in the middle of the state. At first, Wasco County was the only county east of the Oregon Cascades, so The Dalles was the county seat and the legal headquarters for all of eastern and central Oregon.

As a result of its early settlement, location and growth as a center of trade and commerce, The Dalles became the starting



point for roads to Prineville, Canyon City, the Warm Springs and Klamath Indian Reservations and all other communities and districts to the south and east.

Even prior to 1860, General Land Office survey maps show a surprising number of roads from The Dalles. There were three main roads from The Dalles to the south and several tie-in roads connecting one road to another. Early pioneers had several route choices, depending on their ultimate destination.

At best, the exact location of most of these earliest routes is difficult to determine, due, in most cases, to their destruction when more modern roads were built. Other roads were lost when lands were plowed into cultivated fields and some vanished beneath new buildings as The Dalles expanded.

To make things even more confusing, different sources have placed various routes in different locations. For the purposes of this book, GLO maps appear to be the most accurate, although routes before 1860 may have been somewhat different at various places. Routes have obviously been changed since 1860 as shown by the location of modern roads.

A key obstacle in the path of all the pioneer roads from The Dalles to Central Oregon and beyond was the Deschutes River. The deep gorge blocked travel in many places. Some travelers crossed the stream near the confluence with the Columbia River and continued south on the east side of the Deschutes. However, the most popular early routes went south from The Dalles and crossed The Deschutes at either Sherars Bridge or Maupin.

The first road south from The Dalles was the Barlow Road, established by Sam Barlow in 1845. The Barlow Road was the only all-land route from The Dalles to the Willamette Valley and was made into a toll road in 1846.

Originally, the Barlow Road was a branch of the Oregon Trail and not a route back to Central Oregon. Later, when people wanted to go from The Dalles to Central Oregon, they could use the first section of the Barlow Road and then turn off to Sherars Bridge or Maupin. The Barlow Road turned west at Tygh Valley to traverse the south side of Mt. Hood.

Other pioneer roads to Central Oregon continued south from Tygh Valley. One of these roads went to the Deschutes River crossing at Maupin while another went to the Warm Springs Indian Reservation. A second road from The Dalles was located east of the Barlow Road and went to Sherars Bridge. This route was used in 1845 by Meek's Lost Wagon Train to reach The Dalles.

Most of the travel to Central Oregon in the 1860s was by way of Sherars Bridge. The road to Sherars Bridge left The Dalles by a route similar to what is known as Old Dufur Road. At the corner of Old Dufur Road and Fremont Street in the east end of The Dalles, a sign indicates that the Old Dufur Road is the pioneer route to the south. However, GLO survey maps indicate that the road to Sherars Bridge may have been a short distance south of this junction.

In T1N, R13E, Section 12, the pioneer road crossed Threemile Creek at the same place as Old Dufur Road. Just beyond Threemile Creek, the road either continued along Old Dufur Road or turned south up a draw; a logical conclusion is that both routes were used. The earliest route went up a draw and crossed Benson Road or Valley View Road. It crossed Fivemile Creek less than a quarter-mile west of U.S. 197. Small eroded draws on both sides of the creek mark the road's probable location. This route is shown on GLO survey maps drawn before 1860.

The other route was located a little more to the east. It crossed Fivemile Creek at Elmer Wilson's property about one-hundred yards east of U.S. 197. The old road can be seen on both sides of the creek at Wilson's house, which was the Fivemile Stage Stop. It is believed that this stage stop was built in 1861.

The road to Sherars Bridge closely followed U.S. 197 in T1N, R14E, Sections 20 and 29 and may have crossed the highway two or three times. The road continued south-southeast just west of the high voltage power lines after that.

Today, cultivated fields leave little trace of the original road.

While the location of the pioneer road is lost in some areas, it can still be seen where it crossed Rice Road (Ward Road), several hundred yards from the junction of Rice Road and U.S. 197, at the top of the ridge. A power line follows the old road into the ghost town of Boyd, which was first known as Elevenmile House.

Boyd was named for T.P. Boyd, who established a flour mill there in 1883. South of Boyd about three-quarters-of-a-mile at the flour mill, the old road followed the north side of Fifteenmile Creek for another three-quarters-of-a-mile to the site of Twelvemile House (also known as Wasco) where the road crossed to the south. This Wasco should not be confused with the present town of Wasco, which is located in Sherman County.

From Twelvemile House, a tie-in road went to Dufur, to connect with the Barlow Road which went from The Dalles to Tygh Valley, Maupin and the Warm Springs Indian Reservation. Farm

buildings still stand at the site of Twelvemile House.

The old road climbs the hill to follow the present Tygh Ridge Road for about five-miles to the site of the Nansene Stage Stop on the present Henderson property at the boundary between Sections 9 and 16 of T2S, R14E. This was an easy route for wagons.

A half-mile beyond the Nansene Stage Stop, the old route left the present road and continued south up a draw. The old road rejoins the Tygh Ridge Road three-quarters-of-a-mile beyond the Nansene Community Hall, an old dance hall.

The road up the draw is typical of the earliest roads in that they followed the straightest possible course. More modern roads travel a longer route in order to keep grades at a more modest angle of ascent.

Two miles farther south, the road passed Chicken Spring Stage Stop. Originally, an inn stood at this watering spot. No buildings remain at the spring today, but an old barn, constructed with square nails, stands nearby. It is not known whether this barn had any connection with the stage station, but a relationship is likely.

After an additional two-and-a-half-miles, the old road reaches an old farm known locally as the Jones place. At the Jones place, the Tygh Ridge Road turns sharply west past the Warner Cemetery, while the pioneer road continues south as a jeep road, across a wheat field.

In about a mile, the old road reached the summit of Tygh Ridge and started the steep descent down the east face a short distance south of the present jeep road and two power lines.

From the top of Tygh Ridge, the view is not only scenic, but awesome to anyone who must make the descent. Ahead is the great gorge of the Deschutes River, while to the south lies the smooth plateau of Juniper Flat, which ends abruptly at the vertical rimrock cliffs, towering above the White River. Stories are told of women and children who refused to ride in wagons down Tygh Ridge, preferring to walk, instead.

The east face of Tygh Ridge is a maze of jeep and pioneer roads. In addition to the main jeep road, other roads have been bulldozed when the two power lines were constructed. The new roads merge with the vintage routes which crisscross the area.

According to one elderly lady, who traveled with her husband by car over the present jeep road to fish at Sherars Falls in the 1920s, five pioneer roads could be seen on the east face. The earliest road went straight up the ridge to the summit. Traces of it are very faint, but the basic route can still be seen, since the soil is rockier

and supports less vegetation than soil on either side of the roadbed.

Due to the steepness of the route, early travelers, including Meek's party, had to double-team wagons, to pull them up the slope.

Sherars Road, or the earliest constructed road, started up the final steep pitch initially, then turned north to go above the present jeep road. Today, Sherars Road has nearly filled in, but can still be easily followed. In a few places, rocks were piled along the lower roadside, but most of the way, the road was simply dug into the deep soil of the slope. The road descends over 2200 feet in less than four-miles to Sherars Bridge. Over 1400 feet of this descent occurs within a single mile.

At the bottom of the grade, the old road levels out and goes down a side canyon to the Deschutes River. Several abandoned homesteads are along the way; one of these belonged to Joe Sherar. Three graves, supposedly associated with Meek's Lost Wagon Train, are on the hillside above the road. Near the graves, a route branched off the road to Sherars Bridge, going to Tygh Valley to join other roads in that location.

Prior to reaching Sherars Bridge, the last two miles of the old road offer many insights into the history of the route, for those individuals able to detect the clues. In essence, the pioneer road follows a small stream-bed, shifting from one bank to another and sometimes traveling directly in the bed.

In some sections, two roads can be seen. Stone walls were built in many places and piles of rock line the sides of the road. Obviously, the old road was washed out many times and had to be rebuilt.

Today, the stream-bed is covered with sagebrush, willows and brush, inaccessible even to four-wheel-drive vehicles.

Historically speaking, the thing of most interest within this side canyon is the pack trail used by horse and mule trains before the wagon road was built. By 1862, traffic was heavy, due to miners and their suppliers following the route to Sherars Bridge. A good road for wagons was not built until a few years later.

Today, the pack trail can be followed about a mile-and-a-half along the south hillside, a hundred feet above the stream-bed. Cattle still use the old trail.

For discerning observers, close scrutiny indicates a surprising amount of labor went into the construction of this pack trail, which is only two or three-feet wide. Rocks were moved to the lower side

and stone walls built in several places. Depending on terrain, the trail either traverses cliff faces or passes above or below the steep rock walls.

At three locations where the trail crosses small gullies, rock bridge abutments have been constructed so that wooden bridges could be built across the gullies. These bridges were made with hand-hewn beams and planks were nailed to the beams with square nails. Only a few beams and planks remain today, since all three bridges have been burned.

About a mile-and-one-half from the Deschutes River, the side-stream divides. The old road followed the north branch while the pack trail crossed the south branch. Stone work was done at the fork in the stream for a bridge.

From the crossing, the pack trail then goes up the face of a small cliff, before recrossing the low ridge to go up the same branch as the Sherars Road, going west.

Question: Why did the pack trail go along a steep, rocky hillside, instead of following the creek bed? Educated Guess: Probably because the stream bed was covered with willows and brush, or the stream bed was too soft and muddy, part of the year.

Ever since the railroad was built up the Deschutes River Gorge in 1910, the side-stream with Sherars Road has had to reach the river by going through a giant culvert, beneath the railroad tracks. This culvert is only a few hundred yards south of Sherars Bridge on the Deschutes River.

The Sherars Bridge is one of the most important and interesting spots in the history of transportation in Central Oregon.

It is also very scenic. The Deschutes River boils over spectacular Sherars Falls where Indians have fished for salmon for centuries. The fishing platforms above the rushing water are reminiscent of those at Celilo Falls, before they were destroyed by The Dalles Dam.

In addition to the platforms, Indian petroglyphs can be found on the rock cliffs near the falls. A quarter-mile below the falls, the Deschutes River narrows dramatically and flows between two low, vertical cliffs in a channel only 30-feet wide. At this narrow point, the highway crosses on a modern bridge. Pioneer bridges spanned the river at the same spot.

Prior to the white man's arrival, Sherars Bridge was an important crossing of the Deschutes River for the Indians. Canoes were kept at the site to make the crossing. According to some

reports, they also had a footbridge and possibly a bridge that could have been used by horses, though the horse bridge may have only been a fishing platform.

In any event, the famous trapper and explorer, Peter Skene Ogden, tried to use the Indian structure to get his horses across the river in 1826. He lost five horses in the attempt when they fell into the rushing Deschutes. Later parties make no mention of an Indian-built bridge at Sherars Falls.

In 1845, another well-known party crossed the Deschutes River in the vicinity of Sherars Falls: Meek's Lost Wagon Train. This was the wagon train responsible for the legend of the Blue Bucket Mine. Sherars Falls quickly became a major crossing of the Deschutes River for white men, soon after the passage of the Meek party. Barlow's Road from The Dalles to the Willamette Valley went by Tygh Valley, just a few miles west of the falls.

In the 1850s, a cutoff left the Oregon Trail near the John Day River and joined the Barlow Road by way of Grass Valley and Sherars Falls. When Todd and Sherar built a bridge and roads on both sides of the river, the Sherars Bridge crossing became even more important.

In 1855, settlers were homesteading in Tygh Valley and in that year a man named Evelyn built a bridge for pack strings at Sherars Bridge. In 1860, John Y. Todd built a toll bridge at Sherars Falls and started building approach roads on both sides of the river. Todd had Robert Mays and Ezra Hemingway as partners. The bridge was washed out during the winter of 1861-1862, but it was rebuilt and made usable for wagons.

In 1871, Joseph Sherar bought the bridge and improved the approach road, employing Indian laborers on the project. The falls and bridge are named for Joe Sherar.

Ultimately, Sherars Bridge became an important traveler stop, with a 33-room hotel, large barn and other structures. Today, no buildings remain, but part of the foundation of the barn can be seen between the bridge and the railroad tracks.

Besides the road to Sherars Bridge, two other roads left The Dalles for Tygh Valley near what is now called Dry Hollow Road. The road known as "Dalles to Tygh Valley Road" on GLO maps left Dry Hollow Road and followed Threemile Road southeast. It then traveled along Steel Road across Threemile Creek until Steel Road turns south at the boundary between Sections 13 and 14 of T1N, R13E.

At the turn, The Dalles-Tygh Valley Road continued southeast

across orchards and fields where no road is visible today. The old road crossed Fivemile Creek near the middle of T1N, R14E, Section 19, then went up a draw across fields south of Fivemile Creek along an existing dirt farm road which shows a distinct rut. The vintage route crosses a divide to a branch of Fivemile Creek. Deep ruts are visible in this area near the county road.

At the junction of the pioneer road with another dirt road to Japanese Hollow and Eightmile School, the old road also split into two branches. The old roads follow the approximate routes of the present county roads. The more easterly of these roads reached Eightmile Creek just southwest of U.S. 197.

For early-day male customers, the Eightmile Creek crossing was particularly noteworthy, since a stage station was located there which featured "girls" on the second floor for interested travelers. The road then went up Eightmile Creek where it joined two other early roads near the Eightmile School.

One of these roads to Eightmile Creek also left The Dalles by Dry Hollow Road. About a half-mile southwest of the junction of Threemile Road and Dry Hollow Road, the old road turned south and went almost a quarter-mile east of the present Dry Hollow Road. This was an easy route through orchards to a low pass where it again joined the present Dry Hollow Road for about a half-mile before turning southeast across T1N, R13E, Section 22 to cross Threemile Creek at the Pleasant Ridge Road intersection. A tie-road arrives at the same point from The Dalles-Tygh Valley Road at the Threemile Road-Steel Road junction.

Once combined, the roads go up the side canyon occupied by the present-day Pleasant Ridge Road and across a low pass where signs of the old road are visible. The vintage road crossed Sections 26 and 36 of T1N, R13E where no roads can be seen today and apparently reached Japanese Hollow by way of a steep draw less than a mile west of the Eightmile School.

All the roads combined near the Eightmile School and Cemetery and went south toward Dufur. This road was the Barlow Road. For two-miles north of Dufur, the Barlow Road is just west of U.S. 197 and the I.O.O.F. Cemetery.

The first settler in the Dufur area was L.P. Henderson, arriving in 1852. By 1855, there were ten families living on Fifteenmile Creek about two-miles upstream from present-day Dufur. These early stockmen built a fort. In 1872, Andrew J. and Enoch B. Dufur bought the land where Dufur is now located and started farming and raising sheep. The post office was established in 1878. By this

time, a Mr. Williams had a store and a Mr. Bohna had established a blacksmith shop. In 1900, Dufur had 366 residents.

South of Dufur, the pioneer road turned west up the Fifteenmile Creek Valley, following the present Dufur Mill Road for about three-quarters-of-a-mile. The Barlow Road then turned southwest up a side canyon, which no longer has a road. The road went southwest through Sections 3, 10, 9 and 13 of T2S, R13E.

From this point, the road turned south and followed the ridge between Sections 20 and 21. At the north edge of Section 29, the Barlow Road reaches Hix Road and continues south along this county road. The pioneer road follows a jog in Friend Road for a quarter-mile, then follows the dirt county road south on past the site of Kingsley in T3S, R13E, Section 5.

Kingsley was once a stage station with a store, blacksmith shop, saloon and church. All that remains today are the old foundation of a grange hall and a few trees. The town was named for "Westward Ho!" author Charles Kingsley, when the post office was established in 1878.

From Kingsley, the Barlow Road continues south for four-miles, first along a gravel county road, then on a jeep road. In T3S, R13E, Section 29, the road starts dropping steeply into Tygh Valley.

A rough road at present, the route zigzags down the very steep slope and seems to coincide with the original Barlow Road in most places, though there are traces of the old road adjacent to the jeep road in several areas.

Today, this road is so rocky and steep that only a high-clearance, four-wheel-drive vehicle can follow it. In earlier years, the pioneers had to rough-lock the wagon wheels, in order to safely descend the slope.

To rough-lock a wagon, a chain goes from the wagon frame and is passed between two spokes of a wheel and around the wheel-rim, to keep the wheel from turning. If the chain is of correct length, it will be under the wheel and dig deeply into the soil as the wagon slides down the hill. Generally, one or both rear wheels were rough-locked.

At mid-point on the ridge, a rock shelter or windbreak gives an excellent view of the whole Tygh Valley basin, stretching out below. The origin of the stone structure is uncertain...was this an early Indian observation point, or merely a windbreak erected by a sheepherder in more recent times?

Some maps show the Barlow Road about a quarter-mile west of the road described above. Field work done along this route reveals



no positive sign of any old road coming down the slope. This route seems to be even less appealing than the route along the present jeep road.

The Barlow Road reached U.S. 197 at the mouth of Butler Canyon, which the present highway ascends. The original route down the west end of Tygh Ridge was too steep to be a practical wagon road north to The Dalles. Between the present highway and the original Barlow Road, two other roads are graded into the steep hillside, west of U.S. 197.

While these roads have not been dated, they are definitely old; of the two routes, the upper one is the older. Once this road had been built, the grade to the top of Tygh Ridge was much more gradual, so traffic could go either north or south. When road scrapers and other tools became available, many steep grades were eased by reconstructing the route on gentler slopes. The change in elevation between Tygh Valley and the top of Tygh Ridge is 1500 feet.

After leaving the Barlow Road, the old road went southeast across the fields of Tygh Valley where today it is no longer visible. It crossed the White River in T4S, R13E, Section 12 and went about a half-mile west of the rock pinnacle of Devils Halfacre. In the top part of T4S, R14E, Section 18, the road joined the route which comes in from the northeast from Sherars Road.

The road from Sherars Road went just east of Devils Halfacre and crossed the White River a quarter-mile upstream from the old powerhouse and present park. Just north of the park, the old road crossed Oregon 216 between Tygh Valley and Sherars Bridge. At this point, Oregon 216 follows another old route known as the Tygh-to-Grass Valley Wagon Road to Sherars Bridge. The old road was part of the cutoff from the Oregon Trail to the Barlow Road.

In order to make the 600 foot climb from Tygh Valley to the Juniper Flat plateau, the combined roads from the north went up a draw, which has a break in the rimrock, in the middle of T4S, R14E, Section 18. Tracks can be seen in this draw and the old route is still used occasionally by local farmers.

From the draw, the old road goes south three-miles across the flat fields of Juniper Flat. Signs of the old road have not been seen in this area, which is a mile east of U.S. 197.

In the southeast corner of T4S, R14E, Section 31, the old road starts the steep descent to the Deschutes River at Maupin. Today, the pioneer road can be found as it comes down a draw through the rimrock, adjacent to a State Highway Department gravel pit on the

north side of U.S. 197, a mile west of Maupin.

Though the exact location of the old route through Maupin has not been proven, GLO survey maps from the period indicate the road went by the sawmill and reached the Deschutes River near the present highway bridge by following a course south of U.S. 197.

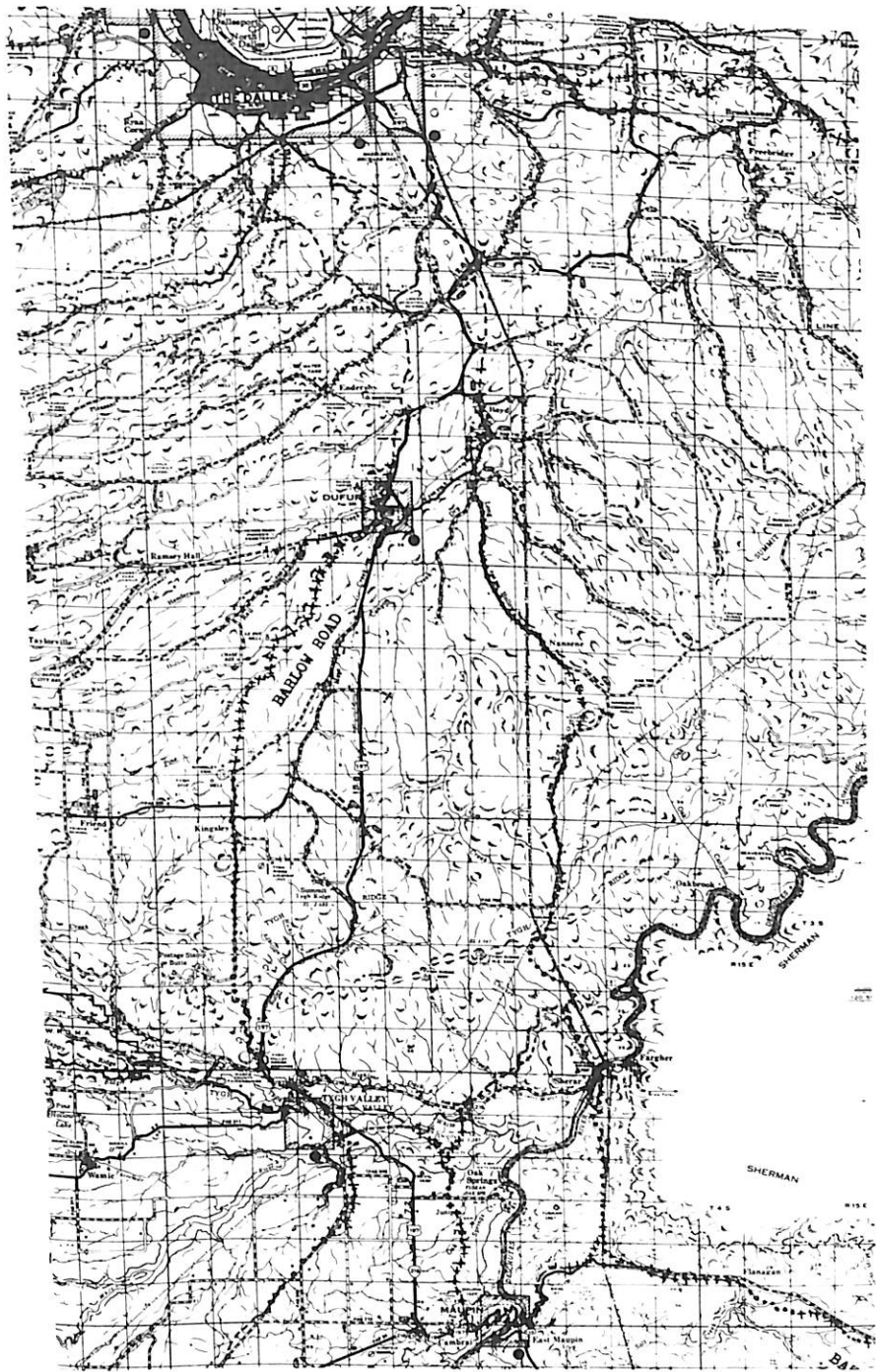
Soon after Sherars Bridge became a popular crossing of the Deschutes River, Howard Maupin and his son, Perry, built a ferry at what is now the town of Maupin. Born in Kentucky in 1815, Howard Maupin came to Oregon in 1863 and was an important and well-known Central Oregon pioneer.

Maupin first settled in Antelope Valley and set up a stage stop along The Dalles-Canyon City Road. He became Antelope's first postmaster in 1871. Maupin also had a farm on Trout Creek near Ashwood and is buried in a small cemetery on this farm.

In 1867, Maupin and James N. Clark were responsible for ending much of the Indian raiding in Central Oregon when they shot and killed the Indian chief, Paulina, a few miles from Maupin's farm.

Later, Maupin and his son, Perry, set up their ferry at the town of Maupin, to cash in on some of the traffic that was crossing the Deschutes River at Sherars Bridge.

Later, W. E. Hunt took over the ferry from the Maupins and the crossing became known as Hunts Ferry. While the town of Maupin was named for Howard Maupin, it was not known by that name before 1909.



## Sherars Road & The Bakeoven Road

For a period of 35-years, Cross Hollows was one of the better-known stage stations in Central Oregon, an important stop for local residents on trips to cities outside the region.

Never heard of it? Today, Cross Hollows is known as Shaniko, a once-famous shipping point which has now faded into obscurity.

Shaniko/Cross Hollows was approached from the northwest by two roads; one from Sherars Bridge, the other from Maupin. One was known as the Sherars Road, the other, Bakeoven Road. After climbing by different routes to the top of the plateau east of the Deschutes River Gorge, the roads joined and continued as a single route to Shaniko.

Sherars Road (also known as Tilkoney Road), heading east from Sherars Bridge to the top of the ridge between the Deschutes River and Buck Hollow is one of the best-preserved pioneer roads in Central Oregon.

It is also one of the most spectacular.

From the Sherars Bridge, the route is just above the present highway to Maupin. The old road gradually climbs the steep slope to the ridge nearly a thousand feet above the river.

To create this route, an immense amount of hand labor was required. Much rock had to be moved. Some blasting appears to have been done to make cuts through rock outcrops. Stone walls were built to hold up the road on slopes and across ravines.

The walls, in particular, are beautifully made and are up to 20 feet high where the road crosses gullies. Sagebrush sometimes was mixed with the stones to help hold the structures together. Even today, the sagebrush can be seen in the walls, thanks to the dry climate which slows the process of decay.

In other locations, wagon wheels have worn ruts in the basalt rock. Near the top of the grade, rocks disappear under a thick cover of soil. Deep ruts have been eroded in this soil. A spring exists a short distance below the ridge, a welcome sight to the tired horses who hauled the loaded wagons up the tedious grade.

At one point, a large stone weighing nearly 25-pounds was found along this grade. This stone had a groove chipped into it by someone to give it a shape resembling a giant arrowhead or ax. Many explanations have been given for the use of this stone. It might have been used to hold down the edge of a tepee; to tie up a horse; or as a sinker for a fish net.

A logical explanation is that the stone was used as a tool to build the road. It seems likely that Sherar's crew of Indians would be short of steel tools, so some workers had to improvise. When equipped with a proper handle, the stone could serve easily as a grubbing hoe or sledgehammer.

Due to steepness of terrain, Sherars Road was a single lane road for most of its way up the grade. How did wagons pass when they met? An elderly lady related how her father accomplished the feat, many years earlier:

According to the woman, her father started down the grade from the top early one morning, with the desire to reach Sherars Bridge before a freighter started up from the bottom.

Alas! By chance, a freighter had also started early, hoping to get *up* the grade, before anyone started down! The two parties met at a place where passing was impossible.

Solution? The wagon going down had no load, so it was dismantled and placed on the hillside, above the road. The loaded wagon then drove a short distance up the grade, before stopping to help reassemble the other wagon, which then continued to the canyon, below.

While such experiences apparently were fairly common, in many cases, someone was sent ahead of a wagon to warn freighters going in the opposite direction. With forewarning, wagons could stop and wait at spots where passing was possible.

If a freighter was shorthanded, another warning device often employed was horse bells. Most freight teams had a string of bells attached to the hames of lead horses. From time to time, a driver would stop and listen for the sound of an oncoming team. If bells rang in the distance, the observant driver pulled aside at the first wide spot where the wagons could pass.

At the top of the ridge between Buck Hollow and the Deschutes River, Sherars Road turned south and followed the crest of the ridge for two-miles until it reached the present paved Bakeoven Road near a Bonneville Electric substation.

Today, little—if any—of the old road still remains, though it undoubtedly closely followed the present jeep road along the ridge.

As an historical note, it is interesting to learn that GLO survey maps indicate this route was an Indian trail along the ridge to Buck Hollow and the Sherars Falls area. The pioneer Bakeoven Road from Maupin joined Sherars Road near the Bonneville Electric substation and the two roads continued as one to Bakeoven and Shaniko. Before discussing another route, the old Bakeoven Road shall be traced to this junction.

As with Sherars Road, the Bakeoven Road was yet another route which originated in the Deschutes Canyon. Beginning near Maupin where Bakeoven Creek enters the Deschutes, the route climbed nearly a thousand feet from the river to the plateau above.

Today, the present Bakeoven Road makes this ascent by a series of switchbacks and hairpin turns. The early road followed the same general route, but climbed straight up the slope for most of the distance, without the luxury of switchbacks. Regrettably, the first part of the road near the mouth of Bakeoven Creek has been destroyed.

However, traces of the old road can be seen on the slope; it cut across the present Bakeoven Road five times. Approximately two-thirds of the way up the hill, the present highway makes a final hairpin turn at a spot where the slope levels out temporarily.


At this point, the Bakeoven Road lies below the present highway and continues up the hill. Well-preserved, undisturbed pieces of the old road can still be seen. A definite depression remains and lichen-covered rocks have been piled at the sides.

In addition, an old telephone line followed the road with small poles often attached to fence posts to carry the line. While the old road disappears near the top of the hill not far from a present-day radio facility, indicators suggest the old route follows the same path as the present highway, to the vicinity of the Bonneville substation.

The road from Maupin joins Sherars Road at the substation.

A third interesting road is also located in this section. Although it does not qualify as a pioneer road, the early automobile route from Maupin to the plateau is well-preserved and worth tracing. An old telephone line followed the same route. This road leaves the present highway at the first hairpin turn above Bakeoven Creek.

From the hairpin turn, the route then climbs along the steep slopes above Nye Creek. It is wide enough for two cars to pass, simultaneously. An immense amount of work was involved in the construction of this road. Stone walls were required for nearly two



miles to hold up the lower side of the road. A large, stone bridge spans one gully. At another gully, a unique, corrugated steel culvert is employed which is significantly different from modern culverts.

The natural aging process has bested man's efforts in some places; part way up, a deep, water-worn rut runs beside the road and the route is overgrown with sagebrush.

Near the top, a collapsed wooden bridge with stone abutments spans a branch of Nye Creek.

From the bridge, the old road contours around the hillside and crosses the paved Bakeoven Road about a quarter-mile east of the electric substation. Faint traces of the old route can be seen at the crossing on the highway's north side.

From a point near the Bonneville substation, the combined Sherars Road and the pioneer Bakeoven Road continue east and cross to the south side of the present Bakeoven Road.

At the boundary between Sections 25 and 26 of T4S, R14E, the road went through the yard of rancher Eddie Hagen. It continued past the Flanagan townsite at the head of Salt Springs Canyon in the southeast corner of T4S, R15E, Section 30. The old schoolhouse at Flanagan still stands, plus the remains of a root cellar. A post office was established at Flanagan in October, 1905.

Beyond Flanagan, the old road swung around the hill and dropped into Salt Springs Canyon where a stage station was located long before Flanagan existed. Today, several collapsed buildings remain on private property at the site of Salt Springs Stage Station. At least two of these structures have hand-hewn beams.

From Salt Springs Canyon, the route continued four-miles to the head of Dead Dog Canyon, crossing fields and sagebrush flats. Most of the way, the old road is south of the highway. The old route passed between the present highway and Buzan Cemetery. Today, traces of the old road can be seen where the land is not cultivated.

At the head of Dead Dog Canyon, the road crosses to the north side of the highway for about three-quarters-of-a-mile as it follows a dirt road past farm buildings in the canyon. The old road then crosses to the south side of the highway again for less than a mile and ultimately follows the highway into the famous stage station at Bakeoven.

Reports differ on the naming of Bakeoven.

Story No. 1: A German (sometimes French) baker was headed

for Canyon City in 1862 with Joe Sherar's party with a load of flour to set up a bakery for the miners. He camped for the night at a spring, which later became known as Bakeoven.

During the night, Indians chased away his horses, stranding him. The baker solved his dilemma by building a stone oven and selling bread to prospectors and freighters heading for Canyon City.

Story No. 2: According to George Ward, the present owner of Bakeoven, the previous account has no basis on fact. Ward indicates that the oven was constructed because Bakeoven was an excellent stop along the route and a profitable place to set up a bakery business.

Whatever the origin of Bakeoven's name, a documented fact is that Andrew Smith established an inn at Bakeoven in 1872.

In 1873, the Thomas Burgess family bought the station and Ella Burgess, who was known for her cooking, may have some claim on the name of Bakeoven.

By the early 1870s, Bakeoven included an inn, a large barn or livery stable and a two-story blacksmith shop. The room above the blacksmith shop was used as a dance hall and for church services. A post office was established in 1875.

After 1897, a big room in one of the buildings was used as a school, which was taught by a 16-year-old-girl. The original log house used as the inn stood near the location of the present ranch house.

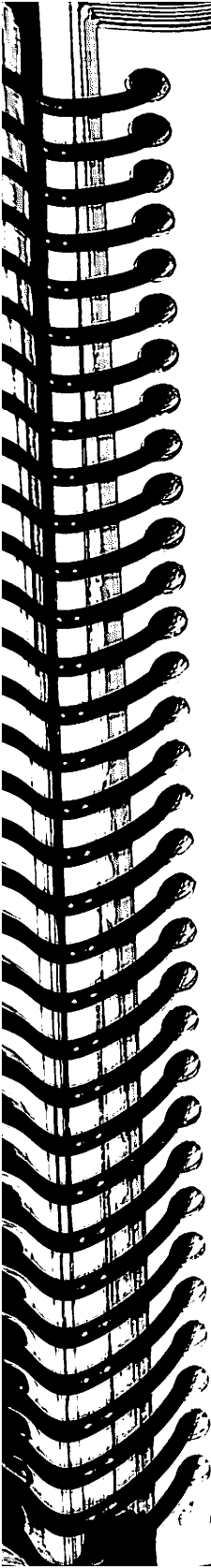
Sadly, George Ward tore down the blacksmith shop, probably in the 1930s. Today, it is hard for most people to realize the importance of a blacksmith shop to pioneers. The smith shod horses, repaired wagons, rebuilt broken metal objects, fitted rims to broken wagon wheels and repaired harnesses. Just about every important stage stop had a blacksmith shop.

Other early settlers in the Bakeoven region were Richard and Mary (Maria) Hinton. At first they lived in a dugout cave where their son, James, was born on January 6, 1874. The Hinton's ran an immense ranch, which eventually passed to James Hinton. George Ward worked for James and bought a partnership in the ranch about 1937. This ranch is still known as the Hinton-Ward Ranch, although George is the present owner.

At one time, nearly 20,000 sheep grazed on the ranch, which also had several thousand acres of wheat, which was used to feed livestock during winter months. Today the ranch raises cattle.

At Bakeoven, the pioneer road split. One road went to Shaniko,





(Cross Hollows) where it joined The Dalles-Canyon City Road. The other road went toward Cow Canyon and on to Prineville. The road to Shaniko is fairly well preserved and many interesting pieces of the old route can be seen. It was used by automobiles before the present Bakeoven Road was built.

The road to Shaniko continued up Bakeoven Creek for about three-quarters-of-a-mile before climbing straight up the point of a ridge which divides two branches of the creek. Only faint traces of this road remain. However, two later roads are clearly visible from the highway, along the southwest slopes of this ridge, which is a quarter-to-a-half-mile to the west.

The second-oldest road goes along the side of the ridge. Rocks have been piled to the side of the route in places, before it climbs the ridge and joins the oldest road.

The newest road, which has been used by automobiles for many years, follows the branch of Bakeoven Creek. Today, the route is narrow and faint, but many rock walls still remain.

About a mile-and-a-half above the site of Bakeoven, this latter road leaves the creek and starts up the side of the hill. A lot of stonework can be seen at this point, which is visible from the highway. It takes about one-and-a-half miles for this route to join the oldest road on the ridge.

At the top of the hill at the boundary between Sections 15 and 16 of T6S, R16E, the present highway turns south where it intersects the pioneer road. At this point, the old road turns east along a jeep road. There are several jeep roads in the area, but the vintage route follows the one by a corral and heads southeast toward Shaniko.

Most of the route to Shaniko traverses a fairly flat plateau, but the old road skirts and crosses four small branches of Thorn Hollow. Along the branches of the stream beds, rocks had to be piled at the sides.

The jeep road does not follow the pioneer road the entire distance to Shaniko. In some places, the road becomes very faint or completely disappears, even though the area is quite rocky. In some locations, a slight depression with more rocks and less soil than adjacent areas gives a clue to the road's route.

Unfortunately, at times even these faint clues disappear. During field examinations of the route, one researcher followed long sections of the old road by looking for the sun's reflection from pieces of broken whiskey bottles! No other sign of the vintage route could be seen.

Judging by the thousands of glass fragments, turned purple by sunlight, freighters and stage riders must have done a considerable amount of drinking as they traveled. Mixed with the broken whiskey bottles are pieces of brown glass; these have been identified as early beer or stout bottles.

Over the last four-miles to Shaniko, the road follows a straight course, except where it turns to maintain a nearly level grade to cross the beds of branches of Thorn Hollow. The road enters Shaniko near the town's picturesque water tower.

At Shaniko, the route intersects The Dalles-Canyon City Road and also an old road to Cow Canyon and the Prineville region.

Cross Hollows (Shaniko) was named by Joe Sherar in 1862 when he went by with a pack-string loaded with supplies for the miners. Good springs were located where the two hollows crossed, so it quickly became a camping spot on the route between The Dalles and Canyon City. John and Elizabeth Ward bought land and Thomas Ward built an inn and blacksmith shop in 1864 a few hundred yards west of present-day Oregon Highway 118 to Antelope.

In 1872 or '74, two Germans, August and Cicilia Scherneckau, came to Cross Hollows and bought out Thomas Ward's stage station. The Indians could not pronounce Scherneckau properly and called him Shaniko. This is the origin of the name of the town of Shaniko, built years later on the plateau within a half-mile of Cross Hollows.

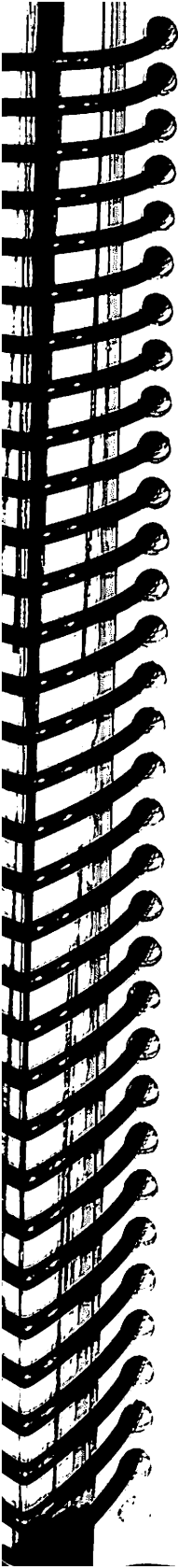
The Scherneckaus built up Cross Hollows to include a store, saloon and an expanded inn with 16 rooms. A post office was established in 1879.

Shaniko itself was not established until 1899 when it was founded as a construction camp for the Columbia Southern Railroad. The first train reached Shaniko on May 13, 1900. The town had a population of 172 by the spring of that year. With the boom coming to Shaniko, Cross Hollows went into oblivion.

Shaniko rapidly became the "Wool Capitol of the World," with wool arriving by freight wagons from ranches more than 100-miles distant.

By 1910, Shaniko's population was 600.

Unfortunately, the boom days were short-lived because the town rapidly declined when railroads were built up the Deschutes River and arrived in Madras in 1911. Passenger service to Shaniko ended in 1936 and freight service ended in 1942, after which the railroad tracks were taken up.



Today, Shaniko is a favorite ghost town visited by many tourists. In addition to the two primary roads approaching Shaniko from the northwest, several other routes are known to exist in the area. For example, some old maps indicate a road may have gone down Buck Hollow to the Deschutes River about a mile east of Sherars Bridge. Buck Hollow is a wild and narrow canyon separated from the Deschutes River by a high ridge.

In the course of researching this book, several days were spent looking for this old road without any significant success. But the area *does* have historical merit; exploration of Buck Hollow revealed pits for Indian tepees, dugout cabins used by moonshiners during Prohibition days, remains of a modern marijuana operation and a spectacular road used by wood haulers to climb out of the gorge.

The moonshiner's cabin was of particular note; when the dugout door was opened, the interior was filled with new garden tools, gasoline cans and irrigation equipment!

Later, inquiries revealed the modern implements were part of a marijuana operation featuring gasoline-powered pumps to supply water to a nearby marijuana field. A rancher had discovered the operation and tipped off police, who staked out the operation for three weeks without success.

In a way, the situation had historical overtones: yet-another agricultural enterprise in Central Oregon where sweat and effort on the land failed to bear fruit.

In Buck Hollow, the problem was not building the road up the stream bed; the difficulty arose in getting it up the steep slopes and cliffs to reach the Bakeoven area, above.

While traces of an old road were found on the sage flats above the stream, a visit to the area did not reveal a road substantial enough to handle stages and freight wagons. One very steep route to the rim *does* exist; however, according to old-timer John Reckman, his father built it with some other men, so they could haul wood from Buck Hollow to the treeless farms on top.

Due to the steepness of the terrain, several neighbors would get together to cut and haul wood. When one wagon had been loaded, two or three teams of horses would be used to pull the wagon to the top. Then, all horses would return to the bottom for another load. Thus, while roaded, Buck Hollow was not used by a pioneer route.

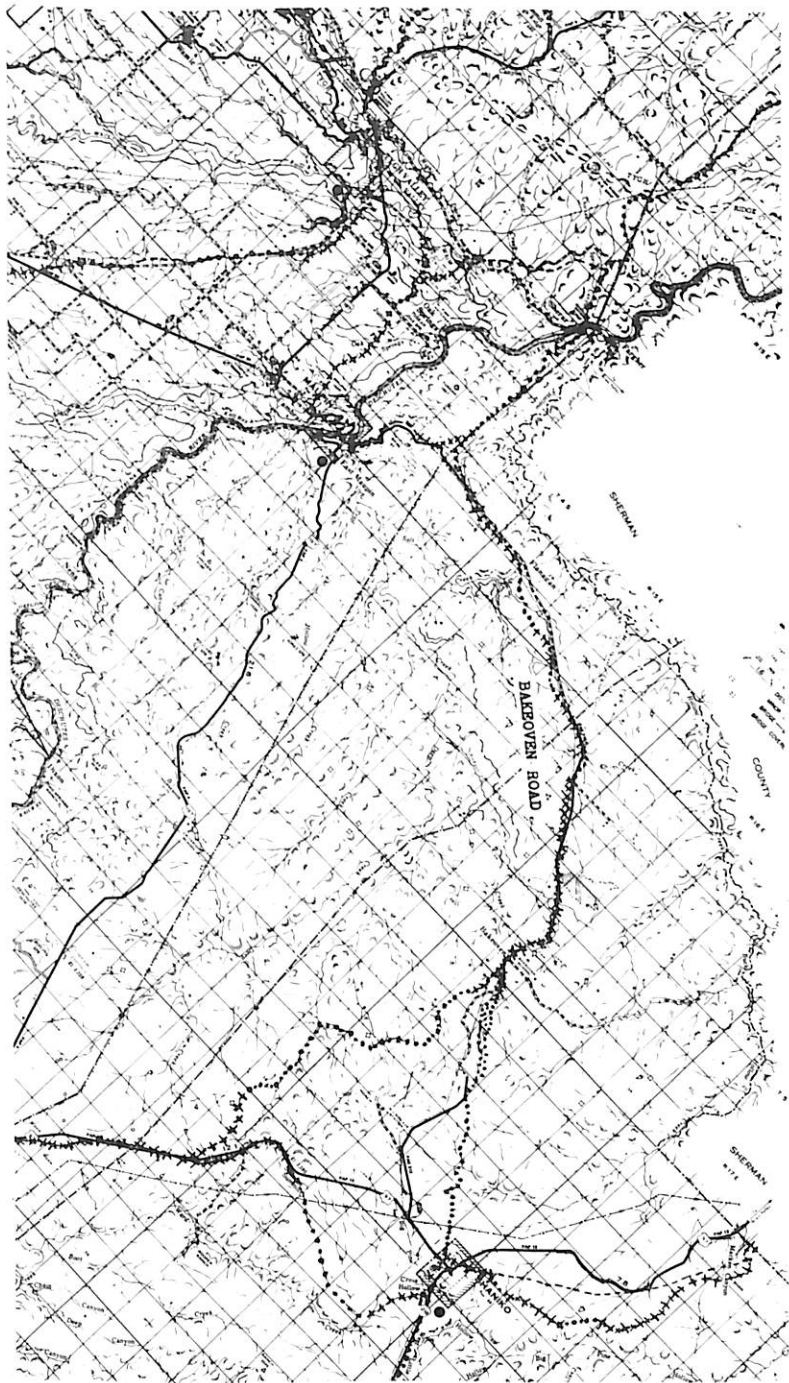
Another brief incident regarding early roads near Sherars Falls involves Meek's Lost Wagon Train of 1845. Apparently, the wagon train came directly down the steep slope from the ridge between

Buck Hollow and the Deschutes River to a point just above the falls. If one climbs the hill west of the river above the falls and looks back across the river to the east, faint traces of what appear to be ruts created by the Lost Wagon Train's descent are still visible near the top of the ridge.

In order to avoid rock outcrops and small cliffs, wagons had to sidle down a steep slope and were kept from upsetting by men who controlled the descent, using ropes. The lines were attached to the wagons on the uphill side and could be snubbed around rocks or trees, whenever possible. In addition to the ropes, wagon wheels were often rough-locked with chains on steep slopes, so the wheels could not turn.

Below Sherars Road, a series of sharp switchbacks can be seen which were used by early pack strings, before Sherars Road was built. John Y. Todd initially established a road down the route, which was ultimately improved by Joe Sherar. In some places, the old road is worn into the sagebrush-covered-slope more than a foot deep.

Due to the sharp switchbacks, early freighters must have encountered great difficulty when using the route. Even more than a century since the last pack string and wagon team trudged along the road, ruts still remain, deep and visible. How many horses and mules traveled this route to leave such an impression in the earth? The mystery remains.



## **The Dalles To Canyon City Road & The Dalles Military Road**

Gold was discovered near John Day in 1861, and in 1862, the big strike was made at Canyon City.

The Dalles was the only town in Central Oregon that could supply the needs of miners in their rush to the new mining region. By default, The Dalles suddenly became a boom-town and an important outfitting center.

At first, supplies to the mines were packed via horse and mule. However, roads were soon built to accommodate freight wagons and stagecoaches on the 200-mile trip.

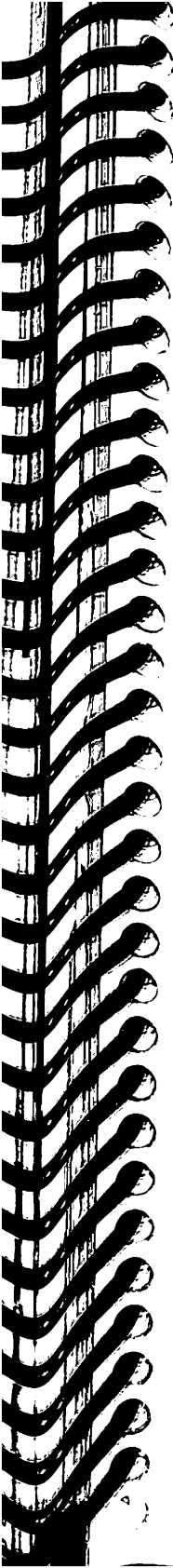
In a short time, nearly 10,000 miners, merchants, saloon keepers, dance hall girls and other camp followers were living in the Canyon City area. The historian, Bancroft, says that during April of 1863, 150 new miners left The Dalles for Canyon City each day, in addition to 200 pack animals and 10-to-12 freight wagons. A typical freight wagon delivered a payload weighing 3000-5000 pounds.

By the end of 1863, the influx of new prospectors peaked, as did mining activity. After 1864, mining continued at a decreasing rate for many years, but cattle and sheep ranching grew and served to help stabilize the area's economy.

For early miners, freighters and other travelers, several routes from The Dalles could be followed to Canyon City.

Initially, the first part of the routes was determined by the few places where it was possible to cross the Deschutes River and its spectacular gorge. Nathan and Cyrus Olney had established a ferry near the mouth of the Deschutes River by 1853. This route then went south through the present towns of Grass Valley and Shaniko.

Another crossing was four-miles south of the mouth of the river at the William Nix Bridge, which was built in 1862. This crossing later became the site of the Thomas Gordon homestead on the east



side of the river.

A third route went by way of Sherars Bridge; this route was discussed in Chapters 2 & 3.

In this chapter, the route via the Nix Bridge to Canyon City will be described. This thoroughfare to Canyon City became The Dalles Military Road in the late 1860s, in most places. The Nix Bridge was washed out in 1870, so traffic shifted to the Sherars Bridge and other routes.

Public transportation to Canyon City was initiated in the early 1860s when Ad Edgar started the Canyon City Stage Line with three stages each week.

On August 13, 1863, H.P. Isaacs, James R. Robbins, N.H. Gates and O.S. Savage incorporated The Dalles-Boise Road Company, which was the forerunner of The Dalles Military Road. The company built some road but got into financial trouble and was eventually taken over by The Dalles Military Road Company.

On February 25, 1867, Congress passed an act granting lands to the State of Oregon to aid in the construction of a military road from Dalles City to Fort Boise. Alternate sections of public land, designated by odd numbers, were to be given to road builders, to an extent of three sections in width, on each side of the route.

C.M. Lockwood won the mail contract for The Dalles to Boise route by way of Canyon City on March 2, 1867. He ran a daily stage.

On March 9, 1868, the Dalles Military Road Company was incorporated by James K. Kelly, Orlando Humason, N.H. Gates, O.S. Savage, Edwin Russell, O.W. Weaver, James R. Robbins, A. Zeiber, Victor Trevitt, B.W. Mitchell and C.S. Miller. Kelly was the mayor of The Dalles. Humason was a store owner and county judge. Gates became a state legislator in 1880.

The Dalles Military Road was approved by the State Legislature on October 20, 1868. By May 17, 1869, the route was established and awaited approval from the State of Oregon, before land could be given to the builders.

In reality, this was a great land-grabbing scheme, since most of the road had been used for years and very little construction work had been done by The Dalles Military Road Company. The road made many turns in order to lay claim to the best farm land and streams along its route. Most of the road construction was done by two horses dragging a log, followed by two men with shovels.

When the road was ultimately inspected, team members included Governor George L. Woods, Victor Trevitt (a senator later

buried with the Indians on Memaloose Island), Mr. Swan, Mr. Kidder, George Waldron, Dr. Mitchell and W.M. Hand.

Road company executives apparently spared no expense, catering to the creature comforts afforded the inspection team . . . indications suggest the team was kept so drunk they did not notice the poor condition of the road.

In any case, the road was approved on June 23, 1869 and the road company received 592,558 acres of land. Public objections were voiced, as well as lawsuits, but to no avail. The Dalles Military Road Company's land was sold to Edwin Martin for \$125,000 in 1876.

After Martin died, the Eastern Oregon Land Company was finally incorporated on August 11, 1884; it continues to exist, more than one-hundred years later.

In 1983, some of the land owned by Eastern Oregon Land Company along the lower Deschutes River was purchased by the State of Oregon to save this portion of the river for the general public. Many people and organizations donated money to make this purchase possible.

The Dalles Military Road left The Dalles essentially along modern U.S. 30, heading east. Maps on file at the Oregon Historical Society show the vintage route taking the road toward Petersburg, near Fifteenmile Creek.

A little over a mile east of Petersburg, the pioneer road turned southeast to what is now Emerson Loop Road, which it followed to the four-way intersection at Company Hollow. The military road continued along the present road to the east for about three-and-a-half-miles. In the middle of T1N, R14E, Section 4, the old road went east near a dirt road which goes to the Wagenblast farm. Research by Elden Wagenblast indicates that a somewhat different route was used from The Dalles to this point. Undoubtedly, both routes were used.

According to Mr. Wagenblast, the route used by the old road left the road to Petersburg about a half-mile southwest of the village and went up Eightmile Creek about a half-mile, before turning east up Spring Branch. The old road then went in a generally eastern direction for about six-and-a-half-miles, before joining the route as described above.

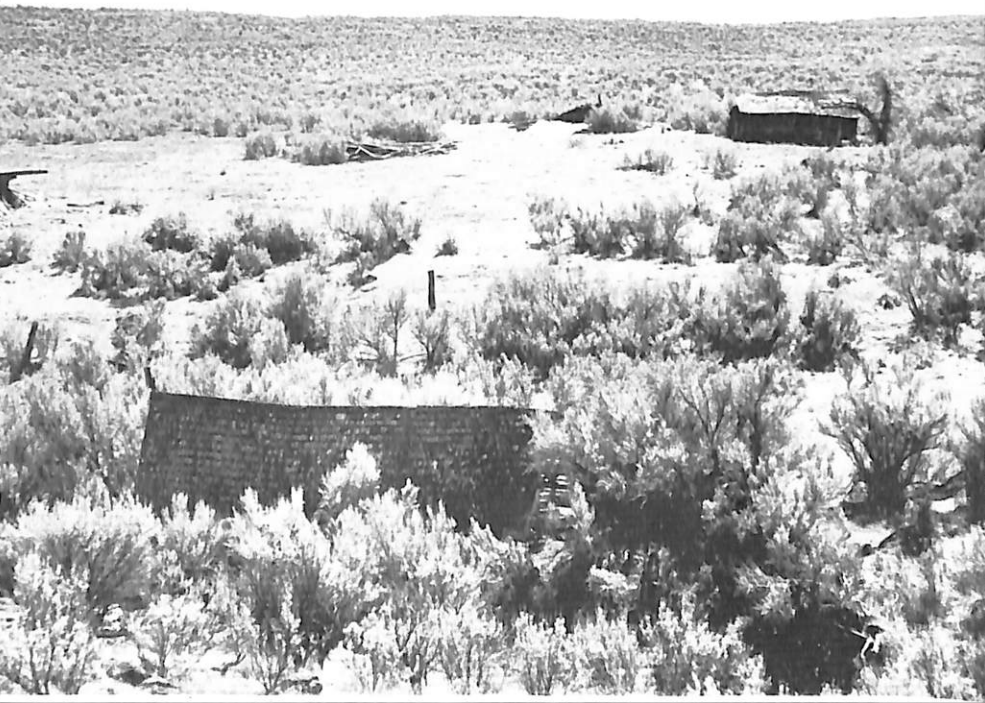
Meanwhile, the military road went up the side canyon and crossed a present-day wheat field on a slope north of Wagenblast's house. Within a mile of the house, the road starts the steep, winding and spectacular 900 foot descent to the Deschutes River

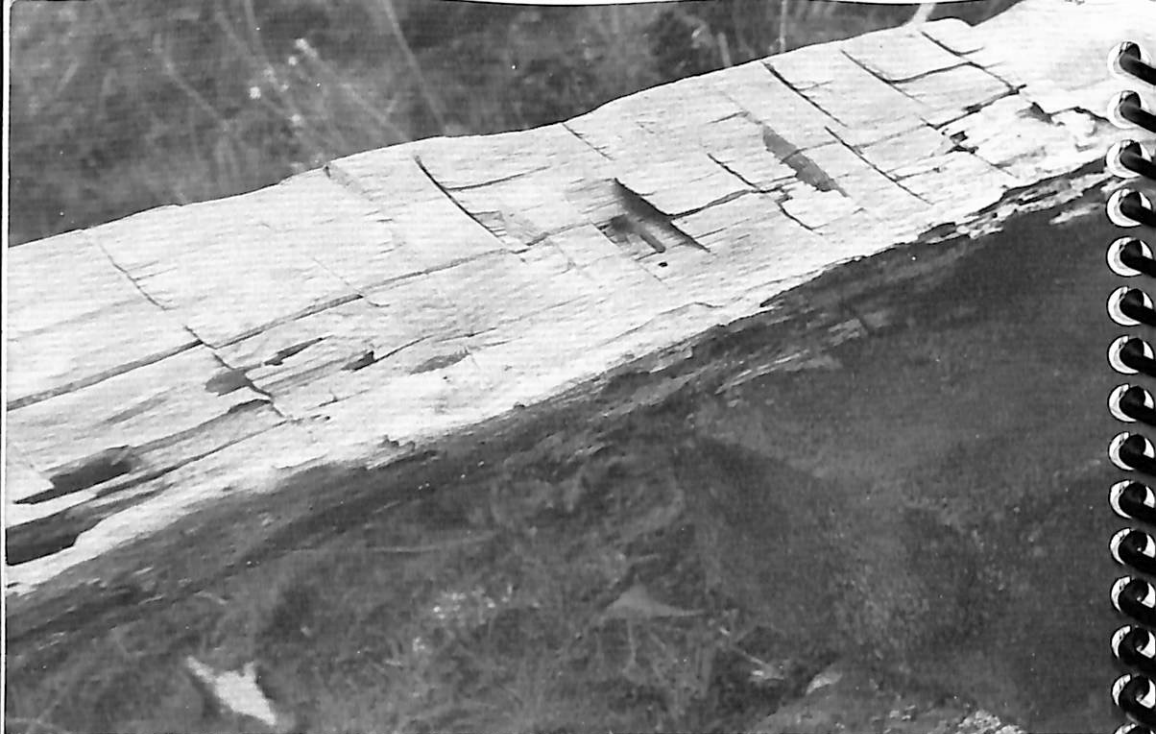




*Flanagan School near the junction of Sherars Road and the Bakeoven Road.*

*Site of the Salt Spring Creek Stage Station on the Bakeoven Road.*

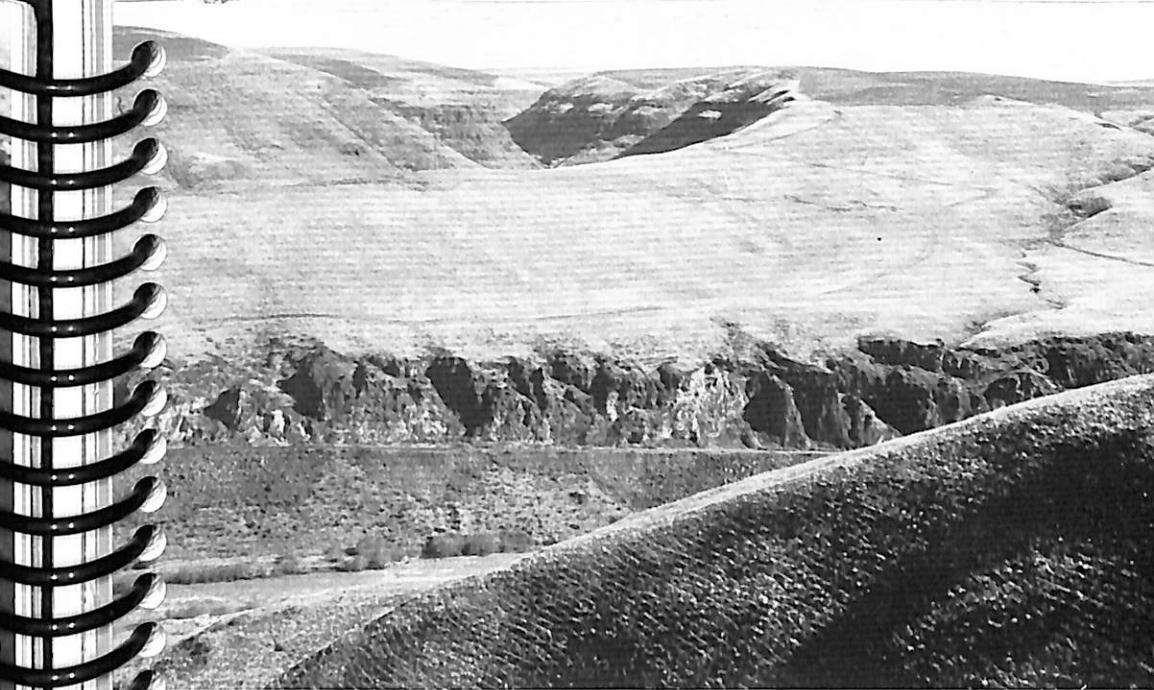




*Hand-hewn beam from a bridge along the pack trail that preceded Sherars Road west of Sherars Bridge.*

*Sherars Bridge from a hill to the southwest. Sherars Road can be seen above the highway between Sherars Bridge and Maupin.*





*Gordon Canyon and The Dalles Military Road up the ridge to the wheat fields on top. The Deschutes River and an abandoned railroad grade are in the foreground.*

*Site of Old Antelope. The cemetery is on the knoll above the small trees on the left. The road to Canyon City went through the low pass on the right.*

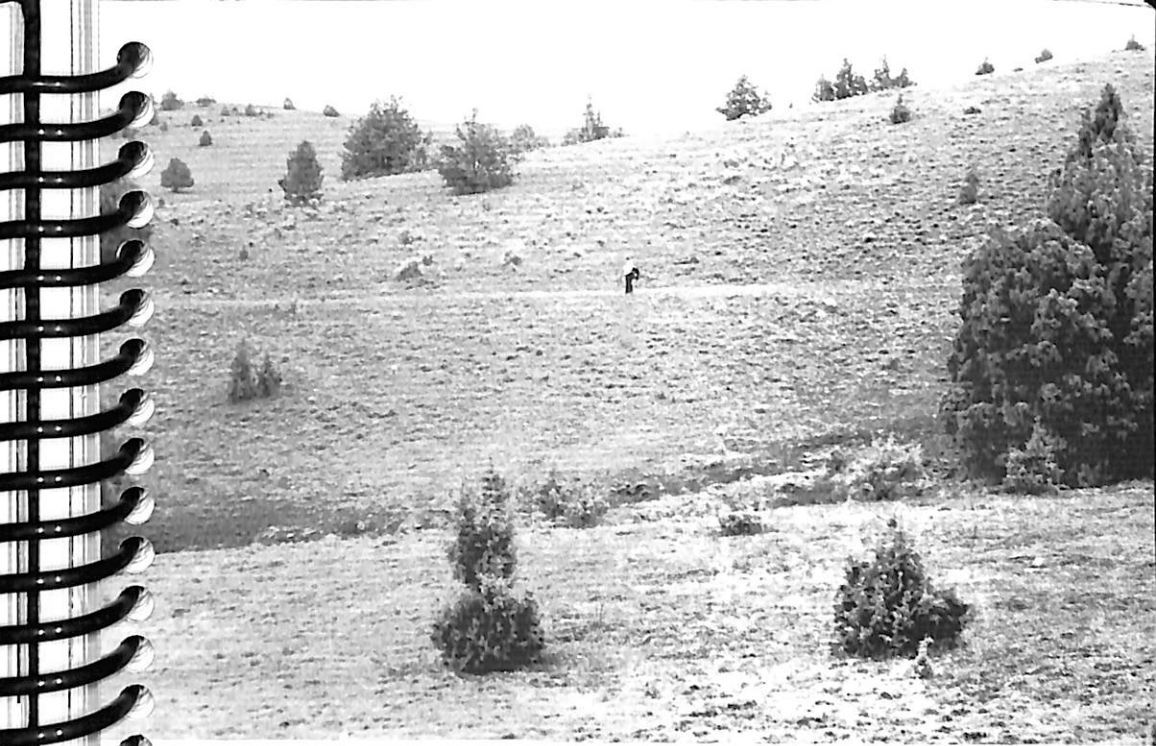




*Al Christian freighting outfit of Silver Lake, 1910. Photo was taken at Tom Brogan's place at Antelope, Ore. Print by Gladys Seufert. Oregon Historical Society, Negative No. 11318, File 1053.*

*The Dalles-Canyon City Road as it climbs the hill to Cold Camp Stage Station.*





*Traces of The Dalles-Canyon City Road on the Dickson Ranch southeast of Antelope.*

*Deanne Nielsen on The Dalles Military Road on the Big Muddy Ranch (Rancho Rajneesh).*

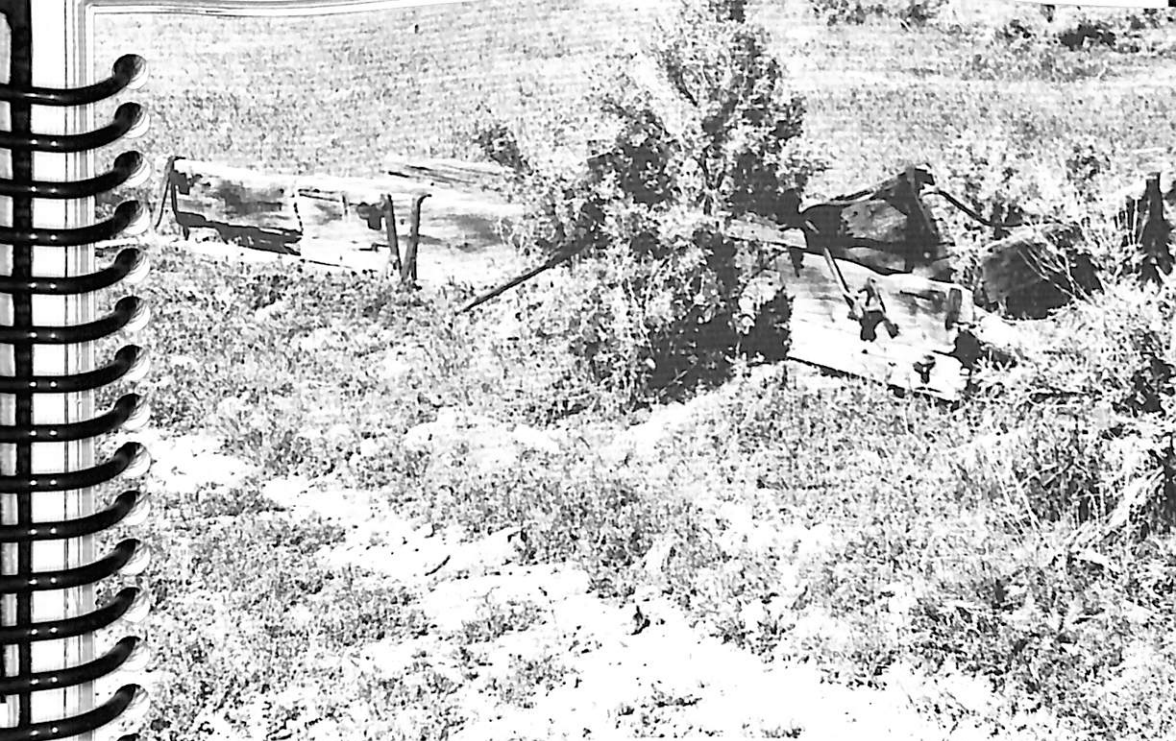




*The Dalles Military Road on the Big Muddy Ranch (Rancho Rajneesh) as seen from the county road.*

*Deanne Nielsen on The Dalles-Canyon City Road in Arrastra Canyon.*





*Remains of the decaying freight wagon box that gave the name to Wagon Box Canyon, a branch of Muddy Creek.*

*Byrd Point and the John Day River. The site of the original Burnt Ranch is on the flat area above the river on the right.*





*An old water trough hewn from a log a few miles west of Camp Watson on The Dalles-Canyon City Road.*

*The Mt. Vernon horse fort. This building was constructed to protect the famous stallion, Mt. Vernon in 1871. The Dalles Military Road passed near-by east of the town of Mt. Vernon.*





and the Nix Bridge crossing.

In recent years, Mr. Wagenblast has bulldozed the old road so it is passable with a four-wheel-drive vehicle. Even so, the ride remains awe-inspiring . . . it is hard to believe that stages and wagons made this descent by a much more primitive road.

At the bottom of the grade between the railroad tracks and the river, an undisturbed section of the old road can be seen swinging around to reach the site of the Nix Bridge. Nothing of the bridge remains, but the crossing remains visible.

On the east side of the Deschutes River, remnants of a stone wall and foundation are all that remain at the site of the Thomas Gordon homestead. Tom Gordon took over the Nix Bridge in 1865. He planted an orchard of 700 trees and raised horses. He also had the reputation of being a good gambler. At the Gordon homestead site, the old road splits into two branches.

One branch continues southeast up Gordon Canyon and is believed older than the other fork. This branch goes under the remains of a large abandoned trestle of the Oregon Trunk Line Railroad and moves directly up the creek bed or along pieces of flat floodplain at the sides of the canyon.

The road was in fairly good shape until the great flood of 1964 when most of it washed out. Only a few traces can be seen through the sagebrush. The longest section of the old road is in the upper reaches of Gordon Canyon where it is graded into the hillside about 50-feet above the stream bed, on the Canyon's south side. A clump of trees marks a spring just below the present Malcolm McDermid farm house.

The other branch of The Dalles Military Road from the Gordon homestead went south from the railroad trestle. The route went up a cut which is still used as a jeep road. The road climbed steeply up the slope, made a switchback where the grade temporarily diminishes and then again climbs steeply to the top of the ridge and the McDermid's wheat fields, on top.

In most places, the old road and the jeep road coincide, but in some locations, the depression created by the old road can be seen beside the jeep road. The jeep road goes across fields to the McDermid house. At one spot, the road parallels a deep swale or rut, almost certainly a remnant of the old military route.

In the 1880s, boundary disputes often resulted in serious confrontations. The Walker family first homesteaded the McDermid land in the 1880s. They wanted to farm, so they fenced in their property to keep out livestock. For unknown reasons, they did not

put in a gate where their fence crossed the military road; this cut off the Gordons from the outside world. The fence was located between Sections 13 and 18 of T1N, R15E and R16E.

When young Tom Gordon, Jr., started to cut the fence on an August day in 1884, young Joe Walker tried to stop him. They exchanged shots and Tom Gordon was killed by a bullet in the head. Joe Walker was wounded in the arm, which had to be amputated. Walker was tried for murder, but acquitted.

The Dalles Military Road crossed the present Gordon Ridge Road just east of the McDermid property. The Sherman County Historical Society has erected a marker in the draw at this intersection. The military road went southeast for about 5-miles before turning south.

Most of this section of road is through wheat fields a mile or two north of the Gordon Ridge Road. The old road crossed the Gordon Ridge Road about a mile east of Gordon Butte, a prominent hill with a microwave relay station on its summit. The military road crossed the north-south county road in the middle of T1S, R16, Section 14.

From the county road crossing, the old road turned south and ran a quarter-mile west of the county road until it reached the stage stop at Mud Spring on land owned by the Powell family, about three-eighths-mile west of the Erskine homestead, which was a half-mile north of the Erskine railroad station. In the 1880s, a school and store were located at the Erskine homestead.

Through most of Sherman County, The Dalles Military Road crosses wheat fields, so few, if any, traces of the route remain.

While most farmers say they can't tell where the old road went through their fields, a few do claim they can pinpoint the route a few days each year, when wheat growing in the old roadbed turns yellow a short time before the rest of the wheat field starts to turn color.

From the abandoned Erskine railroad stop, the military road continued south about one-quarter-mile, before crossing Erskine Road. (The Erskine stop was just a place where wheat was loaded into railroad cars). The old road crossed U.S.97 about one-quarter-mile north of the junction of U.S. 97 and Erskine Road.

From U.S. 97, the vintage road went by a hollow where a black man ran a stage stop in the draw on the boundary between Sections 11 and 12 of T 2S, R16E. The military road went only a few hundred yards west of the continuation of Erskine Road until it reached the county road junction in Grass Valley Canyon, where



Grass Valley had its first post office.

In 1878, Dr. Charles Rollins settled in Grass Valley, which is about one-and-a-half-miles southwest of the junction. The Dalles Military Road continued up Grass Valley Canyon for about three-miles beyond the town of Grass Valley, before crossing to the Cottonwood Canyon drainage. No road exists in Grass Valley Canyon today.

East of Cottonwood Canyon, the road went along the ridge about a half-mile, crossing a north-south county road several times before turning farther east to go down Sand Hollow to the stage stop called Haystack in Finnegan Canyon. This site was settled in 1862 by James Biffle, who ran cattle.

In 1863, George Jackson took over the stage stop and in 1867, Mike and Pat Finnegan bought it. To this day, the location remains known as Finnegan, even though its ownership has changed many times. Joe Sherar acquired it at one point and Orville Ruggles is the owner, today. The site was a popular stop on the old road for travelers, since both water and hay were available for horses; the presence of feed led to the original name: Haystack.

The military road took the southeast draw out of Finnegan and continued in that direction for several miles before passing east of the IOOF Cemetery along U.S. 97, a little over a mile north of Kent.

From Finnegan to Shaniko, different maps give different locations for The Dalles Military Road. The original GLO survey maps show one route. However, detailed maps on file at the Oregon Historical Society in Portland show a different route. The GLO maps are probably correct for three reasons:

First, the original land surveyors should be able to accurately show where any road crossed a section line at the time the survey was carried out. This area was surveyed between 1869 and 1871, so GLO maps should show the location of the original Dalles-Canyon City route if not The Dalles Military Road.

Second, north of Shaniko, the route shown on the GLO map is still a jeep road, while investigations in the area have not revealed any trace of a road as shown on Oregon Historical Society maps.

Third, in several other locations, Oregon Historical Society maps have not proven correct.

However, there *is* a possible explanation for the two routes; The Dalles Military Road Company chose its route much later than the original Dalles-Canyon City Road. While the route chosen by the road company may not have been the same as the original route,

the road company did very little work on its route and the traveling public may have continued to use the original route, because it was better.

The old road continued south through Kent, or just east of it, for nearly 4-miles, before crossing to the west side of U.S. 97 in T5S, R17E, Section 16. Buck Hollow Flag Stop was located near the middle of this section.

The Dalles Military Road crossed back to the east side of U.S.97 at the head of Macken Canyon. This canyon was named after the Macken family, who raised horses in this area at a very early date.

Oregon Historical Society maps indicate the military road went by Kelsey Spring at the head of Buck Hollow and then on into Shaniko not far from the abandoned tracks of the Columbia Southern Railroad.

However, investigations in this area fail to reveal any trace of the old road along this route. The GLO survey maps show the old road farther east.

From near the head of Buck Hollow, the old road followed a route which is still used as a jeep road. At places along the jeep road, the ruts of an even older road are still visible. Purple pieces of broken bottles indicate that this route was used prior to 1915. Remnants of old cars also show that this must have been the main route north of Shaniko even for automobiles, many years ago. The jeep road turns west for 1.5-miles before turning into Shaniko.

The military road left Shaniko (Cross Hollows) by the same draw as Oregon 218, or along the ridge just west of the draw. The route was close to or just east of the highway in Sections 7 and 18 of T7S, R17E.

On the plateau just before the modern road starts down the steep grade to Antelope, the old road turned more toward the east and went down Road Canyon in Sections 20 and 29.

At the top of Road Canyon, the old road can be seen as a faint, very shallow swale when viewed with the sky as a background.

Many traces of the old road are also visible in Road Canyon. Most of the way, the road went right down the stream bed. Stone walls and rocks are piled to the side. At one place, a road follows both sides of the creek, which is dry most of the year. Much of the road was destroyed by the big December flood of 1964.

Art Maxwell, who owned the land before 1978, has gone over the road with a metal detector and has found an old cow bell and some buckles. The road has not been used for a long time and junipers over 8-inches in diameter are now growing in the roadbed.

From Road Canyon, the old road left for Old Antelope at a place where a cut in the dirt bank is still visible. The road went on the

south side of a small knob across fields where tracks can no longer be seen.

Old Antelope was 1.5-miles northeast of present Antelope and was established by Howard Maupin in 1863 as a stage station along The Dalles-Canyon City Road. Facilities included a stockade for protection against Indians, as well as a blacksmith shop and store.

The station was generally known as Moppin, a misspelling of Maupin. Old Antelope was moved to the present site in 1881 when the stage route was changed. A farm house remains near the site of Old Antelope.

Across the county road from the Old Antelope site is a cemetery on a small hill. The oldest tombstone is dated 1874. Older graves may exist since several unmarked plots have indicated their presence by depressions in the earth. These depressions develop when wooden coffins deteriorate.

The military road goes south up the draw by the cemetery. It turns southeast and crosses Oregon 218 about one-mile west of the dirt county road which runs south to Ashwood. About 3/4-mile down this county road, the old road crosses the county road near a fence line.

At this point, the old road can be seen going across the slope west of the county road. East of the county road, the old road can be seen climbing the hill to Cold Camp.

Cold Camp was a stage stop, due to a good spring. A very picturesque barn still stands at Cold Camp. This barn probably does not go back to the earliest days of the road.

About a half-mile south of Cold Camp, The Dalles-Military Road splits off from the earliest road to Canyon City, which continues along the present county road.

Near the junction with the county road which goes to Big Muddy Ranch (now Rajneeshpuram), the old road goes slightly east of the county road. It continues in this location as the county road continues to the Dickson Ranch house, at which point the old road is high on the slope east of the county road—still visible—but faint in spots. Rocks have been thrown to the side and some grading is apparent.

From the slope, the old road goes over a gentle divide and drops into Vanderhoof Canyon on the Big Muddy Ranch. From here on down the canyon, the old road is still used as a jeep road, winding under the headwalls of two branches of the canyon.

At some points, considerable grading has been done and at one place about 2-miles from the mouth of the canyon, the road has been blasted into the side of a whitish cliff at a place called White

## Grade.

It is not known when this grade was constructed, but knowledgeable viewers are surprised to see such extensive work on a very old road.

According to Lewis A. McArthur's *Oregon Geographic Names*, Vanderhoof Canyon is named for Gilbert Vanderhoof who homesteaded the upper end of the canyon in the early 1900s. It is said he ran a moonshine still after Prohibition was instituted in Oregon in 1916.

The earliest road to Canyon City apparently did not go all the way north to the mouth of Vanderhoof Canyon but instead turned up Fir Tree Canyon. The first mile of Fir Tree Canyon has remnants of an old road. Near the boundary between Sections 4 and 9 of T9S, R18E, one can see faint traces of the ancient road on the hillside of a small side canyon, which leads to a gap or pass, to the east.

With some exploration, a very old road can be found in this side canyon. Lichen-covered rocks have been thrown to both sides of the road and erosion has made a small gully. Farther up the road, a rock wall is visible featuring stones several feet in diameter.

As the road approaches the gap, rocks give way to soil. The grade is very faint in spots, although it can be seen clearly from below in Fir Tree Canyon. The road is visible for some distance east of the gap, then disappears.


Near Currant Creek, the old road appears again, just north of an old cabin. Beyond its historical aspects, the area is rich in geologic wonders. Visitors enjoy the natural beauty of the colorful John Day geologic formations and rock collectors marvel at the petrified wood and chunks of agate rock which litter the ground in the vicinity.

From all indications, the old road apparently went north down Currant Creek for some distance before starting the climb to the divide between Currant Creek and Arrastra Canyon. Although several days were spent exploring this area on Big Muddy Ranch, the pioneer road has not been definitely located in all places.

In any event, the old road crossed Arrastra Canyon about one-and-a-half-miles from its mouth and a few hundred yards south of an old cabin and sheep corral. A faint trace of the old road can be seen running across the hillside to the east. The road is so faint at this point it can hardly be seen when standing in it. The lower section of this grade is dirt; higher up, some rocks have been thrown to the side and junipers up to 18-inches in diameter are currently growing in the road.

For individuals attempting to trace the route, the road goes





through a pass with a pointed rock or pyramid-shaped peak just to the north. Faint traces of the road can be seen east of the pass as the road drops steeply to Dry Creek.

At Dry Creek, the road apparently went upstream to another pass where a number of old juniper trees have been cut. The road then drops into a branch of Dry Creek, which is followed to another gentle pass and continues down a side canyon to Muddy Creek.

Located about three-quarters-of-a-mile north of the Rock Fort, this route to Muddy Creek is easy. However, two old-timers who have spent most of their lives in the area, say that the road came out right at the Rock Fort. On-site observation indicates this would be a much more difficult route.

In addition, the old-timers also say that the old road went directly east, up the slope and side canyon from the Rock Fort. Recent visits to the area fail to reveal any remnants of an old road in the side canyon, though the old-timers say traces up the small side canyon were wiped out by the 1964 floods.

According to one old-timer, the road went up the hill east of the Rock Fort, crossed a saddle and dropped into Domogalla Canyon. The other says the road went up the hill from the Rock Fort, followed the ridge and did not descend into Domogalla Canyon until reaching a point near the canyon's mouth. In either case, the route up the hill is exceedingly steep and appears virtually impossible, today.

An old road *does* follow Domogalla Canyon to its head; however, it may just be the road to the Domogalla family homestead. At the mouth of Domogalla Canyon, the old road joins the dirt county road which links the Mitchell area and Big Muddy Ranch.

Another possible route for the road was down Muddy Creek a mile to the mouth of Wagon Box Canyon, where it would join the route used by The Dalles Military Road.

The Rock Fort is a mystery. Several people have tried to trace its history without much success. At one time, it was a large, stone building with other smaller buildings nearby. All that remains today is a tall, stone chimney and some stone walls on a flat overgrown with sagebrush on the west side of the gully created by Muddy Creek.

The stone foundation of another building is on the east side of the creek. Some individuals say the Rock Fort actually was a military fort used to fight Indians. Others believe it was a poor location for a fort and the building was actually a stage stop. The General Land Office surveyed the area in 1877. Surveyor's field notes only mention "a large stone house." With luck, someone may yet solve the mystery of the Rock Fort.

In addition to questions about the Rock Fort, other mysteries and numerous unconfirmed stories have circulated concerning the area around Big Muddy Ranch.

First, there is the old road, itself. Why would a road wander around through the hills rather than follow the more obvious route later used by The Dalles Military Road? This road certainly has not been used for a long time, as indicated by the slow-growing juniper trees, up to 18-inches in diameter, which are currently growing in the roadbed.

Second, skulls and skeletons supposedly were found in Skull Hollow, a branch of Fir Tree Canyon. Why are they there and what is their story? Rumor mentions a pack train wiped out by an Indian attack—is it true?

In the same vein, a massacre of Indians by whites was supposed to have occurred near some ranch houses on Currant Creek. The Indians were supposedly stacked up and cremated.

It is known that in 1862 a packer by the name of Nelson was attacked by Indians on or near Currant Creek. Nelson's men were greatly outnumbered and had to flee. All their mules and cargo were lost to the Indians.

Another story: A bank robber was supposed to have been hanged on the ranch; the money has never been found. Unfortunately, none of these stories have been positively verified or documented.

Another mystery is associated with Arrastra Canyon. An arrastra is a stone grinding mill for pulverizing rock ore so that gold can be extracted. The grinding stone is generally turned by a horse or mule.

In any event, early miners found an arrastra in what is now called Arrastra Canyon. Who built it there and when? The area is not known for producing gold, but why is it there if gold is not found? Did some of the earliest miners heading for Canyon City stop and build it? There is a rumor that the arrastra was built much earlier, by some Spaniards.

Enough mystery; we return now to The Dalles Military Road where it forks near Cold Camp.

The Dalles Military Road left the county road about halfway between Cold Camp and the road going to the Big Muddy Ranch (Rajneeshpuram). Ruts of the old road can be seen where it descends a steep slope to Cold Camp Creek, which it crosses, about a half-mile east of the junction of the county roads. The old road can be seen on the south side of the creek and apparently follows the present county road for about two-miles, but definite traces of the old route are not in evidence.



However, farther east in Sections 21 and 22 of T8S, R17E, the old road is very clear. Two deeply eroded ruts are visible and rocks have been piled to the side. In places, two roads lie side-by-side. Juniper trees up to a foot in diameter grow in the old roadbed. An excellent stretch of the military road can be seen in Sections 21 and 22 south of the county road.

For a good view of the military road, follow the county road down a steep grade. As it turns south, the military road can be seen making a graceful swing down the grade, to the west side of a stream bed. For the next two miles going south, the old road is generally west of both the creek and the county road, or in the creek bed, where it cannot be seen.

Near the mouth of Gallagher Canyon, the military road is on the east side of the creek. A stage stop was once located at this point, just north of a fence line and the mouth of Gallagher Canyon.

This stage stop is near a spectacular rock located about one-mile north of Vanderhoof Canyon. A substantial stone wall about 20 feet long is all that remains of a house. Traces of a cellar hole also remain. Only a few local old-timers know about this stage station, although it is shown on GLO survey maps.

Due to the large amount of gold leaving Canyon City for The Dalles, robberies were a frequent occurrence. However, on at least one occasion, a robber was fooled.

One of Thomas Brent's Pony Express riders was carrying a heavy bag of gold to The Dalles. The rider was fearful of an Indian attack, so as evening approached, he was thankful to see the camp of a white man. The rider asked if he could spend the night at the camp. Too late, he realized his companion was the notorious outlaw, Berry Way (sometimes spelled Wey). The Pony Express rider threw the heavy moneybag on the ground and said it contained horse shoes for a wagon train that needed them.

The moneybags remained on the ground all night. After a restless night, the rider casually got up the next morning, saddled his horse, threw on the moneybags and departed without any trouble from the outlaw. The Pony Express carried letters for 50 cents and gold dust for 3 percent of the gold.

In 1863, Berry Way killed his boss, a pack string operator named Gallagher, near the mouth of Gallagher Canyon. Gallagher was carrying gold, but it was never recovered. Before he was hanged, Way claimed the gold was hidden in a meadow near Waterman.

At the mouth of Vanderhoof Canyon, the road turns east and follows Currant Creek to the old Muddy Ranch headquarters, the

present location of Rajneeshpuram. The Dalles Military Road cannot be seen along Currant Creek because it goes through cultivated fields or is buried under waters of the reservoir built by the Rajneeshees.

At one time, the road crossed Muddy Creek at the ranch houses and went south along the east bank of Muddy Creek. The Rajneeshees have rebuilt this piece of the original road. Where the county road turns east and leaves the Muddy Creek Valley, the old road continued on up the creek for about one-and-a-half miles to Wagon Box Canyon.

Wagon Box Canyon got its name from the old freight wagon box which is rotting away at its mouth. The old road went up Wagon Box Canyon. The pioneer road can be seen in many places on the floodplain above the active part of the creek bed. The road is generally faint and shows up as a slight depression across the flat, rocky areas. The road crosses back and forth across the creek where floods have obliterated all traces of the route.

Today, more recent erosion has made it impossible for a wagon to follow the road in one section. About half-way up the canyon, the wagon wheels have worn a very distinct groove in the solid rock for a distance of 15 feet—one of the most striking grooves worn in rock any place along the pioneer roads of Central Oregon.

The road approaches the divide by steep grades from both sides. Obviously, horses and mules would be winded by the time they reached the summit. While the animals were resting, freighters and stage riders had lunch or a snack. The flat area at the divide is covered with hundreds of rusty old-style cans scattered around amid the remains of hundreds of broken bottles.

Many of the old bottles were obviously deliberately broken by throwing them at a pile of rocks. Most bottles were brown, beer or stout bottles and whiskey bottles turned purple by years of exposure to the bright sunlight of Central Oregon. It is a strange sensation to discover such a junk pile many miles from the nearest house, today.

The pioneer road drops down from the summit at the head of Wagon Box Canyon via a steep grade where the old road is clearly visible as a depression. It joins the present dirt county road from Rajneeshpuram within a half-mile of the summit. The old road then followed virtually the same route as the county road to the ford of Cherry Creek.

At Cherry Creek, the pioneer road divides into two roads according to some old-timers; the earliest route went via Red Gap to avoid The Grade, while The Dalles Military Road went by way of

The Grade.

The earlier road went up Cherry Creek for a short distance before turning south up a side canyon. The grade is fairly gradual to Red Gap, but few signs of the old road exist. At the gap itself, an eroded area seems to be the old road. The road dropped down into John Day Gulch by an undetermined route, about one-and-a-half-miles south of the present county road.

The road probably climbed out of John Day Gulch in T10S, R20E, Section 6, before turning north and then east, prior to crossing to the north side of the present county road in T9S, R20E, Section 32. A piece of the old road can be seen in the southwest corner of Section 32, south of the county road.

Between the southwest corner of Section 32 and John Day Gulch, no other traces of the earliest route have been located, except for the neck of an old bottle, turned purple by the sun.

From the ford on Cherry Creek, The Dalles Military Road went down Cherry Creek following the same route as the present county road past the Cherry Creek Ranch to Grade. Even today along the county road, The Grade is quite spectacular.

Before The Grade was constructed, a rock outcropping prevented the passage of wagons. The old grade can be seen below the present unpaved county road. Construction of The Grade was undertaken by George Montgomery (Monty) Wasson, using a pick, shovel and wheelbarrow.

In 1880, Wasson erected a toll house and levied a charge of 25 cents for each of the horses or mules pulling freight wagons. Preachers and neighbors did not pay the toll. A stage stop and post office were once located at Grade, though nothing remains today.

In later years, thousands of loads of wool went to The Dalles over this route. On nearly all teams, a string of warning bells were attached to the hames of the lead horses. Such bells were common a century ago, but today, collectors pay a small fortune for a string of similar bells.

Monty Wasson is buried on a knoll near The Grade, but the wooden marker which once marked the grave has not been located.

Beyond John Day Gulch, the military road left the present county road and followed the route of an earlier county road to the south. After 1.5-miles, the military road crossed to the north of the county road and joined the earliest route to Canyon City. Traces of the old road can be seen below the present road, especially about a mile west of the Burnt Ranch where the old road went up a grade.

At present, Burnt Ranch is owned by Tom Stephens of Mitchell. The house at Burnt Ranch was built in 1912 by Tom's father, Elzey

M. Stephens and the barn was built two years later. Elzey Stephens took charge of the Muddy Ranch in 1898; he lived on Muddy Creek above the Rock Fort near Mays Rock. He moved to Burnt Ranch in 1902.

The Burnt Ranch originally was established in 1865 by Mr. and Mrs. James N. Clark as a stage station. In 1866, while Clark's wife was visiting in the Willamette Valley, Chief Paulina and his Paiute raiders burned the station. Clark and a nephew, George Masterson, were away cutting firewood at the time, but the Indians saw them and gave chase. Clark got away on his horse, but Masterson had to hide in the bushes along a creek. The Indians were not successful in finding him.

Meanwhile, Clark ran into freighters headed for Canyon City. The party gave chase and eventually killed four of Paulina's band. Ever since the attack, the station has been known as Burnt Ranch.


Later, Clark got his revenge when he and Maupin killed Paulina. The original Burnt Ranch was in a field a few hundred yards west of the present Burnt Ranch house. It was an important stage stop and sporadically served as a post office after 1883.

From Burnt Ranch, the road to Canyon City crossed a field to the mouth of Bridge Creek where it turned south up the creek bed. An old road, which may or may not be a piece of the pioneer road, can be seen near the mouth of Bridge Creek below the big grade on the county road. The old road had to cross Bridge Creek a number of times. The number varies between three and seventeen, depending upon which old-timer is consulted.

At the McConnell Ranch, on the border between Sections 11 and 14 of T10S, R20E, the old road can be seen in front of the ranch buildings. The earliest road went along the creek below the county road at a turn in the creek just below the ranch. Another early road, called the Jay Bird Grade, can be seen above the county road at this turn.

The military road continued for six or seven-miles south along the east side of Bridge Creek past the Painted Hills. Near the middle of T11S, R21E, Section 9, the old road leaves Bridge Creek and the county road to continue southeast past colorful red hills to climb a grade to a pass above Meyers Canyon.

Actually, two old roads are fairly close to one another, leading up to the pass. The original road could not continue up Bridge Creek because cliffs formed an impassable gorge until modern blasting techniques allowed construction of the present county road.



From the pass, the road drops down into Meyers Canyon. A surprising amount of grading is in evidence where the road goes along the side of the hill, so it is clearly visible. An important and historic stage station was once located on the sagebrush-covered flats of Meyers Canyon.

In 1863, the first settlers in this part of Wheeler County were Christian Meyer and (Alkali) Frank Hewott (sometimes spelled "Huat") who built a stage station on Alkali Flats in Meyers Canyon about a mile up from the mouth of the canyon. Meyer had a large irrigated garden, an orchard and grain fields.

It is said that the two bachelors began to feel the need for a woman's touch around the premises, after some time at the stage station, but neither wanted to marry. Unconfirmed reports indicate they set up some sort of wager in which the loser had to leave and look for a wife.

Meyer lost. He went to California and returned with a wife, Meta, who was half-Indian. Alkali Frank left and operated a stage station on Eightmile Creek south of The Dalles. He too later married.

When built, the original facilities at the Meyers Flat station were substantial structures with large, stone walls.

Today, all that remains are the stone foundations of two houses or structures and the rock walls of a cellar. A wooden house and sheds also stand, but these do not date back to the days when The Dalles-Canyon City Road was in service. In more recent years, an immense, deep gully has formed in the middle of the old fields of Alkali Flats. The gully may trace its origin to the severe floods of 1964.

The pioneer road splits into two roads just above the Meyers place. Indications suggest the original road continued up Meyers Canyon. Signs of the old road are not visible now, but it was an easy route up a broad creek bed. A jeep road still travels up the canyon.

Near the head of the canyon, the old road turned south up a branch of Meyers Canyon and crossed Oregon 207 between Mitchell and Spray in T11S, R21E, Section 13. Maps show the old road continuing southeast around the west and south sides of Marshall Butte until it reached U.S. 26 near the present-day Wheeler Monument.

Three-miles east of Mitchell, the Wheeler Monument recalls a memorable incident in the life of Henry H. Wheeler, which took place two-or-three-miles northwest of the site.

Wheeler operated a stage line between The Dalles and Canyon City, starting in May 1864. Wheeler drove the stages himself and on September 7, 1864 he was returning from Canyon City with H.C. Page, a Wells-Fargo guard and \$10,000 in paper money.

Several miles northwest of the present marker, Wheeler and Page were attacked by about twenty Indians. Wheeler was shot through the cheeks. They could not outrun the Indians on the rough road, so while Page held off the Indians, Wheeler unhooked the lead horses. They then rode to safety at Meyers Station on the horses, which, by pure irony, had never been previously ridden. The Indians tore the stage apart and scattered the money, but most of it was recovered.

Wheeler had both the mail contract and the Wells-Fargo franchise in addition to the passenger business. The trip from The Dalles to Canyon City took three days and cost \$40 for each passenger.

To run his business, Wheeler used eight stage stops to change the four horses on each stage. Wheeler lost 89 horses and other property due to Indian attacks and stealing, during the four years he ran the stage line. Wheeler County is named after him.

While Wheeler ran stages, two men named Edgar and Joe started the first freight express business to Canyon City in 1864. Freight wagons thus gradually replaced the pack strings.

After several days spent exploring the Marshall Butte area, no evidence was found to suggest a wagon road ever traversed the west side of Marshall Butte. A very steep ridge is located northwest of Marshall Butte; pack strings could get up it, but it is too steep to have been practical for wagons.

Initially, visits to this area seemed to indicate that the earliest road went north of Marshall Butte, then turned south and reached the Wheeler Monument, via the east side of the butte.

However, during the winter of 1984, Roy Monroe, an 89-year-old relative of Wheeler's, returned to the area and pointed out the location of the old road and the site where Wheeler was shot through the jaw in 1864, during the Indian attack.

After climbing out of Meyers Canyon, the road crossed the flat area north of Mitchell landing strip. Following the crossing of Oregon 207, the road turned east up a side canyon, just south of a prominent rock point near the center of T11S, R21E, Section 25.

Today, a rancher's jeep trail goes up this canyon a short distance and the old road climbs steadily in a southeastern direction to a pass. This area is now broken up by many gullies, a few of which

appear to be eroded road ruts and not the result of a natural drainage channel.

At the pass, the old road goes northeast for a quarter-mile to get around the head of a canyon. A jeep road still exists, but the old road seems to have gone in a somewhat more direct route; traces of it can be found in several places. Wheeler was shot during the Indian attack in this area. The road probably followed the jeep road across fields and canyons to U.S. 26, about a half-mile west of Wheeler Monument.

The second, later road, from the Meyers stage stop, went south up a side canyon of Meyers Canyon. This route through Mitchell is shown as The Dalles Military Road on the GLO survey maps of 1873. Today, a jeep road follows this route to a pass. No signs of old roads were found except near the pass, where a depression indicates the location of the old road. The road made a big loop and dropped down to Bridge Creek about a mile west of Mitchell. A dirt road still follows part of this section of the pioneer road.

The first settler at the site of Mitchell was I.N. Sargent, who arrived in 1867. A blacksmith shop and post office were established by 1873, but no store until 1875.

The first postmaster was William (Brawdie) Johnson, who named the town after John Hipple Mitchell, a U.S. Senator from Oregon. Mitchell has a history of disasterous floods and fires. The flood of 1884 washed away many of the houses even before the town was platted in 1885.

The original road did not go by the site of Mitchell because it was extremely difficult to get up the narrow stream beds of Bridge Creek and Keyes Creek. The military road left Mitchell up Bridge Creek, but in a short distance continued east up Keyes Creek.

About a mile beyond the Wheeler Monument, U.S. 26 makes a hairpin turn while the old road continues up Keyes Creek. A short stretch of the old road can be seen by the turn, just above the dirt jeep road up Keyes Creek. Maps at the Oregon Historical Society headquarters show The Dalles Military Road going up a side canyon of Keyes Creek.

A hike up this side canyon did not produce evidence that wagons passed this way. Later, the old road was found in another side canyon, a mile farther up the creek. The ruts of the old road are visible as it approaches a pass separating the Marshall Creek and Mountain Creek drainages. A jeep road still follows a similar route, but a number of undisturbed pieces of the old road can be seen.

According to an old USGS topographic map of the Mitchell area, this was the main road until at least 1924; the present route of U.S. 26 to the summit did not exist in 1924.

Strangely enough, according to GLO survey maps, the surveyed route of The Dalles Military Road closely follows the present route of U.S. 26 to the summit. An old road can be seen in places near the modern highway, but this route has not been accurately dated. Some old-timers claim this is not The Dalles Military Road but a later county road used to haul wood to The Dalles or Shaniko. Once again, such discrepancies illustrate the difficulty in retracing many of the pioneer roads. Additional research will undoubtedly clear up some of these mysteries.

Beyond the Keyes-Mountain Creek summit, the military road went by Mountain House, north of U.S. 26. The road crossed to the south of U.S. 26 between the site of the Spoons Mill and Barnhouse Ranch in T12S, R23E, Section 21. The old road cannot be seen in the deep soil and fields along the creek. It continued southeast beyond the Barnhouse Ranch and crossed the paved Forest Service road to the Derr Meadows road a mile south of U.S. 26.

At the Whiskey Creek crossing, a spring flows and a watering trough has been hewn from a solid log. This trough is very old and rapidly deteriorating. The road continued up the hill and stayed near the edge of the woods.


In some places, the old road cannot be seen, but in other locations, virgin sections remain. Rocks have been thrown to the sides, a depression is visible and in the depression, trees are growing more thickly than in the surrounding countryside, including ponderosa pines up to two-feet in diameter.

Occasionally, two roads lie side-by-side, separated by a pile of rocks larger than the similar piles along the roads' outside edge. Modern logging roads make the old road more difficult to follow, at times, but clues remain.

In T12S, R23E, Section 36, the road goes over a pass and enters a beautiful meadow near the head of Fort Creek. From the meadow to Camp Watson, a jeep road follows the old road, more or less. However, in places just north of the jeep road, the old road can be seen as a tree-lined depression or with trees growing in the sunken road bed.

At the east edge of T12S, R23E Section 31, the road passes below a hillside cemetery, a last resting place for soldiers from Camp Watson and some pioneers. A tombstone marks the grave of Lieutenant Stephen Watson, but he is not buried there.





Just beyond the cemetery, a fence marks the boundary between the Collins' land and the Antone Ranch. The site of Camp Watson is less than a quarter-mile farther down Fort Creek.

Today, nothing remains of Camp Watson, but a section of the military road with a rock wall can be seen along the north edge of Fort Creek.

Camp Watson was named for Lt. Stephen Watson, who was killed leading a military attack on Chief Paulina's Indians on May 18, 1864. Paulina's band and other Indians had been attacking white parties, freighters and stages along The Dalles-Canyon City Road, and Camp Watson was established by the U.S. Army in an attempt to stop the raids along the route.

Originally, Camp Watson was built on Fred Creek, about two-and-a-quarter-miles east of the later site. Old Camp Watson did not last long before the camp was moved to Fort Creek.

Captain H.S. Small selected the second site of Camp Watson on October 1, 1864. Facilities included a log stockade, several log buildings, a blacksmith shop and a stage station building. Some of the soldiers and cavalry were removed after 1866, but Camp Watson was used as a military post for several more years before being totally abandoned.

The pioneer road continued east over a small divide and down Fred Creek. The route probably closely followed the jeep road through the Antone Ranch to the site of the former town of Antone and the headquarters of the Antone Ranch.

Fred Creek is named after Fred Arnecke. Antone received its name from Antone Francisco, a Portugese settler in the 1890s. However, people had moved into the area much earlier because of the discovery of gold in Spanish Gulch east of Antone. George Jones settled in Spanish Gulch in 1864 and Cal McCracken settled on Rock Creek in 1866. Rock Creek runs by Antone.

Today, mining ditches can still be seen from the road east of Antone, which was the main road between Mitchell and Dayville until modern U.S. 26 was built down Mountain Creek to Picture Gorge in the 1930s.

The military road did not follow the route of the rough, dirt, county road east of Antone. After crossing Rock Creek, the road went up the draw to the east, instead of turning north as the present road does. Remnants of the old road can be seen in the draw.

At the head of the draw, the military road followed the present road or went slightly north to a low summit, where the present road turns southeast. The vintage road continued east through a

field.

Today, deep gullies cut perpendicularly across the head of Hope Gulch, a branch of Spanish Gulch. These immense gullies are the eroded ruts of the old road. After crossing the head of Spanish Gulch, the old road continues and crosses the county road less than a quarter-mile beyond the small cemetery located on the road's north side, just beyond Spanish Gulch.

From Spanish Gulch, the old road can be seen climbing the grade to the southeast. In addition, south of this point, several ditches can be seen which were once used to carry water to the mines. Water cannons were used to tear down the hillside so that gold could be extracted, using sluice boxes.

The best-preserved and least-disturbed segments of The Dalles-Canyon City Road to be found anywhere along its 200-mile length are located on the Antone Ranch, east of Spanish Gulch. For three-miles, the old road is from one-quarter-mile to a mile south of the county road.

Many sights are visible. In gulches, deep trenches have been eroded three feet below the original surface at points of entry and exit. Just west of Pine Gulch, the military road passes an old shack and a wagon, then heads down a fairly steep grade to Pine Gulch.

On the grade, a very large trench has been eroded, but grass has reestablished itself. Juniper trees in the road and at the sides measure up to 18-inches in diameter. Great piles of lichen-covered rocks line the road.

On the east side of Pine Gulch, the road goes up a steep grade which is badly eroded, leaving a trench three or four-feet below the original surface. Immense piles of large stones are stacked along the lower side of the road. The amount of rock that has been moved and piled is substantial. On the east side of Pine Gulch no vegetation grows in the road ruts, with the exception of a few junipers.

Between Pine and Juniper Gulches, the road generally is very difficult to follow on the fairly level sections, except for rocks along the sides in a few places. Another deeply eroded and rocky section of road can be seen as it drops into Juniper Gulch. Just before the stream, the old road turns downstream a hundred-yards, before crossing the stream bed.

Actually, two roads exist at this point; the other road goes from the creek directly uphill to the west to join the main road. The road out of Juniper Gulch is very distinct on the east side, but is not a rocky rut. The road then disappears, except for an occasional pile of rocks. A formerly cultivated field is reached at the fence line of

the old Owens Ranch. The road cannot be followed across this field.

In T13S, R25E, Section 4, the road turns north and follows the ridge above Birch Creek. This segment of the road is still a jeep road in places and is easily followed. The old road descends the point of the ridge and joins the county road less than a half-mile west of the Derr Ranch site on Birch Creek.

Sadly, the old Derr house was torn down recently. It was papered with old newspapers, some of which dated back to the 1880s. The Derrs were early pioneers in the region.

From the Derr Ranch to the Mascall Ranch on U.S. 26 west of Dayville, the military road closely followed the present county road. In a few places, pieces of the old road can be seen near the county road. An elderly rancher in the area said he found an ox shoe in the county road within the last few years. About a mile before reaching U.S. 26, the old road continues east where the county road turns northeast. From the Mascall Ranch to Dayville, a distance of about four-miles, the old road must have followed the general route of U.S. 26. Cultivated fields have destroyed the old road in this area in most places.

At the South Fork of the John Day River, the old road crossed the stream at the north end of Dayville to a road which is still used as a stock driveway. The military road can be found in a few short segments from Dayville to Canyon City. It crossed the John Day River and U.S. 26 several times. Often the road followed the edge of the valley or even climbed into the hills above the valley. The reason for this was to avoid the cottonwoods, willows and brush which make it difficult to follow the level valley floor in that area.

About three-miles east of Dayville, an old county road grade still exists which is used as a jeep road. The old road to Canyon City went up the grade in about the same place as the county road, but turned more to the south, passing 100 yards south of the Aldrich Grave site on a knoll about 300 feet above the valley.

Elmer Oliver Aldrich, 17, was killed on Murderers Creek south of Dayville on June 29, 1878 by Indians during the Bannock War. The road follows a bench for several miles beyond the grave. Many traces of the undisturbed road are visible to the careful observer who hikes the route. It crosses two small stream beds and travels south of two small knolls, prior to reaching the large cultivated fields of the Black Ranch.

While the route is completely overgrown with sagebrush, rock piles can still be seen at the edge of the road. Large junipers, up to

18-inches in diameter, grow in and along the road bed, an obvious indication that the route has not been used in many years.

About a mile south of U.S. 26, the road reaches the site of the Black Ranch on Flat Creek. From Flat Creek, a grade climbs again to the bench, which is followed to Bridge Creek. The road crossed to the north side of the John Day River and U.S. 26 at the mouth of Bridge Creek, in the extreme southeast corner of Section 7 and the northeast corner of Section 18, T13S, R28E. A bridge once spanned the river at this point.

From Bridge Creek, the road stayed on the north side of the river for about nine miles, going by Mountain View School, Moores Crossing and Belshaw School site. Beyond Belshaw School, the road crossed to the south side of the river, closely following the route of U.S. 26 most of the way to Mt. Vernon.

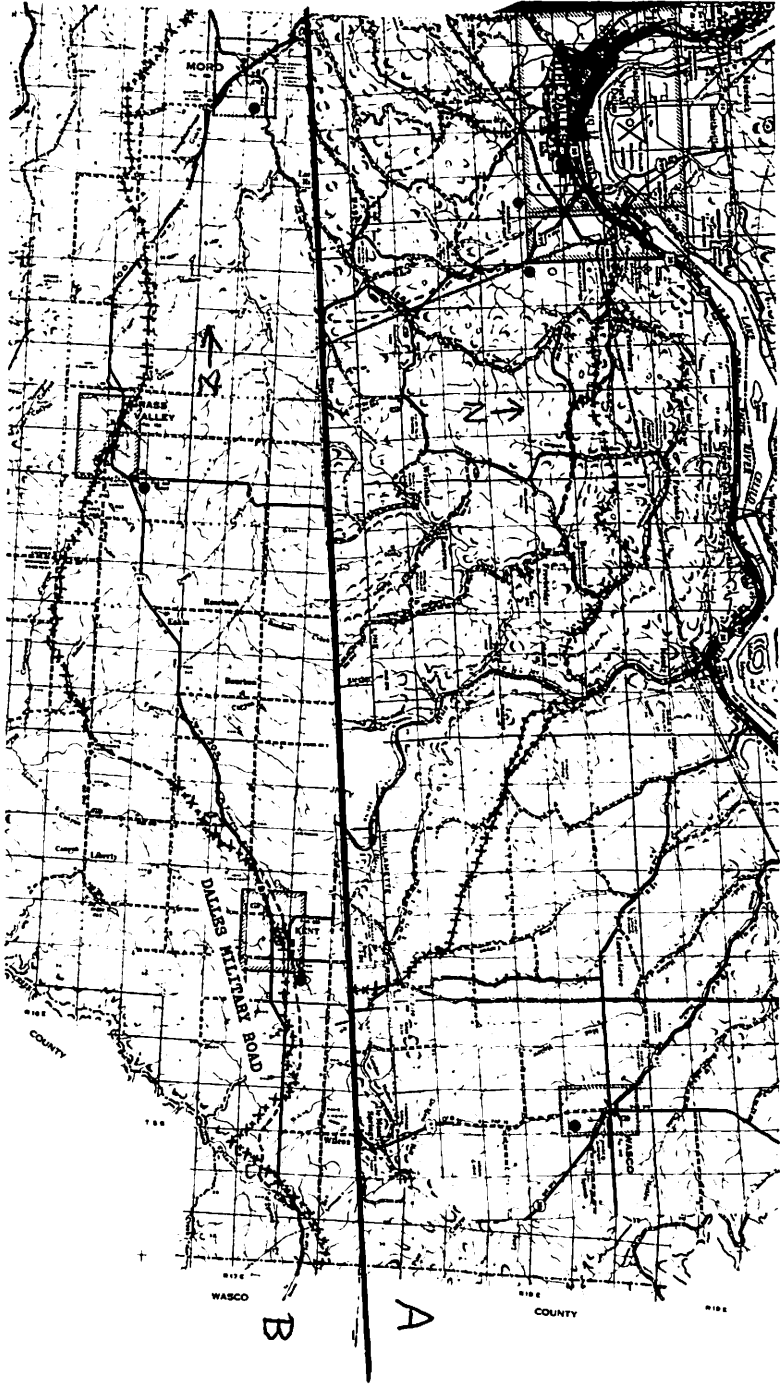
At the west edge of Mt. Vernon, the road turned southeast and then east and rejoined U.S. 26 about one-and-a-half-miles east of Mt. Vernon. The old road closely followed U.S. 26 to John Day and U.S. 395 to Canyon City, but at times the old road was a little south of the highway, just above the edge of the valley floor. Traces of the old road are visible in places.

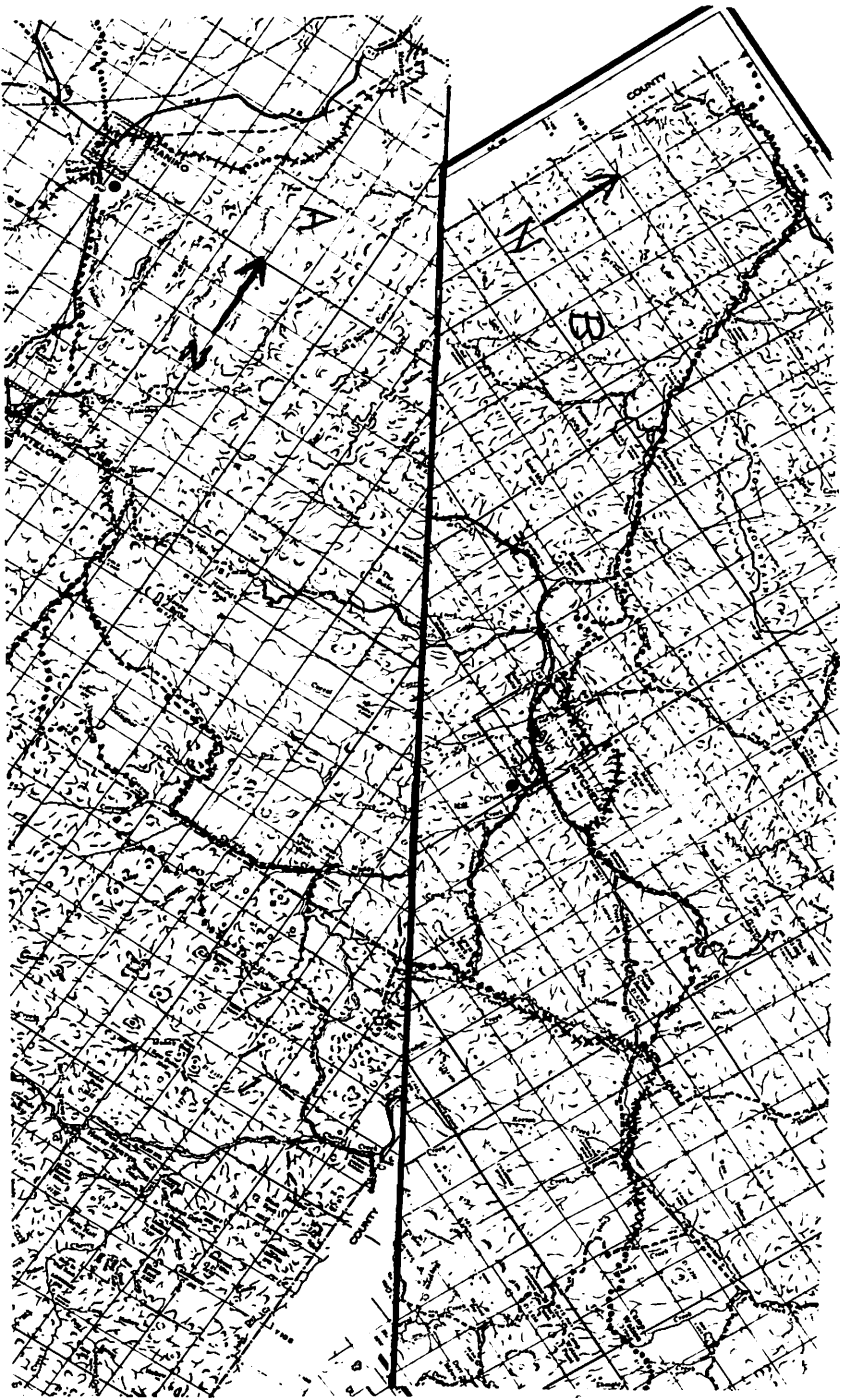
About 1.5-miles east of Mt. Vernon, a stone building stands just north of U.S. 26. This stone house was built by David W. Jenkins for his famous black stallion named Mt. Vernon. The house was built for the valuable horse to protect him from thieves and Indians.

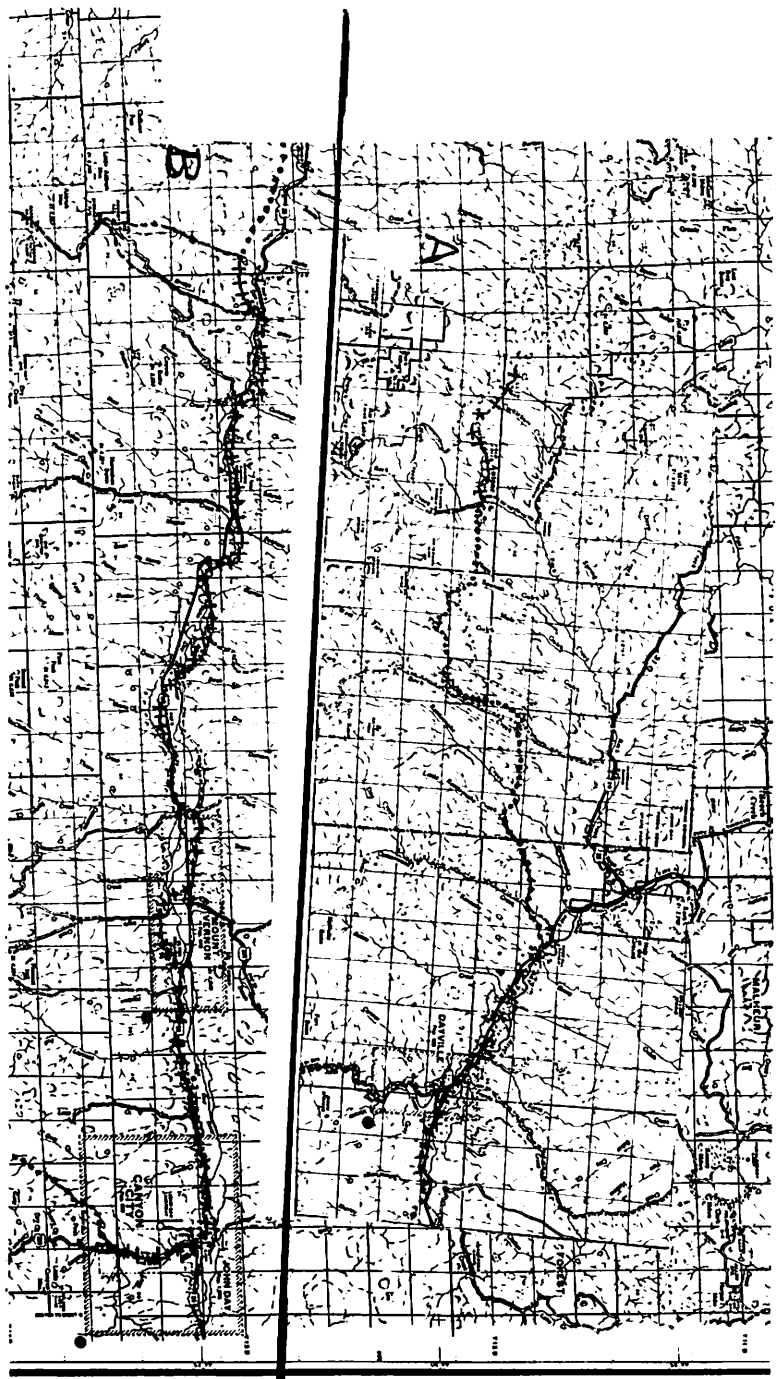
One unsubstantiated but humorous story claims that the Indians kept "borrowing" the stallion to breed their mares. The owner was not pleased to see his highly valued stallion coming home tired, so he built the stone house to keep the horse home. During the Indian war of 1878, neighbors took shelter in the sturdy stone house, sharing it with the horse.

The town of John Day is named after John Day, a member of Hunt's overland party of 1811-1812. Day and a companion fell behind the main group because of illness and had a very difficult time crossing the Blue Mountains. To make matters worse, they were robbed of everything, including their clothes, by Indians near the mouth of the John Day River. Fortunately, they were rescued later. John Day went insane shortly after his terrible adventure.

The first miners visiting Canyon City and the John Day region came by way of The Dalles. Soon, miners began to arrive from California, via the Yreka Trail and other routes. Many of the miners and workers from California were Chinese. A census was







taken after the peak of the gold rush in 1879.

According to the census, the John Day area had 960 white miners and 2468 Chinese miners. A museum in John Day shows some of the Chinese influence in the area, but the Chinese themselves have departed.

At a very early date, some of the settlers found it more profitable to raise cattle or to farm, than to mine for gold, since the miners would pay very high prices for beef or farm produce. B.C. Trowbridge and William Wilson took the first homestead in July 1862, north of John Day. The poet, Joaquin Miller, supposedly planted the first orchard in 1863.

The Dalles Military Road continued east from John Day to Fort Boise, via Prairie City and Vale, a primary route to the mines in Idaho. However, this part of the road is through Eastern Oregon, not Central Oregon. Since this volume emphasizes roads in the central part of the state, someone else must retrace this road to points farther east.



## The Scott Trail & The McKenzie Pass To Prineville Road

### *THE SCOTT TRAIL*

Prior to the arrival of the white man in Oregon in the 1800s, Indians crossed the Cascade Mountains near McKenzie Pass for unrecorded ages. Their route was not across the large lava fields near the present McKenzie Highway (Oregon 242), but more than three miles south near the base of the North Sister, a 10,000 foot volcanic peak. By following this route, only a few hundred yards of lava field had to be negotiated.

In 1859, Henry H. Spalding, the missionary from Lewiston, Idaho, who was associated with the Whitmans, drove cattle over the Indian route in company with Jake Guilliford. A pack train also used the trail in 1861. Undoubtedly, other white trappers, prospectors and explorers also used the route from time to time.

The Scott brothers, Felix and Marion, took the first wagons over the route in the late summer of 1862. Felix Scott, Jr., from Eugene, wanted to get cattle to the miners in Idaho where they could be sold at a substantial profit.

The Scotts and a large crew of road builders left the Eugene area with cattle and horses (reportedly between 700 to 900 head) and at least 60 yoke of oxen to pull nine wagons. It took all summer to build a road up the McKenzie River, across the Cascade Mountains and on to the area of present-day Sisters.

The party wintered on Hay Creek, north of Prineville. The road they built became known as the Scott Trail. Even today, the U.S. Forest Service maintains a trail in the McKenzie Pass area called the Scott Trail.

A journey along the Scott Trail today best begins on the west side of the Cascades at Scott Lake, six miles west of the Dee Wright Observatory at the summit of McKenzie Pass. The Scott Trail follows a dirt road east from the south side of Scott Lake to Oregon 242.

From the highway, a Forest Service trail continues east for over

two miles through forested and open country. The trail is still wide enough to be a road and the gradient is not very steep except for one abrupt grade about 200 yards long. Extra yokes of oxen would have been required to pull the wagons up this slope.

A number of very old blazes can be seen on dead trees in this section; these blazes possibly date from the earliest days of the road. Large, glacier-scoured rocks and rounded glacial erratics are visible at the side of the trail.

About 2.5 miles from the highway, the trail comes to a difficult lava flow, which the route crosses for about 150 yards to a forested island, surrounded by lava. The trail crosses the island and again enters the lava field for about 200 yards before once more entering the forest.

The route through the lava is rough and narrow. In one spot, it appears that a chunk of lava has been chipped away to make a passage wide enough for the wagons. A lot of rock has been piled up along the lower side of the trail. Over the years, rocks have fallen onto the old roadbed and it has deteriorated so much that today a wagon could no longer get over it. The road builders of 1862 obviously had to do a lot of work to construct the wagon road through the lava.


From the lava flow, the Scott Trail continues several miles over a fairly level, but desolate, plateau where the wagons would have had little trouble until blocked by a large lava flow and the steep cinder slopes of Yapoah Crater. The present trail traverses the steep slope on the north side of Yapoah Crater.

After considerable research, it has been determined that the original road went in nearly the same location as the present trail. The loose cinders allowed road builders to shovel out a road, but the unstable slopes have now filled in the roadbed until only a trace remains above the present trail.

At one place on the north side of Yapoah Crater, the old road can be seen where a small grove of trees has kept cinders from falling onto the old route and covering it up.

Beyond Yapoah Crater, the present Forest Service trail turns north and crosses a large, very jagged lava flow to Scott Pass. Although some people claim the original Scott Trail followed the same route to Scott Pass near South Matthieu Lake, in reality, the old wagon route continued east for about a half-mile, before turning north.

By continuing east, a natural, nearly level route can be found which passes through the forest east of Yapoah Crater near the



edge of the lava flow. This route then turns north and follows the edge of the lava until it joins the present trail where it leaves the lava, south of Scott Pass.

Obsidian chips and arrowheads indicate that the wagon road followed the original Indian trail. In addition to the obsidian chips, numerous very old blazes can be seen on the oldest trees along this route. A distinctive double blaze of more recent vintage is also visible on many trees and seems to indicate that this was a Forest Service trail at one time, before the current trail was built across the lava. Additional supporting evidence confirming the earlier route can be found on the 1925 map in E.T. Hodge's *Mount Multnomah*, which shows the Scott Trail continuing east from Yapoah Crater.

It is now clear exactly where the old wagon road went from Yapoah Crater to Scott Pass. At Scott Pass, the present trail turns south for a few hundred yards and then goes around the steep slopes of a hill. At that point, the original Scott Trail turned straight down the hill to avoid the steep hillside. An eroded section can still be seen. The old route rejoins the present trail someplace beyond the bottom of the hill.

From the base of the hill, the Scott Trail descends in a generally easterly direction to the Scott Pass Trailhead at the end of Forest Service Road No. 1026 in T15S, R9E, Section 31. The trailhead is located about three miles southwest of Whispering Pine Campground on Trout Creek, west of Trout Creek Butte Lookout. Remnants of the old Scott Trail can be seen about three-quarters-of-a-mile west of the trailhead where the trail goes over a rock step.

At the rocky step, the old road is a few feet south of the present trail. A rut is visible and lichen-covered rocks have been thrown to the side. For about 1.5 miles, the present trail has a "double track" appearance like the ruts of an old road. An elderly Forest Service employee reported that 30 years ago, the tracks of the old road were clear in this section.

Due to extensive logging, efforts to trace the Scott Trail from the Scott Pass Trailhead to Sisters have been ineffective. GLO surveys of 1870 indicate the road went along the east side of Trout Creek.

From Whispering Pine Campground, the road continued northeast and then east to the south side of the town of Sisters. Over much of this section, the topography makes it quite obvious where the Scott Trail had to go. It skirted the edge of a hill and crossed the flat section by the Sisters Cow Camp (Sisters Lions Camp). Forest Service roads still follow much of this route. In this

area, the Scott Trail was about two miles south of Oregon 242.

From Sisters, the Scott Trail went northeast, down McKenzie Canyon and on to Lower Bridge crossing of the Deschutes River. Efforts to trace the road through McKenzie Canyon have met with little success. GLO survey maps show where the trail goes through a break in the rimrock to drop down into the canyon. Ranchers in the area say they have driven cattle through this break in the rimrock, but it seems improbable that wagons have ever made the descent at this location.

At Lower Bridge, the Scott Trail joins the Willamette Valley and Cascade Mountain Military Road, which was established later than the Scott Trail. The Scott Trail was not heavily used by wagons.

Wilson and Scott state in their book, *That Was Yesterday*, that by 1870, the Scott Trail had degenerated until it was nothing but a horse trail, due to a lack of maintenance work. When a new wagon road was built across McKenzie Pass in 1872, the Scott Trail faded into oblivion.


#### ***MCKENZIE PASS WAGON ROAD AND THE SISTERS-PRINEVILLE [OLD SANTIAM] ROAD***

The Scott Trail was not a very satisfactory road. It has some extremely steep grades and it climbed nearly a thousand feet higher than McKenzie Pass. As a result, an extensive effort was soon made to find a better route across McKenzie Pass.

For road builders, the primary obstacle at McKenzie Pass was the lava fields. A route several miles in length had to traverse the rugged lava flows emanating from Little Belknap and Yapoah Craters, located north and south of the pass.

Several companies were formed to build a road over McKenzie Pass. John Craig was the leading proponent for such a road. The route for Craig's road was explored in 1866. In 1871, Craig formed the McKenzie, Salt Springs and Deschutes Wagon Road Company along with M.H. Harlow, P.C. Renfrew and A. Renfrew. Construction efforts required the cutting of many trees and much grading. The road went by McKenzie Bridge, up Lost Creek Canyon, over McKenzie Pass and down to the Sisters and Camp Polk areas.

John Craig opened his toll road in the fall of 1872. A two-horse team and wagon cost \$2.00 to use the road, while the charge for a mounted man was \$1.00. Loose cattle were ten-cents per head and sheep were five-cents. The road became a free county road in 1898



and a state highway in 1917. From about 1917 to the early 1920s, the road was reconstructed and became the route currently known as Oregon 242. In places, the old road is followed by the present highway, but in many other places, the two routes differ.

Since this volume is primarily concerned with Central Oregon wagon roads, a discussion of the western end of the old road, which began near Eugene, shall be left to others. For practical purposes, a journey along the old McKenzie Pass Wagon Road begins at the Craig Monument, located 2.2 miles west of Dee Wright Observatory at McKenzie Pass's summit.

The Craig Monument marks the site of a small cabin used by John Craig. Craig died in the cabin in December of 1877, while attempting to carry the mail from McKenzie Bridge to Camp Polk. He apparently died while trying to build a fire after the exhausting trip through the snow from McKenzie Bridge.

The old road can be seen by the edge of the lava flow just north of the Craig Monument. It crosses to the south side of the highway by Criag Lake. In less than a quarter-mile, the road goes up a rock ramp at the edge of the lava flow, crosses the highway, then continues northeast across the lava.

At the ramp, a sign states that the Dee Wright Observatory is two miles away. The area at the edge of the lava flow was a favorite resting and lunch spot in the old days, due to trees for shade and a supply of water.

The old road and an abandoned telephone line cross the rough lava flow for approximately a half-mile to a tree-covered island in the lava flow. Oregon 242 is 100-to-300 yards south of the old road over most of this stretch. The old wagon road goes around the island at the edge of the lava flow and then takes to the lava again for over a mile to another tree-covered island, which is crossed by the Pacific Crest National Scenic Trail.

A great amount of labor was required to construct the road across the lava fields. Much stone work was required to fill in low spots. Wagons have worn the loose rocks until they are rounded and resemble water-worn rocks. In many places, wagon wheels have worn grooves in the lava. Blazes with markings from a scribe can be seen on a dead tree. Although this road was constructed for wagons, undoubtedly cars have used it since the present highway was not established until the early 1920s.

After leaving the lava fields near the second island by a rock ramp, the road passes the remains of an old sign post and then descends a small hill to the Pacific Crest Trail about 250 yards from

a parking area, just north of Oregon 242. In the next half-mile to the Observatory, the old road crosses the highway twice.

Just east of the Observatory, the old road can be seen as it crosses to the highway's south side where it remains until the Lava Camp Lake road intersection, at which point it moves once more to the north side of Oregon 242.

From the Lava Camp Lake junction, the old road continues east, crossing the modern highway four times as it follows the edge of the lava flow to Windy Corner. A jeep road now follows part of the route in this section; other segments have not been used for many years, though ancient wagon wheel ruts are still visible. Trees up to two-feet in diameter now grow in the roadbed.

At Windy Corner, the old road went directly up the rock outcrop and followed Oregon 242 about 100 yards east to the present-day Black Crater Trailhead. The pioneer road then continues in a well-defined depression through the trees on the north side of the highway. In less than a quarter-mile, an old blaze can be seen on a big lodgepole pine. Carving in the blaze reads:

HK

Aug.


1898

From the vintage blaze, the old road drops down the hill to the lava flow. Near the lava, piles of old boards are all that remain of four buildings which once occupied the site, a construction camp for crews working on the new road between 1917 and the early 1920s. A large dump of old tin cans is found nearby.

From the camp, the old road can be followed until it reaches Oregon 242 at Milepost 82. From this point to Sisters, the McKenzie Pass Wagon Road is lost in a maze of brush, trees and new logging roads.

Beyond Sisters, the old road went southeast along U.S. 20 for about a mile. At the junction of U.S. 20 and Jordan Road, U.S. 20 veers toward the south, while the pioneer road continues in a straight line along the graveled Jordan Road for about two miles. Jordan Road then joins the Cloverdale Market Road and within a half-mile, the roads enter the head of Deep Canyon.

At Deep Canyon, the Cloverdale Market Road turns north, but the pioneer road continued down Deep Canyon and crossed back and forth across the creek bed. Today, a jeep road traces the same route. Rocks have been piled along the sides of the original road. In T15S, R11E, Section 17, an old dump remains which dates back to the 1920s or 1930s with cans, parts of a Model T Ford, an old



kerosine lantern, broken bottles and other pieces of junk. One question remains: Since no sign of a house can be found at this point in the narrow canyon, why is there a dump here?

A modern dump is also located in the canyon, where Fryrear Road comes in from the north. At this dump, the pioneer road goes out the south side of Deep Canyon to the plateau above. The old road continues for five miles to Barr (Buckhorn) Road in a generally east-northeast direction as a rough, dirt jeep road.

In places, the original road can be seen at the side of the jeep road, usually within a hundred feet of the present route. The pioneer road can be recognized as a prominent rocky rut or as a depression with lichen-covered rocks piled at the side.

At places where the road goes through juniper forest, limbs have been cut off trees along the road. The old road tends to go in a very straight line while the jeep road has more turns in it to avoid obstacles such as rocky, eroded sections. At several additional sites along this road other old dumps can be found containing rusty tin cans, parts of telephone batteries and similar items from the 1920s and '30s.

East of Barr Road in T15S, R12E, Sections 7 and 8, a completely undisturbed piece of the old road still remains. The road is very faint in places as it continues east-northeast and crosses Oregon 126 at an angle, .6 mile east of the junction of Oregon 126 and Barr (or Buckhorn) Road. About a half-mile beyond Oregon 126 at the head of a canyon, a juniper tree can be found with a blaze enscribed:

COTT

July 5.

69

The lettering on the blaze is about four inches below the present surface of the tree, and time and growth of the tree have partly obliterated the original carving.

However, a logical conclusion is that the original message read: "Scott, July 5, 1869." Was this carved by Felix or Marion Scott or by some other unknown Scott? The mystery continues.

In any event, this blaze may be the oldest standing blaze in Central Oregon and it is an interesting and important part of our history. Every effort should be made to protect this tree and its blaze from any harm.

From the blazed tree, the road drops down into a draw or small canyon which is now so badly eroded and full of rocks that even a four-wheel-drive vehicle cannot get through. In the bottom land in T15S, R12E, Section 4, the old road forms a rut up to four feet

deep in the soft soil, in places. Many virgin pieces of the old road are being destroyed in T15S, R12E, Sections 2 and 3 by a new housing development. The road continues northeast to the junction with a dirt road one-and-a-quarter miles west of Tetherow Crossing on the Deschutes River.

At this junction, the pioneer road can be seen as a deep, rocky rut in the southeast corner of T14S, R12E, Section 35, to the west of this intersection. In places, the wagon wheels have worn grooves in the lava. Approaching Tetherow Crossing, the old road can be seen as a faint rut in the sand just north of the present dirt road.

Tetherow Crossing is a very historical spot since it is one of the few places where the Deschutes River can be reached and forded. The Indians used it before the coming of the white man. Even under the best conditions, fording the Deschutes was a dangerous and exciting experience in a covered wagon. Wagons and horses could be swept away by the strong current.

Andrew Jackson Tetherow moved to the crossing in 1878 and set up a cable ferry in 1879. He had crossed the plains in 1845 at the age of eleven in the ill-fated Meek's Lost Wagon Train, which is best known for the discovery of the legendary Blue Bucket Mine.

Tetherow's home still stands at the crossing, surrounded on two sides by old Lombardy poplar trees. Iron rings used to tie horses can still be seen deeply embedded in the trunks of the trees. Tetherow Crossing was a stage stop until about 1900. The ferry was replaced by a bridge in 1885.

The Old Santiam Road, as the pioneer road was known by the early settlers in the Redmond area, continued east from the Andrew Tetherow house along the present dirt Tetherow Road for .15 mile. It then turned north up a small side canyon. The road continued in a general northeastern direction along a jeep road for about a mile. The road followed a sandy natural depression between lava flows. It is an ideal location for a road, but much of it is now being destroyed by a housing development.

A quarter-mile east of Helmholtz Way, the road turned east and crossed to the south side of Northwest Coyner Avenue. Stone work can be seen where the old road went up a small grade. The Santiam Road continued for about a mile through fields until it intersected the modern Pershall Road between two sharp turns. The vintage road paralleled Pershall Road until it reached the cinder pits just east of U.S. 97.

At the cinder pits, a section of the old road can still be seen as an



eroded rut on the south side of Pershall Road. The road crossed U.S. 97 just south of the O'Neil Highway junction. It went south of the City of Prineville Railroad tracks at Prineville Junction. For the next two miles, the old road passed through fields where no trace remains today. Just before NE 33rd Street, the old road crossed to the north side of the O'Neil Highway and then just beyond 33rd Street, it again crossed to the south side of the highway. The old road can be seen heading into the junipers along a jeep road.

Numerous dumps can be found along this jeep road for the next mile. Most of the junk consists of cans and broken bottles from the 1920s era, but some tin cans have been found which are much older.

Old-style tin cans did not have the crimped seams of modern cans. The top had a soldered circular patch about an inch in diameter. The can was filled through this small hole before the patch was soldered on. After being heated, the can was finally sealed by a drop of solder over the small hole in the center of the patch.

The Santiam Road crossed the large North Unit Canal a quarter-mile south of the O'Neil Highway. A quarter-mile west of the canal, a large juniper tree can be found on the south side of the road with a deep, partly overgrown blaze:

HK

AUG.

878

Probable original message: HK Aug 1878. These are the same initials found on a tree east of McKenzie Pass with the date AUG 1898. The identity of HK remains a mystery.

The old road continues as a jeep road east of the North Unit Canal. Several places can be seen where the wagon wheels have worn very distinct grooves in the lava rock. At the top of the O'Neil Grade, the Santiam Road crosses another low-standard dirt road running north and south about 200 yards south of the O'Neil Highway.

From the junction, the Santiam Road continues in an undisturbed state down the grade just west of O'Neil. The old road is in a rut or depression with rocks thrown to the side. A few hundred yards to the south of the Santiam Road, another very old road can also be found which descends the steep grade to the site of O'Neil. The second road could be an alternate route for the Santiam Road, or it could be another road known as the Carmical Road.

The pioneer road crossed the gravel pits at the bottom of the

grade to O'Neil. Some of the present barns at O'Neil date back to before 1905. Between O'Neil and Prineville, the old road has been destroyed where it crossed the cultivated fields along the Crooked River. In most places, the old road apparently was close to the present O'Neil Highway or just north of the highway.

Herb Eby, a long-time Redmond resident, says he remembers that covered wagons were still using the road after 1905. Families were moving into Redmond and other Central Oregon areas at that time, due to the promise of water to irrigate the land.



## **Willamette Valley & Cascade Mountain Military Road (Old Santiam Wagon Road)**

By the early 1860s, many people wanted to traverse the Cascade Mountains from the Willamette Valley to Central Oregon. Settlers wanted to fatten their cattle on the east-side grass. Merchants and freighters desired to get supplies to the newly discovered gold mines of eastern Oregon and Idaho. Military men were asked to stop the murderous escapades of the Snake Indians throughout the region.

Settlers in the Albany and Lebanon areas of the Willamette Valley chose the South Santiam River as the route to Central Oregon, by way of Santiam Pass. In Lebanon, the Willamette Valley and Cascade Mountain Road Company was founded on May 18, 1864, but even then, a road of sorts existed well up the South Santiam River.

In 1865, the company extended the road, with the help of Captain Charles LaFollette and 40 soldiers from Company A, First Oregon Volunteer Infantry, who joined the road company's construction crew in September. LaFollette had been ordered to establish a military post in Central Oregon and he and his men caught up with the construction crew and helped them build the road to a location not far from the summit. LaFollette then continued east and established Camp Polk near the present town of Sisters.

Ultimately, the road company got into financial difficulties in 1866, but it was able to get a land grant of 861,512 acres, thus joining the growing number of land-grabbing road companies who continued to take advantage of the U.S. Government.

As an historical note, somewhere along the way, the route's name became The Willamette Valley and Cascade Mountain Military Road (known hereafter as the WVCMM Road), which is the name found on GLO survey maps. Years later, the route became known simply as the Old Santiam Wagon Road as far east as the Sisters area. It was a toll road until 1914.

Originally, the military road was to go by Fort Harney (near Burns) and on to Fort Boise in Idaho. Much of the road beyond Fort Harney was never completed. It has been estimated that about 5000 wagons used the road from the time it was opened until 1880. Old-timers report that covered wagons were still using the route after 1905.

While the route was originally built with wagons in mind, the first cars over the road were a pair of Oldsmobiles on their way to the 1905 World Fair. The toll collector did not know what to charge for a car, but since they sounded something like hogs, he charged the drivers the toll rate for a hog.

The land grants of the Willamette Valley and Cascade Mountain Military Road were purchased by the Oregon and Western Colonization Company in 1908. The road itself was sold to Linn County in 1925. Present-day U.S. 20, which crosses the Santiam Pass north of the Old Santiam Wagon Road, was completed in 1939. Substantial portions of the old wagon road had been abandoned even before the completion of the new highway.

While the Old Santiam Wagon Road begins west of the Cascades, it is worthwhile to pick it up west of the summit, since this is an interesting and important section. Part of the old road is well-preserved, but other sections have been ruined by logging. An effort should be made to stop the destruction before this historic route is lost forever.

To examine the old pioneer road, a good place to begin is Fernview Campground near the hamlet of Upper Soda on U.S. 20, east of Sweet Home. The old route is well above the Santiam River at the southern edge of the U.S. Forest Service campground.

Continuing east, the old road is still in use since a power line follows it for several miles to House Rock Campground.

House Rock is a giant boulder that overhangs on one side to form a shelter. The south section of the Loop Trail at House Rock Campground is the pioneer road, which follows a natural bench above the Santiam River. In less than a mile, the road becomes very difficult to follow through the brush of a logged-off area on private land.

The road crossed to the north side of the river just below the mouth of Squaw Creek and started up the notorious Sevenmile Hill. Much of the road along the Sevenmile Grade is undisturbed. Ruts several feet deep are common. Remnants of several decaying bridges with immense stringers cross gullies and small streams. Some of the old mileposts still stand and pieces of a long-aban-

done telephone line can be found.

Near Snow Creek in T14S, R5E, Section 2, two white, directional signs with black letters read: "Pump Chance No. 5" and "Pump Chance No. 8." These posts date back fifty-years and denote places where water can usually be found for fire-fighting, unless the water source has gone dry. Beyond Snow Creek, logging has made it difficult to follow the old road.

The road up Sevenmile Hill is steep and sidles, a definite challenge for early wagons. To negotiate the route, early pioneers cut trees and lined them up in the direction of the road, braced against trees standing on the lower side of the hill. Next, dirt was shoveled from the top side of the road against the logs on the lower side. Thus, a fairly level route was constructed. The trees were cut low enough so wagons could pass over the stumps. In later years as ruts developed, stumps had to be removed.

Forest Service Road No. 15 (Deer Creek and Jumpoff Joe Road) turns off U.S. 20 just west of Tombstone Summit. The Santiam Wagon Road can be seen on both sides of the Forest Service road about 200-yards below U.S. 20. The old road goes south of U.S. 20 at Tombstone Summit and drops down to Tombstone Prairie.

Two depressions or shallow ruts mark the two routes of the old road across Tombstone Prairie. A Forest Service trail leads to the memorial stone of James A. McKnight, who was accidentally shot on October 17, 1871. He was 18-years-old.

For most of the next three miles to Lost Prairie Campground, the pioneer road is only 100 yards south of U.S. 20. The road is easily followed as a corridor through the trees. Several small streams were spanned by wooden bridges; remnants of two such bridges and their abutments can still be seen. Long stringers have fallen into one of the streams.

The wagon road crosses to the north side of U.S. 20 just beyond the Lost Prairie Campground and then crosses back to the south side about a half-mile west of Toad Creek near Forest Service Road No. 2065.

Continuing east, the vintage route crosses Forest Service Road No. 2672 and follows a more recent road which goes to Fish Lake Guard Station. The old road is visible as a defile through the forest.

Just before reaching the guard station, the road passes the grave of Charity Ann Noble Marks and her baby. Charity Ann was 19-years-old when she died during childbirth in a snow storm on October 18, 1875. The grave is marked by a large pile of moss-



covered rocks surrounded by a log fence.

Fish Lake was a favorite stopping spot for early travelers on the Old Santiam Wagon Road and the WVCMM Road. A roadhouse at Fish Lake was operated for many years by Henry Burmister. Meals, beds and hay were all 25 cents each.

By the 1890s, freighters carrying wool from Central Oregon to the Willamette Valley constituted a fairly large portion of the road's travelers, which meant business both for the toll collector and the roadhouse. Many settlers from east of the Cascades also made a yearly trip to the valley to visit relatives, can fruit, and make purchases.

At Fish Lake, the Santiam Wagon Road jogged south past the present-day Fish Lake Campground and continued just west of Oregon 126 for a half-mile before crossing the highway to go southeast through a lava flow. The route is still used as a jeep road for about four-miles in a northeast and then easterly direction toward Sand Mountain.

Pieces of the original road show up as deep ruts going as straight as possible, while the jeep road has more turns. Rocks piled along the road sides are covered with moss in dense forest, but with lichen near the summit. Several mileposts can still be found.

In several places, especially west of Sand Mountain, the soft, sandy, pumice soil makes it difficult to travel. In such places, the road was planked by nailing boards to cross-pieces. Rotting remnants of these planked sections still remain.

In T13S, R7E, Section 36, about a mile northeast of Sand Mountain, the pioneer route joins the Sand Mountain Road (Forest Service Road No. 810) and follows it east across the divide known as Santiam Pass in the years prior to the construction of present-day U.S. 20, to the north.

Near Big Lake, the Old Santiam Wagon Road intersects Forest Service Road No. 2690, a north-south access road between U.S. 20 and Big Lake. Spectacular views of Mt. Washington greet the visitor, to the south, and Three Fingered Jack can be seen, from some locations, to the north.

From the junction at Big Lake, the old road continues east on Willamette National Forest land as Forest Service Road No. 811 for a mile, at which point it enters the Deschutes National Forest and becomes Road No. 500.

At the Cache Mountain turn-off on Road No. 500, the Santiam Wagon Road turns in a more southerly direction to follow the north

side of Cache Creek. This is Forest Service Road No. 590, a dirt fire road to the Cache Creek Toll Station, which is located in the extreme northeast corner of T14S, R8E, Section 15.

Not only was toll collected at the toll station, it was also a popular camping spot for travelers crossing the Cascades. It was the last place to rest the livestock prior to the long, steep climb to Santiam Pass.

The toll house consisted of a large log building which was located on a flat area in a beautiful ponderosa pine forest. Today, only a portion of the log walls remain, which are rapidly rotting away. Unless efforts are made to preserve the site in the near future, in a few years, it will crumble away to nothing.

To visit the toll station, follow Forest Service Road No. 2067 from its junction with U.S. 20 west of Black Butte Ranch. Unless vandalized, signs point the way.

From the toll station, the old route continues in a general east-northeast direction for about four-miles, at which point the WVCMM Road splits-off from the Old Santiam Wagon Road, which continues southeast, past Black Butte Ranch, Graham Corral and on to Sisters. Much of the route to Sisters is still a Forest Service road, but sections of the historic route have been lost due to logging and housing developments at Black Butte Ranch and Sisters.

The WVCMM Road continued northeast and crossed U.S. 20 in T14S, R9E, Section 4, about a mile northwest of the Black Butte Ranch entrance. The old road followed U.S. 20 for about 1.5-miles, then continued east, while U.S. 20 turns southeast. Pieces of the old road can be seen along Forest Service Road No. 1105 at the base of Black Butte.

In T14S, R9E, Section 12, the WVCMM Road joins the paved Camp Polk Road and closely follows this road on the north side of Indian Ford Creek. In T14S, R10E, Sections 21, 27 and 28, the old road deviates from the highway to avoid a small hill and to take a short-cut to Camp Polk.

As previously noted, Camp Polk was established in the fall of 1865 by Captain Charles LaFollette and his men from Company A, First Oregon Volunteer Infantry. Located on Squaw Creek, about three-miles northeast of Sisters, the camp was abandoned in the spring of 1866 and nothing remains, today.

In 1869 or '70, Samuel M.W. Hindman settled at the site of the military camp and established a store and post office. The post office was moved to the new town of Sisters in 1888. Hindman's





Elmer Oliver Aldrich's tombstone on The Dalles-Canyon City Road east of Dayville. He was killed by Indians during the Bannock War.



*A very old overgrown blaze on a tree on the Scott Trail near Yapoah Crater.*

*Don Galbreath on the McKenzie Pass Wagon Road where it crosses the lava fields west of the pass.*





*The McKenzie Pass-Prineville Road just east of McKenzie Pass.*

*McKenzie Pass-Prineville Road at the edge of the lava flow east of McKenzie Pass.*





*Deep ruts on the McKenzie Pass-Prineville Road one mile west of Tetherow Crossing.*

*Andrew Jackson Tetherow house and stage stop at Tetherow Crossing of the Deschutes River. House was built in 1878.*





*Ruts of Old Santiam Wagon Road near top of Sevenmile Hill.*

*Old Santiam Wagon Road southwest of Iron Mountain.*





*Pioneers on the Old Santiam Wagon Road east of Sand Mtn. Mt. Washington in background. National Archives Photo No. 95-G-27622.*

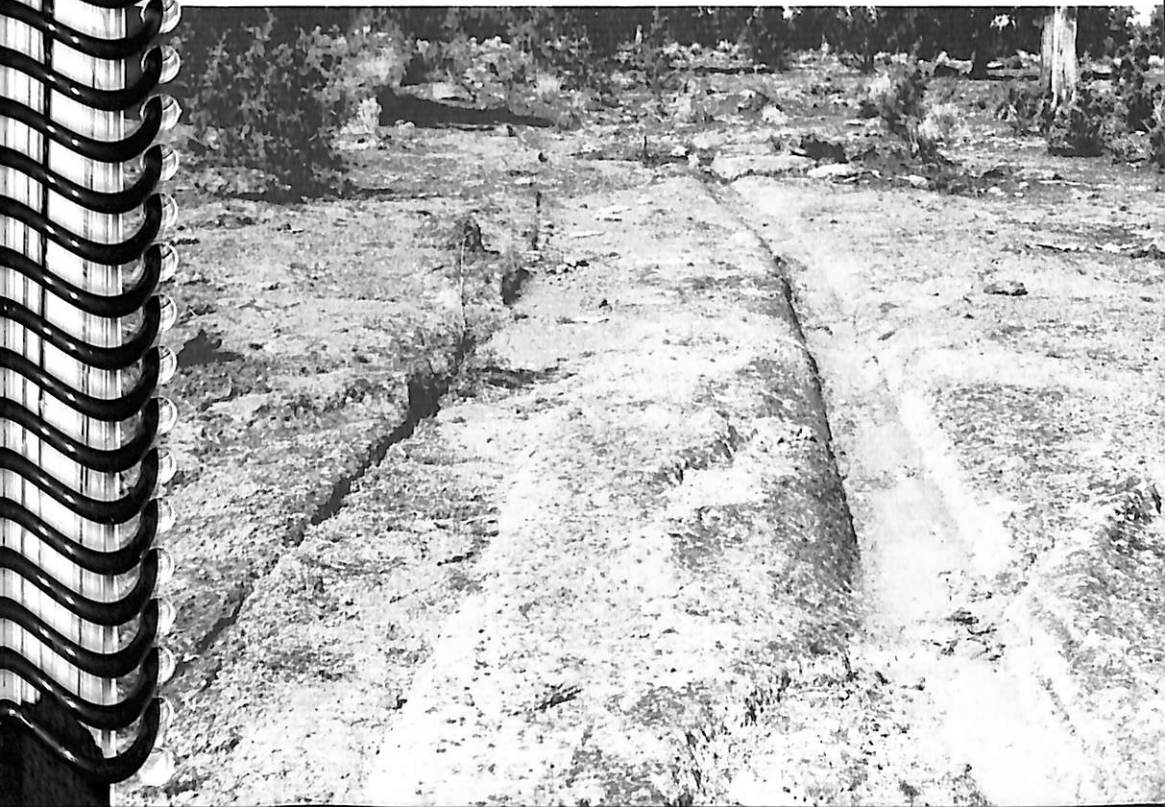
*Cache Creek Toll Station on the Old Santiam Wagon Road. Also known as the Santiam Toll House. Photo taken in 1948. Don Ellis Collection. Photo No. 1213. Deschutes County Historical Society.*



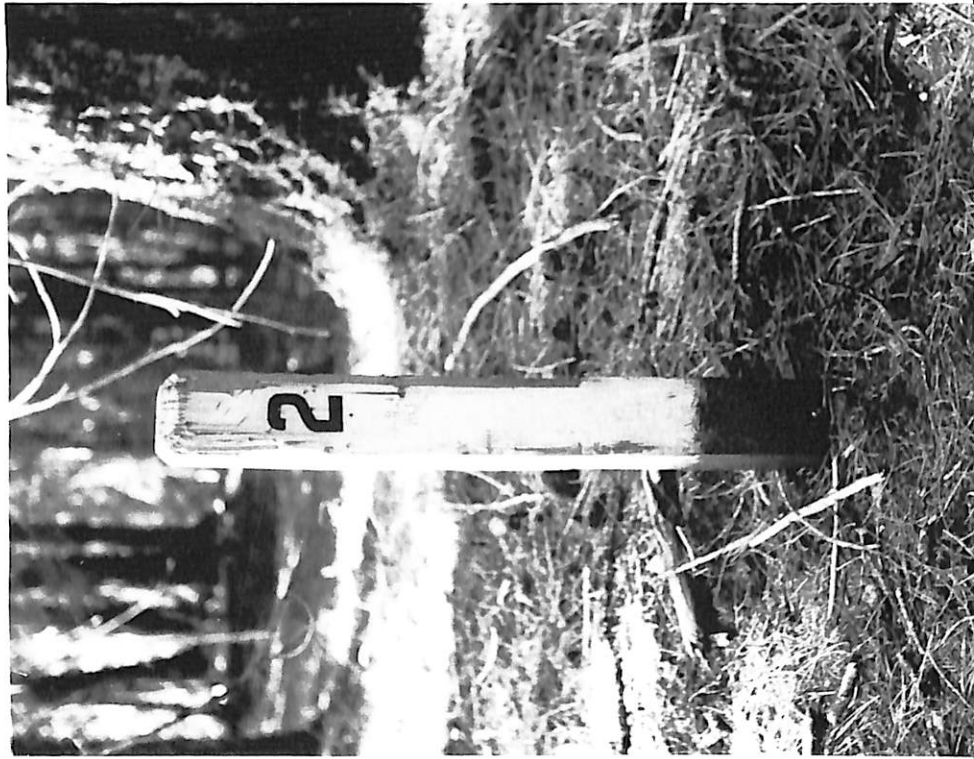


*Larry Nielsen on the Willamette Valley and Cascade Mt. Military Road where it goes by the north end of Steamboat Rock east of Lower Bridge.*

*Numerous wagon wheels wore these grooves in solid rock west of Lower Bridge.*



*A milepost on the Old Santiam Wagon Road east of Fish Lake.*



*An old Forest Service sign in the brush on the Santiam Wagon Road on Sevenmile Hill. The sign indicates there is a chance of finding water to pump on a forest fire.*





picturesque old barn still stands in the meadow by Squaw Creek and an old cemetery still remains nearby, the final resting place for many early settlers. Ray Eyerly, Central Oregon's most famous artist, is also buried in the cemetery.

The ruts of the WVCMM Road can be seen ascending the hill east of Squaw Creek. The old road follows the plateau south of Squaw Creek for over six-miles through juniper and pine woods, prior to joining the paved Holmes Road. Most of this route is still a low-standard jeep road.

While the first mile or more of this section is hard to follow because of other primitive roads, the last five-miles are less obscured and can be easily followed. Much of the way, the road is in a depression which is lined with lichen-covered rocks. Grooves have been worn into the lava in places. Blazes can be found which are so old that the blaze is buried up to six-inches beneath the outer layer of bark. In T14S, R11E, Section 15, the road descends steeply from the plateau to a location near Holmes Road.

Just west of Holmes Road, the old route appears as a rut for some distance. In T14S, R11E, Section 1, the road leaves Holmes Road and crosses the fields of the old Holmes Ranch, before turning southeast and crossing to the east side of Lower Bridge Market Road, just north of McKenzie Creek.

South of McKenzie Creek and a few hundred yards east of the highway, ruts have been worn in solid rock for nearly 100 yards. The wagon ruts, some of the best to be discovered in Central Oregon, are about a foot wide and up to six-inches deep. The WVCMM Road stays north of Lower Bridge Market Road, but it cannot be seen in the fields.

In T14S, R12E, Section 17, the old road goes down a draw to Deep Canyon, a quarter-mile north of the market road. The road leaves Deep Canyon by a ramp through the rimrock cliffs. This ramp cannot be seen unless you are very close to its location.

Priday Holmes, an old-timer in the area, was instrumental in describing the ramp's exact location. Prior to the ramp's construction, early-day travelers appeared to have had only one choice when attempting to exit the canyon: climb the cliffs.

Operations at the diatomaceous earth Oremite Mine have destroyed the road until the Deschutes River is reached at Lower Bridge. Lower Bridge has always been an important crossing of the Deschutes River.

At first, travelers had to ford the swift river. Later, a ferry was used and then a bridge was built in 1876. Numerous Lombardy

poplars are the only indication that a small hamlet once existed at the site.

The old road climbs the east bank of the river to the north of Lower Bridge Market Road. It continues through a juniper forest for about three-miles before reaching cultivated fields. A jeep road follows the old route, but care is needed to correctly trace it since several jeep roads exist.

One orientation point is Steamboat Rock, a large, isolated basalt outcrop. The pioneer road passed near its northern end. East of Steamboat Rock, two square posts with "SHRW" painted on them can be seen, old indicators of a "State Highway Right-of-Way." More than fifty years have passed since the WVCMM Road enjoyed its status as a primary route.

After leaving the juniper forest, the military road crossed present-day fields for several miles and no sign of it exists, today. U.S. 97 was crossed about one-mile north of Terrebonne near Eby Road; the old route continued on the south side of Eby and Lambert Roads to a point near Smith Rock State Park, then moved through the level terrain south of the Crooked River all the way to Prineville.

One stop along the WVCMM Road was at Carmical Station, located just north of the present road junction at O'Neil between Redmond and Prineville. O'Neil was named for William G. O'Neil who arrived in 1881 and ran a store.


Prior to O'Neil's arrival, Philip G. Carmical settled in the area just north of O'Neil and set up a stage station in 1872. Little, if any, evidence of the original road exists near Carmical Station, today.

Prineville was the first important town south of The Dalles in Central Oregon. By the 1860s, the area was famous for its good grass along Ochoco Creek, the Crooked River and other streams. The town was established where Ochoco Creek joins the Crooked River. Barney and Elizabeth Prine settled there in 1868. They built a home, a blacksmith shop and a store which was also a saloon.

In 1870, Monroe Hodges bought out the Prines and established the post office of Prine on April 13, 1871. Only in later years was the town called Prineville.

Hodges built a hotel, then a stable and a meat market. Elisha Barnes became the first mayor of Prineville when it was incorporated in 1880. Prineville became Crook County's county seat when it split off from Wasco County on October 24, 1882.

Many of the early settlers in the Prineville area unknowingly settled on land granted to the WVCMM Road Company. Numerous law suits and considerable trouble resulted when many



early settlers were forced to move off the land they had improved and on which they had built homes.

Continuing east, the WVCMM Road went up Ochoco Creek through meadows from Prineville, an area which today is covered with fields which have obliterated the old route. About eight-miles east of town, the road crossed the mouth of Mill Creek.

The mouth of Mill Creek has an important place in the history of Central Oregon. It was here that Central Oregon's first community was established, along with the first school and first sawmill. The site was settled in 1867 by Elisha Barnes, Raymond and George Burkhard, Wayne Claypool, William Smith and a Captain White. The first school, a log structure, was built in 1868.

Beyond Mill Creek, near the mouth of Lawson Creek, the WVCMM Road crossed to the south side of the Crooked River about one-mile west of the Keystone Ranch. The road continued about six-miles up Veazie Creek, mostly on the north side. Pieces of old logging roads are indistinguishable from the WVCMM Road and can be seen in spots from the present, dirt, logging road.

The pioneer road cut through the ponderosa pine forest to reach Wickiup Creek, which was followed to its head. Near the pass at the head of Wickiup Creek and beyond in T15S, R19E, Section 20, the old road is clearly visible. Rocks have been piled at the sides and in places, the old road has been completely overgrown with pine trees.

Undisturbed portions of the old road can also be seen in the rocky soil of Sections 28 and 29 where no modern roads have followed. The pioneer route dropped down to Pringle Creek and followed it to Horse Heaven Creek.

At Horse Heaven Creek, the old road and a jeep road go down to T16S, R19E, Section 2, where the WVCMM Road can be seen on the east side of the creek. Deep ruts are just west of the jeep road as it climbs the hill to get to Meadow Creek on the giant Bonnie-view Ranch. The old road continued southeast and south about eight-miles along a jeep road down Lost Creek until it reached Sheep Rock Creek and the present Teaters Road.

Just south of Teaters Road, the old road can be seen where it crosses a divide and starts down to the North Fork of the Crooked River. In this area, as well as in many other places in Central Oregon, the old route is being destroyed in some locations by bulldozers which push over junipers to increase the production of grass.

In T16S, R21E, Section 21, Teaters Road descends a narrow

canyon where a grade has been blasted into the hillside above the stream. The WVCMM Road did not go down this canyon but turned east to traverse a low pass, just north of a 4128-foot hill. In about a mile, the old road crossed both Teaters Road and the North Fork of the Crooked River.

South of the river, a steep road with several switchbacks can be seen on the hill; this is not the original road but a later road built for cars. The original route went southeast up a side canyon east of the more-recent road with the switchbacks. A four-wheel-drive vehicle can probably still get up the original route, but the soil is soft and sandy. The old road went over a divide and down a canyon to Old Faithful Reservoir on the Merwin Ranch.

While original GLO survey maps show the old road continuing down the stream and then along the hillside for two-miles, the use of this route—if any—was short-lived. In reality, the old road follows the route of a present-day jeep road to Lone Pine Spring farther north.

From Lone Pine Spring, the pioneer route continued down slope to a point just west of Watson Creek and Scott Road, where the vintage route turned north. The WVCMM Road can be seen at the north edge of T16S, R22E, Section 29, about a quarter-mile west of Merwin Reservoir No. 3. The road continued east about five-miles along a route which is now obscured beneath the waters of the reservoir.

A few miles north of Merwin Reservoir No. 3 is the site where Lieutenant Stephen Watson and two other soldiers were killed by Indians in 1864. Also north of the reservoir, an old military stockade was once constructed from juniper logs. Fifty-years ago, the logs were still visible, but nothing can be seen of them, today.

Precisely who built the stockade is uncertain; one theory suggests it was the site of Camp Dahlgren, which was established by Captain John M. Drake, Watson's commander, on August 27, 1864. The camp was named for Colonel Ulric Dahlgren, who had been killed earlier in the Civil War.

Drake abandoned Camp Dahlgren on September 20, 1864. The old stockade was also on the early military road which went north via Little Summit Prairie to Camp Watson.

From the east end of the reservoir in Rabbit Valley, the WVCMM Road went up a cut to get through the rimrock at the southern end of Sabre Ridge. It then dropped to Paulina Creek two-miles north of the town of Paulina. Time and wind have filled in the ruts through the sagebrush and meadows. The road crossed

Beaver Creek and Coggins Flat to the highway junction about four-miles east of Paulina.

Just east of the highway junction, the pioneer road goes south and west of the Paulina-Suplee Road. The road goes south for over eight-miles until it joins the dirt county road along Grindstone Creek. No road follows this easy route today.

Apparently, this section of the WVCMM Road was abandoned before 1900 when the road was changed to the location of the present-day route. The route undoubtedly was moved to the east when settlers started living along Grindstone Creek.

Traces of the original road can be found in at least two places. The old road skirted the east base of some small hills and crossed several minor drainages. Ruts of the old road can be seen on slopes which must be traversed to get from one drainage to the next. No signs of the road were found on level ground.

Along Grindstone Creek and Coffee Creek, the WVCMM Road approximated the present dirt county road. For about two miles, the WVCMM Road and the Yreka Trail followed the same route. At the south end of Yreka Rim, the two roads split. The WVCMM Road continued south up a canyon and climbed to the rocky plateau called Twelvemile Table.

In T19S, R24E, Section 5, the old road turned off the present county road to go more westerly to the Hardin Ranch, which was named for a Colonel Hardin, a cattle-raising partner of Amos Riley, for whom the Harney County hamlet of Riley was named. A post office existed on the ranch from 1882 until 1890.

The Hardin Ranch was once one of the horse ranches owned by William Walter Brown. Bill Brown came to Oregon in 1869 at the age of 14 and initially raised sheep, but later switched to horses.

In 1885, Brown killed a shepherd from the OO Ranch at a water hole near Wagontire Mountain. At the trial, Brown claimed he owned the water hole and was acquitted. His headquarters were on Buck Creek, south of the Hardin Ranch.

Brown came to the area in the 1880s and built up his land holdings to about 40,000 acres on which he ran 12,000 horses. By owning the best sources of water, he controlled more than 80,000 additional acres of government land. The Hardin Ranch was once a stage stop on the Black Snag Stage route.

At the Hardin Ranch, the WVCMM Road crossed Twelvemile Creek and went south up Long Hollow Creek along the west side. This is a broad, nearly flat valley about ten-miles long, an easy route for wagons. The Oregon State Highway map still shows this

route as a passable county road. Don't believe it. This road should never be attempted with anything less than a high-clearance, four-wheel-drive vehicle.

Much of the road is rough and rocky, with tremendous mud holes. If one gets stuck on this road it is a 20-mile hike to the nearest house. The old road can be seen in several places adjacent to the present road. One such place is in T19S, R24E, Section 31; another is at the north edge of T20S, R24E, Section 20, where the present road turns west and leaves Long Hollow Creek for a couple of miles.

At the divide between Long Hollow Creek and Buck Creek in Section 32, the WVCMM Road left the county road and went southeast for about 1.5-miles, around the head of Buck Creek. A jeep road follows the same route, today.

Once, a stage stop stood near the area where the jeep road departs from the county road, but no trace of it remains. The WVCMM Road turns from the jeep road about 1.5 miles from the junction with the county road. No road of any type remains today. Only a few faint traces of the WVCMM Road can be seen near this location.

Near the Ochoco National Forest boundary, the old road went down a draw. The road is clearly visible, either as a slight depression or where rocks have been piled to the side. Traces of the road can be followed just inside the national forest boundary and then just outside its north-south fence-line for a short distance. The road goes back inside the national forest, but is lost to view for nearly a half-mile.

To pick up the road again, travel to the southwest corner of T21S, R24E, Section 15, where a jeep road runs north and south, just inside the National Forest boundary. For the next mile or more, thousands of obsidian chips can be seen in the road. Obviously, the WVCMM Road followed an old Indian Trail.

Since obsidian is not found in the area, the Indians were transporting it from one place to another, while manufacturing arrowheads and other tools, along the way. Based on the accumulation of obsidian chips, the route must have been used for centuries.

At the north end of Buck Mountain, the jeep road becomes a higher-standard Forest Service road, No. 4510. The WVCMM Road and the Forest Service road follow the ridge of Buck Mountain for several miles through a beautiful ponderosa pine forest, an easy route.

About a half-mile south of Jacks Camp, the pioneer road turns

east and continues along a road which turns southeast and starts the 500-foot descent past Dry Lake to the Mayo Ranch on Silver Creek. Today, a jeep road essentially follows the vintage route from Buck Mountain to the Mayo Ranch.

The Mayo Ranch is the site of Camp Currey. Camp Currey was established in August or September of 1865 and abandoned in May 1866. It was named for Colonel George B. Currey of the First Oregon Volunteer Cavalry. Nothing remains of the camp. However, the Cecil family, long-time owners of the site, did find the foundations of about 40, 10-by-12-foot cabins, at least three graves, and a cellar hole.

Brothers William Carroll Cecil and Logan Cecil settled at the site of Camp Currey in 1871 to raise horses and later, cattle. A granddaughter of Carroll married Carl Mayo in 1939 and the Mayo family still operates the ranch.

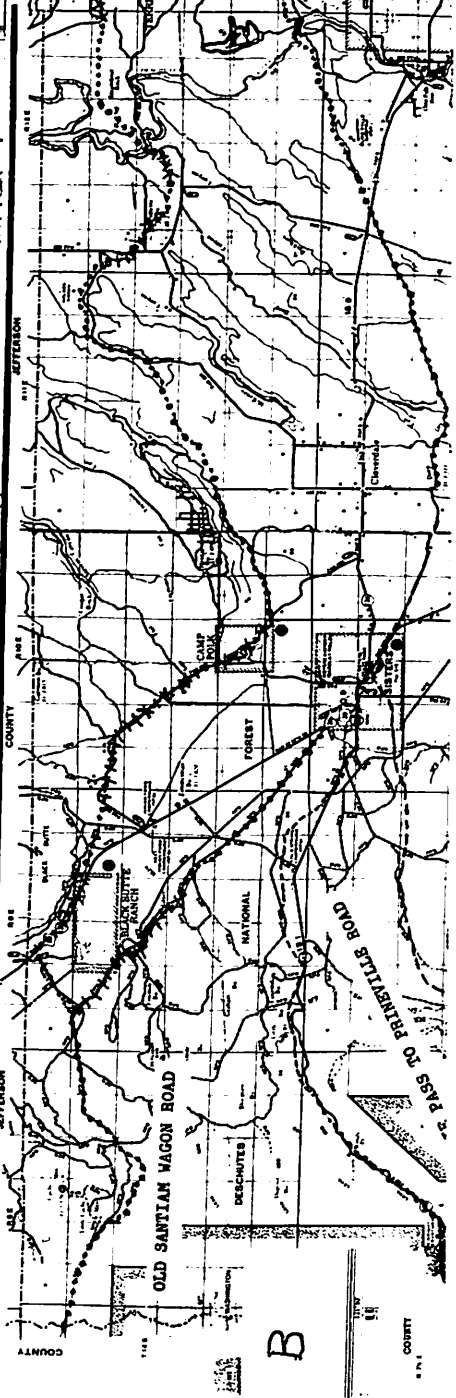
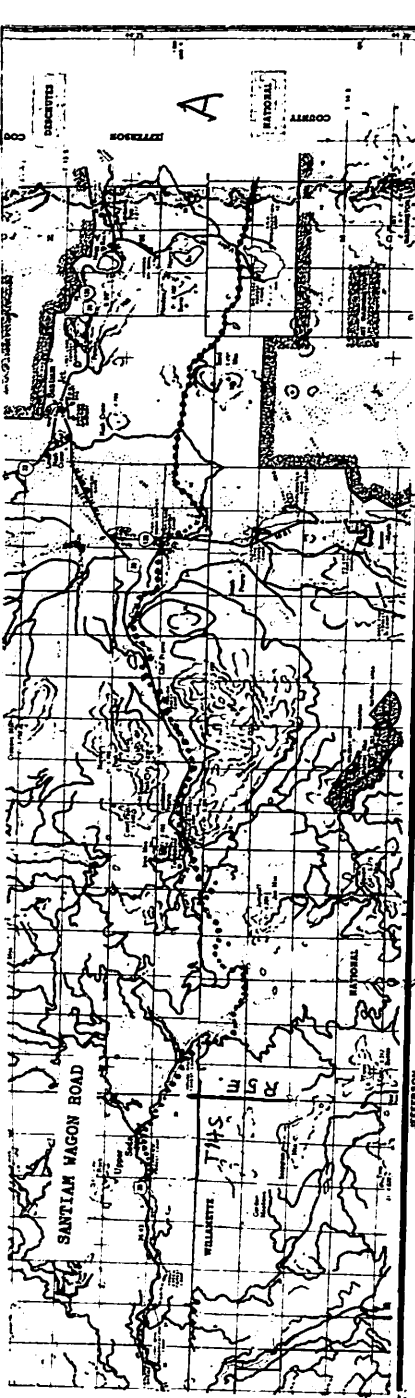
From Camp Currey, it is still 45-miles to Fort Harney. Very few signs of the WVCMM Road can be found along the way. The road followed the Silver Creek Valley north of U.S. 20. In the area north and east of the Sagehen Hill Rest Area along the highway, an old road can be seen. While unconfirmed, this may be the WVCMM Road. The road went through what later became the towns of Hines and Burns. It then went east-northeast through fields and meadows to Fort Harney on Rattlesnake Creek.

Fort Harney was established on August 16, 1867 and was abandoned on June 14, 1880. It was given various names such as Fort Steele, but eventually became Fort Harney. A northwest Indian fighter, General W.S. Harney was the fort's namesake.

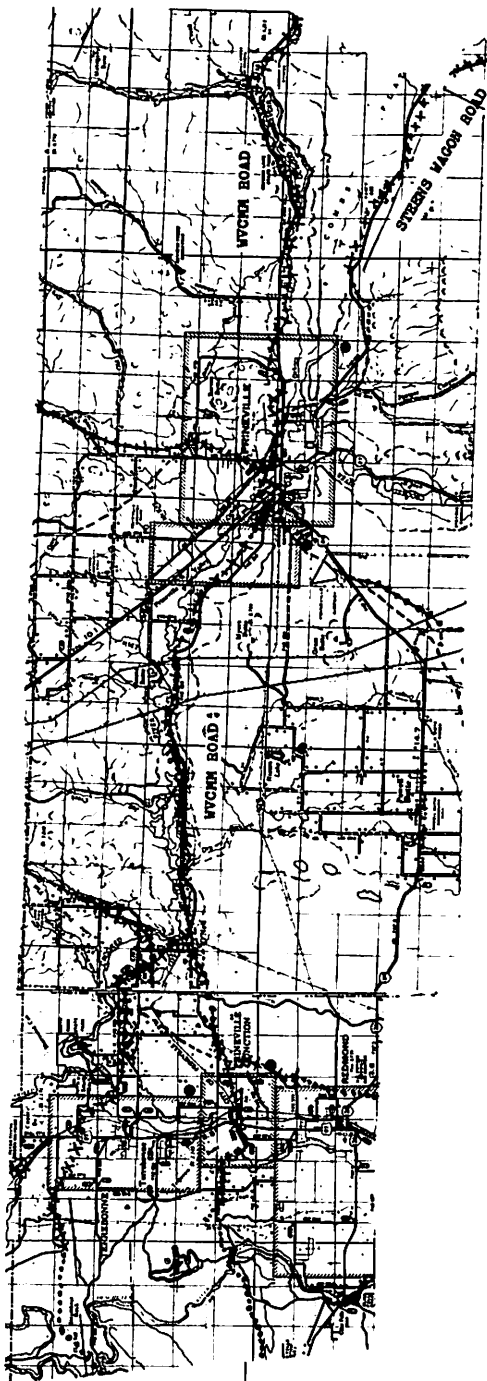
At its zenith, the fort had about 25 buildings, including headquarters, barracks, officer's quarters, a hospital, storage house and two large stables. A post office was established on August 10, 1874. Generally, only about 50 soldiers were stationed at the fort, but during the Indian uprising in 1878, 300 soldiers occupied the outpost.

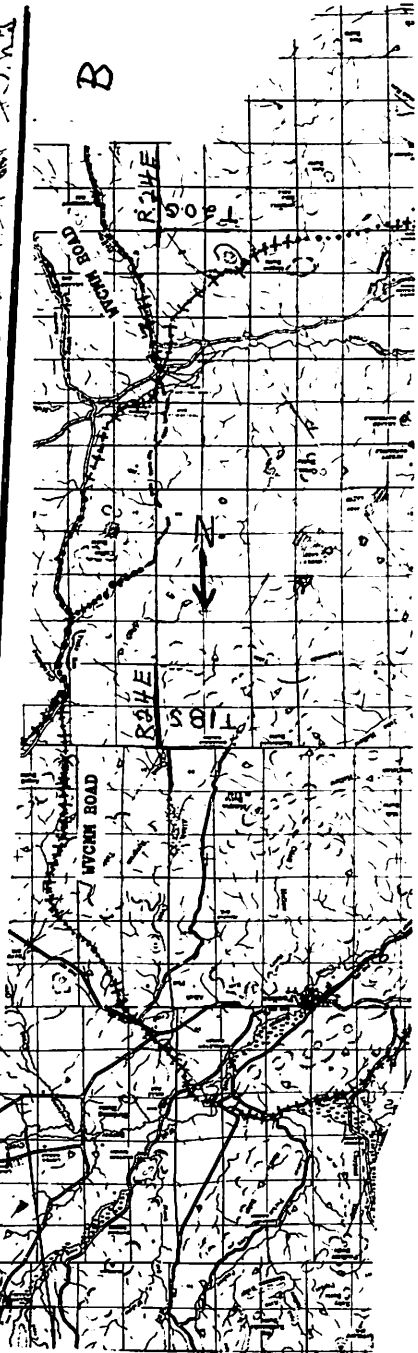
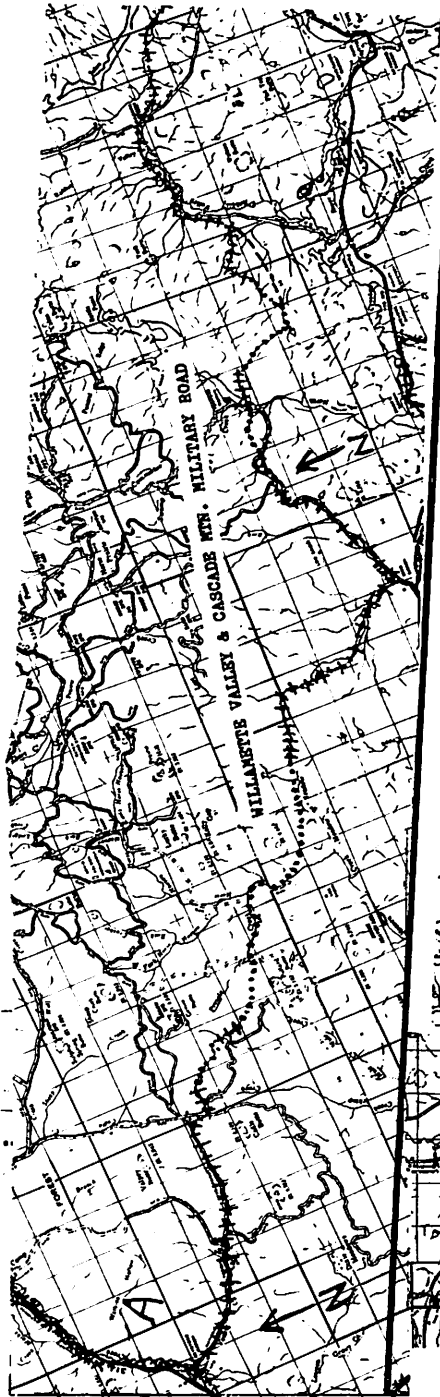
During the Bannock War of 1878, Sarah Winnemucca spent much time at the fort as an intermediary between the Indians and the troops. Sarah was the daughter of a Paiute Indian chief. She became famous and well-respected for her diplomacy and courage in trying to improve the lot of her people.

After the fort was abandoned, the buildings were torn down by the settlers and much of the lumber was used to build homes in the settlement of Harney, a mile to the south. Harney, too, was destined to disappear when Burns later became the important town in the region.











## Roads From Shaniko & Antelope To Prineville

While Central Oregon's population in the mid-1800s was relatively small, when compared to recent years, a surprising number of early roads connected Shaniko (Cross Hollows) and Antelope with Prineville, offering numerous choices to early travelers.

One road from Antelope reaches Prineville by way of Ashwood. This route had two alternatives between Ashwood and the Foley farm. Another route from Antelope went by way of Antelope Creek, Hay Creek and Lytle Creek. Several of these roads are no longer used.

Two additional routes also went from the Shaniko area to Prineville. Both of these roads followed the general route of U.S. 97 to beyond its junction with U.S. 197.


One of the roads followed the same route used by Meek's Lost Wagon Train of 1845 through the Eddie Bolter Ranch near Willowdale. The other road went down Cow Canyon. Near Willowdale, the two roads again became one and reached Prineville by way of Hay Creek and Lytle Creek.

The route from Shaniko to Old Antelope (Maupin's Station) was the same as that of The Dalles Military Road. Old Antelope was two miles northeast of the present town of Antelope.

From Old Antelope, the route continues, shared with the military road to a point beyond Cold Camp where the modern dirt county road splits, one branch going to the Big Muddy Ranch (Rajneeshpuram), the other to Ashwood.

At the junction, the old dirt road continued south past the Dickson Ranch, essentially following the county road beyond the ranch for 1.5 miles to a branch in the road. At the fork, the county road goes over a hill while the old road turns southwest for a half-mile, then heads south into Trail Hollow at another road junction.

From the junction, the route continues down Trail Hollow through fields for two miles until it reaches Little Trout Creek. Along the way, an abandoned farm house and homestead can be



seen on Little Trout Creek. Occasionally, sections of the old road can be spotted near the jeep road which goes down Trail Hollow and Little Trout Creek.

If you're planning to explore the old road on foot in this area, one note: Watch out for rattlesnakes. During a reconnaissance of this area, two snakes were encountered within a short distance along the old route.

From the junction of Trail Hollow and Little Trout Creek, the road continues down Little Trout Creek four-or-five-miles until it joins Trout Creek near the small cemetery where Howard Maupin was buried in 1887. Maupin had a ranch in the area after he left Old Antelope.

One historical site of note in this area is located several miles below the junction of Little Trout Creek and Trout Creek. In 1867, Chief Paulina, leader of a group of marauding Paiute (Snake) Indians, was fatally shot by Howard Maupin and James N. Clark.

Prior to the fatal confrontation, Paulina and his men had created havoc among the early settlers in Central Oregon. He had burned Clark's home, now called Burnt Ranch, in 1866. Paulina had also out-manuevered the U.S. Army in a skirmish in which Lieutenant Stephen Watson and two other soldiers were killed in 1864. Camp Watson on The Dalles Military Road was named for Watson, while the town of Paulina was named for the Indian chief.

Beyond the Trout Creek crossing, the old road continued south to the town of Ashwood. Today, all traces of the route have disappeared beneath cultivated fields.

Unlike most towns in Central Oregon, Ashwood originally was a mining town, although ranchers settled in the area before gold was discovered in 1897. The site of Ashwood was settled in the 1870s by Whitfield T. Wood. It was platted in 1899 as a town by James and Addie Wood.

Ashwood's name is derived from Ash Butte, which overlooks the town, and the Wood family. The Wood family is buried in a small cemetery less than a half-mile northwest of Ashwood. The ghost town of Ashwood which one sees today resulted when the population left, following mining activity in the early 1900s. At their high point, local mines first produced gold and silver, then mercury.

The old road to Prineville continued up Trout Creek. It crossed to the east side of the creek and then back to the west side, below the Tom McDonald Ranch, which is two miles south of Ashwood. Tom McDonald's grandfather, Thomas Sharp Hamilton, settled on the ranch in 1874, after purchasing the land from a Mr. Quinn. The

Hamiltons raised thousands of sheep and some cattle.

Though the pioneer road cannot be seen where it passes through the fields along Trout Creek, it can still be seen in a number of other locations.

One of these places is beyond the Marsten Ranch near Whetstone Creek where the old road went up a grade near the present road, in order to avoid a very narrow gorge. A visible section of the road can be seen where it descends to Trout Creek, via a steep grade.

In the middle of T10S, R17E, Section 20, the road is visible on the east side of Trout Creek where it passes a lambing shed and a large rock spire. In the extreme southeastern part of Section 20, the old road crossed back to the west side of Trout Creek and remained there until it left the creek.

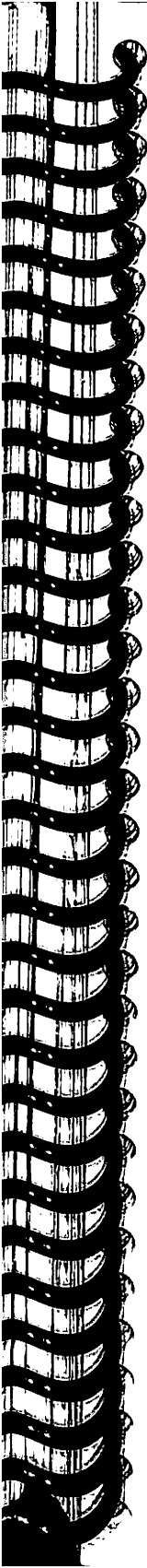
Clover Creek comes in along the present dirt county road at the bottom of Section 28. After the original road was established, the stage route to Prineville followed Clover Creek southwest almost to the head of Clover Creek, before turning south.

Today, a jeep road still follows the route of the old stage road in most places. Near the head of Clover Creek, Tom McDonald has bulldozed a grade along the hillside. Before the grade was bulldozed, the old stage road was very tilted in that section. The stage route goes in a generally southern direction, until it reaches the head of Board Hollow (Boardtree) Creek where it rejoins the original pioneer road.

According to the General Land Office (GLO) survey maps of 1877, the pioneer road continued up Trout Creek beyond Clover Creek only as far as Board Hollow Creek. Though a modern road continues up Foley Creek, the pioneer route ended at Board Hollow Creek. Apparently, a narrow gorge with steep cliffs along Foley Creek blocked passage. Extensive road building beyond the capabilities of the first pioneers would have been required to negotiate the obstructions.

Instead, the first road went up Board Hollow, where the grade was gradual and the terrain easy for a road. A jeep road still exists up Board Hollow. In a few places, traces of an older road can be seen, but these may be traces of logging roads instead of the pioneer route.

Board Hollow is a pretty place with meadows with ponderosa pine forest. Near the head of Board Hollow, the jeep road goes up the main, more northerly branch, while the original road went up a smaller branch heading southwest in T11S, R17E. Section 19. The



old road intersects a dirt road running north from the Foley Ranch at the divide between the Board Hollow and Foley Creek drainage systems.

At this divide, an old road can be seen, as well as a large ponderosa pine tree with very old blazes. The pioneer road to the Foley Ranch site is east of the present dirt road.

Evidence suggests that two roads may have gone to Prineville from the Foley Ranch, located in the northeast corner of T11S, R17E, Section 30. The ranch was named for Elijah T. Foley who homesteaded the land in 1878. Of the two roads, one went down Foley Creek about a half-mile to its junction with Martin Creek, then turned south and went up Martin Creek.

Today, a dirt road still goes up Martin Creek for over four miles. The valley is flat and quite broad, so road-building was not a problem. Since no signs of a very old road are in evidence, the pioneer route undoubtedly followed essentially the same route as the present road.

Near the head of Martin Creek, a dirt logging road gradually disintegrates and eventually disappears. The final half-mile to the ridge summit is steep. The ridge is located one mile east of the junction with the dirt road to Foley Butte. The exact location of the pioneer road is unknown, but it apparently descended the ridge immediately and joined the present Allen Creek road at the bottom of T12S, R16E, Section 13.

Due to extensive logging in this area, many traces of vintage routes have been obliterated or lost under modern timber-access roads. It is very difficult to tell a logging road from a pioneer road, particularly if the new road is a low-standard route, not intended for long-term use. Probably, the original road now lies beneath a logging road.

A second old road may have gone from Foley Farm to the Allen Creek divide about 3/4-mile east of Foley Butte. Today, a low-standard dirt road reaches this point by way of an unnamed branch of the East Fork of Foley Creek. Even the GLO survey maps are sketchy in this area, so the exact location and age of roads becomes difficult to determine.

The old road went down Allen Creek, in most places under or near the present dirt logging road. The going had to be tough because of steep slopes, trees and brush. Short sections of an old road can be seen in several places; one such spot is .2-mile below Bottleneck Spring.

Between Bottleneck Spring and Cougar Rock, an old road shows

in several places below the present road. Cougar Rock is one of the many spectacular rock spires characteristic of this part of Central Oregon. Other such spires are Steins Pillar and Twin Pillars northeast of Prineville.

Below Cougar Rock, the pioneer road followed Allen Creek and then McKay Creek by essentially the same route as Steens Wagon Road into Prineville. Few, if any, traces of the old road remain, for by this time, the route has left the forest and travels through cultivated farm lands.

A road called The Dalles-Ochoco Road went from Cross Hollows to Cow Canyon and on to Prineville. In the early days, the Prineville area was called the Ochoco. Instead of going west from Shaniko to Shaniko Summit (near the Snow Cap Identifier) as modern U.S. 97 does, the pioneer road went south about two miles, then northwest to Shaniko Summit. The reason for this roundabout route is not known, but the old road is shown on GLO survey maps and other early maps. Early homesteaders lived along the route and water is available, most of the year, which may account for the original route's location.

About a mile south of Shaniko, a jeep road begins at a junction with Oregon 218, first going west and then nearly south for 1.5-miles. This jeep trail either follows The Dalles- Ochoco Road or closely approximates its location. In places, the jeep trail is deeply rutted, a good indicator of its age. Since a number of jeep tracks are found in the area, care is needed to follow the correct route.

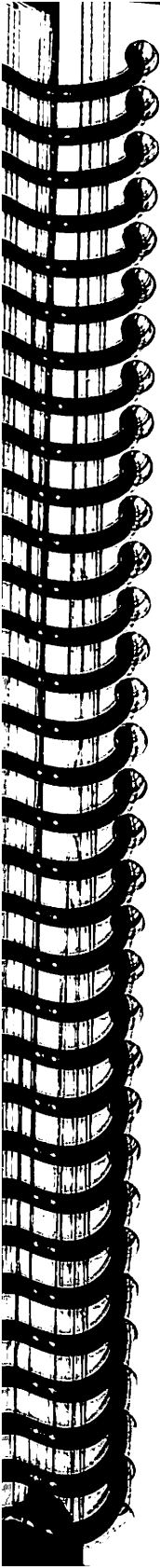
In the southwest corner of T17S, R16E, Section 12, an old homestead site can be found with meadows which were once farmed. In this area, the old road was not visible, but beyond a fence line, the route was picked up again. Local ranchers still use the old road, on occasion.

To reach Shaniko Summit, which is about five miles west of Shaniko on U.S. 97, the road turns northwest after going west for about a mile. Signs of the old road can be seen along the way. In places, a small rut can be seen and in rocky sections in the swales between hummocks, rocks are piled at the sides of the road.

Such rocks are completely covered with lichens, similar to rocks which have not been disturbed. Archaeologists have not been able to determine how long it takes to completely cover a rock with lichens after it has been turned over. However, in the dry region of Central Oregon, evidence suggests that it takes about 75 years for lichen to grow so that disturbed rocks appear similar to rock which has not been disturbed.

The land along this route, like much of the range land of Central





Oregon, is fairly flat but covered with hummocks. These hummocks, covered with bunchgrass, are several feet high and spaced about 50-to-100-feet apart. The swales or low spots between the hummocks are covered with rocks about the size of a fist or a grapefruit; only a few larger boulders are found.

In the wet season of early spring, these swales often have water standing in them and the hummocks are a muddy quagmire. If you plan to trace this route during the wet months, be advised: hiking becomes difficult.

Prior to reaching U.S. 97 at Shaniko Summit, the old road is lost about a half-mile east of the Snow Cap Identifier, a Highway Department interpretive site which identifies major peaks in the Cascade Range. Undoubtedly, the road traveled the high country between the various drainage systems. From Shaniko to Shaniko Junction (junction of U.S. 97 and U.S. 197) the old road closely followed present-day U.S. 97.

Near the boundary between Sections 27 and 28 of T7S, R15E, the old road may have been up to as much as a quarter-mile south of U.S. 97. Unfortunately, due to the type of terrain in this area, roads rapidly disappear unless used occasionally. During summer months, the ruts are quickly filled by blowing sand. During winter, frost heaving tends to destroy evidence of any road. Only where large stones have been thrown aside can signs of an old road be seen.

Before continuing the journey to Cow Canyon, the cutoff between Bakeoven and Cow Canyon shall be explored. This road joins the road just described about two miles southwest of the Snow Cap Identifier along U.S. 97.

The cutoff road left Bakeoven to the south in the same location as a farmer's road which currently gives access to cultivated fields. About a mile south of Bakeoven, the old route becomes a jeep track. The jeep track (and the old road) cross Ochoco Gulch Creek. From the crossing, the route turned southwest and crossed Spring Hollow and a branch of Coon Hollow until it reached Cottonwood Creek, a major stream. An old homestead is located at the junction of Coon Hollow and Cottonwood Creek. The jeep road turns south up Cottonwood Creek for about a half-mile and then climbs to the ridge above.

However, the old cutoff road continued up the west side of the creek along a bench, or slopes above the creek bed. The old road is often visible as a dirt rut several feet deep and is in a completely undisturbed state. Large stones have been piled along the

downhill side in many places. A juniper tree 10 inches in diameter grows in the center of the right-of-way in one location.

About a mile from Coon Hollow at the mouth of Sparks Gulch, the road descends to cross the creek and continues upstream a short distance. The route then crosses to the west side of Cottonwood Creek and begins an uphill climb, north of a draw.

Near the head of the draw, the remains of another old homestead and abandoned fields can be seen. From the homestead site, the cutoff road crosses the fields and rejoins the jeep road on the ridge. After going south for about two miles, the jeep road joins U.S. 97 and the Shaniko-Cow Canyon Road.

Not far from the junction of highways U.S. 97 and U.S. 197, one point of interest is the site of an early community called Ridgeway, which among other things once boasted a school house. A post office was established at Ridgeway in March, 1892. The pioneer road is clearly visible 200-300 yards southeast of the junction of U.S. 97 and U.S. 197. It can be followed just east of U.S. 97 for about a mile.

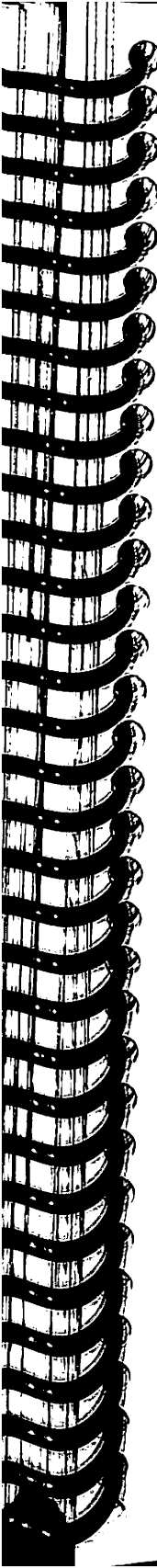
At a slight summit, the pioneer road crossed to the west of U.S. 97 and continued near the State Highway Department's rest area at the top of Cow Canyon. Three-quarters of a mile south of the rest area, the route splits. The western fork is the earlier road, while the second road goes down Cow Canyon.

The initial route was first used by Meek's Lost Wagon Train of 1845 on its way north to The Dalles. On the Edward Bolter Ranch, a jeep road follows the route most of the way down to Trout Creek just north of Willowdale. The grade was extremely steep in places, so the route was not very practical for stages or freight wagons. A better route was needed; it was found down Cow Canyon.

William Clark and Lewis Daugherty were authorized by Wasco County to build a toll road down Cow Canyon in 1869. A road was constructed and a toll station built about half-way down Cow Canyon near a spring. In addition, an inn and a blacksmith shop were built at the site.

Other operators included Perry and Mary Cram, who ran the toll station starting in 1879. The toll station remained in service until 1912 when Charles W. Haight, the last toll collector, died. About 1925, The Dalles-California Highway was built, the first automobile route in the area. A service station operated for many years at the site of the old toll station. Today, a few foundations and Lombardy poplars mark the spot.

Though a road did descend Cow Canyon, it dropped 1400-feet in



less than five-miles and was rocky and narrow. Its notorious reputation was widespread among freighters. Ultimately, the first car descended Cow Canyon in 1906. The vehicle was a two-cycle Holsman driven by H.C. Ellis. By the time the car got to the bottom, both fenders were severely damaged by rocks and were thrown away.

The pioneer road crosses under modern U.S. 97 at the top of Cow Canyon about 1.5-miles south of the rest stop. It can be seen as two deeply eroded, rocky ruts. The route appears for an eighth-of-a-mile on the east side of the highway, before it disappears beneath the pavement. The old road went down the stream bed in essentially the same location as the present highway, except in a few places. Near the bottom of the canyon, a large rock outcrop blocked passage down the stream bed. Part of it has been blasted away in recent years during the highway construction. The old road can be seen where it went up over the top of the outdrop and down the other side.

South of the outcrop, stone walls were built along the steep hillside. At the bottom of Cow Canyon, the old road continued down the stream bed, rather than along the modern highway, until it reached Trout Creek, where it was joined by a road coming from the east, out of Antelope.

Before continuing on to Prineville, a detour is necessary to trace the pioneer road from Antelope to the mouth of Cow Canyon.

From Old Antelope, the pioneer road descended Antelope Creek along the present road to Antelope. The old road closely follows the route of the modern highway to U.S. 97 in most places. In the fields and meadows, no sign of the old road remains, but it does show up in several places.

One location is about two miles southwest of Antelope where the old road went north of the highway over a small rise, to avoid a spot which tends to be very wet much of the year. Another section of the old road is visible about three-quarters-of-a-mile farther on, near an old homestead where the pioneer road and a telephone line are just south of the highway.

Ruts of the old road can also be seen on both sides of Indian Creek, just south of the highway. At the top of the hill west of Indian Creek, the old road turns more southwest and closely followed Antelope Creek. About 1.5 miles beyond Indian Creek the highway goes north of a knoll while the old road went through a narrow gorge along Antelope Creek.

At the western edge of T8S, R16E, Section 20, the highway

passes through a large road cut while the old road detoured around the north side of a point of land and crossed to the south side of Antelope Creek, where it followed a strip of land raised above the level of the meadows. The old road then crossed back to the north side of the creek and entered a gorge in the northeast corner of T8S, R15E, Section 25.

For the next two or three miles through the gorge, research indicates the original road essentially went down the creek bed and has been destroyed. GLO survey maps indicate that in 1871 and 1880 the road went close to the stream on its south side. However, pieces of a very old road can be seen north of the stream near the present highway in Sections 25 and 26, though the remnants appear to have been built after 1880, since they are not shown on the 1880 GLO maps.

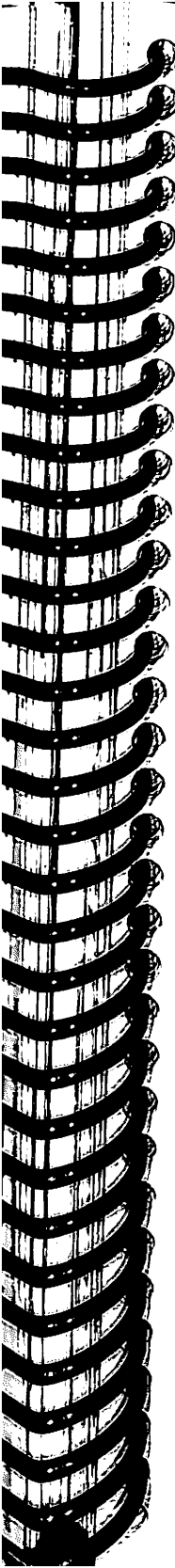
One vintage piece of old road can be found near the entrance to the gorge at Milepost 4, where an old road goes over a low point which has been abbreviated by modern construction. Another piece is about a half-mile east of the highway bridge where the creek gorge narrows. About a half-mile below the highway bridge, a section of the old route has been graded into the hillside. Since so much grading was done, it is probably not the original road but was built later, to avoid the stream bed.

From the highway bridge, the road continues down Antelope Creek to the mouth of Cow Canyon and Trout Creek. Edward Bolter, who has lived for over 80 years where Meek's route joins the road from Cow Canyon, claims that the old road crossed the creek three times between his residence and the highway bridge.

Bolter's grandfather, Edward G. Bolter, settled on Trout Creek just north of Willowdale in 1879. The Bolter homestead was a popular stopping spot and the Cross Keys post office was established there. Edward G. Bolter's land, with its house built in 1879, is still owned by grandson Edward and his wife, Lila.

In the early years, the Bolters catered to overnight guests, including freighters and buggy travelers. A daughter of Edward G. Bolter, May, married Sanford Schultz and they lived near the mouth of Cow Canyon. The Schultzs also catered to overnight buggy travelers.

Another of Edward G. Bolter's children, John (grandson Edward's father), also remained in the area and lived in the same house for 83 years, but during this time, he lived in three counties—Wasco, Crook and Jefferson. John Bolter's unique feat was ultimately documented in Ripley's *Believe It or Not*.



Originally, all of eastern Oregon was in old Wasco County. Crook County was formed from it and later, Jefferson County was formed from part of Crook County. Thus, without ever moving, John Bolter lived in three counties.

While the road through Cow Canyon was used by stages and freighters carrying loads south, the route through Antelope was used by freighters carrying loads north to Shaniko and The Dalles.

The reason? Since the road through Cow Canyon climbed 1400 feet in five miles, it was very difficult for horses and mules to pull heavy wagons up the steep grade for such a long distance. The only steep climb along the road through Antelope to Shaniko was the climb from Antelope up Road Canyon. This road climbed 750 feet in about two miles; it was steep but not as long as the climb through Cow Canyon. Also, toll could be avoided by taking the road through Antelope.

From Willowdale to Hay Creek, the combined pioneer roads follow the route of U.S. 97 across fields. At Hay Creek, the old roads turned south up Hay Creek and followed it a short distance to Wilson Creek. Heisler stage station was in the northwest corner of T10S, R15E, Section 5. The station was named for William Heisler, who had previously operated a store in Prineville in 1871 and who was Prineville's first postmaster.

Heisler station stopped operating in 1911. Today, nothing remains at the site except a single Lombardy poplar.

About a half-mile southwest of Heisler is the John Richardson ranch house, which encloses a very historic log cabin. The log cabin was built by Edmund F. Veazie in 1872. Veazie had moved to Hay Creek in February 1870 and built a cabin from juniper logs before he built the pine cabin of hand-hewn squared logs which is now preserved in the Richardson home.

Veazie apparently was murdered under mysterious circumstances at the top of Cow Canyon while hauling supplies from The Dalles to his home. His body was found later in the John Day River.

From Heisler, the pioneer road continued south by crossing back to Hay Creek. The old grade can be seen east of the county road. The old route then closely follows the present road. Near the base of Hunter Grade, the deep ruts of the old road can be seen a few feet east of the county road.

A road up Hunter Grade was necessary because Hay Creek goes into a spectacular, impassable gorge. Most freight outfits consisted of three wagons pulled by eight-to-twelve horses. At the

base of Hunter Grade, the last wagon had to be dropped. After the first two wagons were pulled to the top, the horses or mules had to return to the bottom to pull up the third wagon.

The need for double-teaming up the Hunter Grade is not surprising when one sees the route straight up the steep slope; the old road did not make the switchback that the dirt county road does, today.

While the freight teams were slow, it has been claimed that stages traveled at seven miles per hour. Because of this fast pace, horses had to be changed often, so stage stations were spaced fairly close together, generally 10-to-20 miles apart.

If you're new to the study of vintage pioneer roads, one of the most rewarding trips in this area is the route from U.S. 97 to Hay Creek Ranch and beyond. In many places, short stretches of the pioneer road are clearly visible from the present county road.

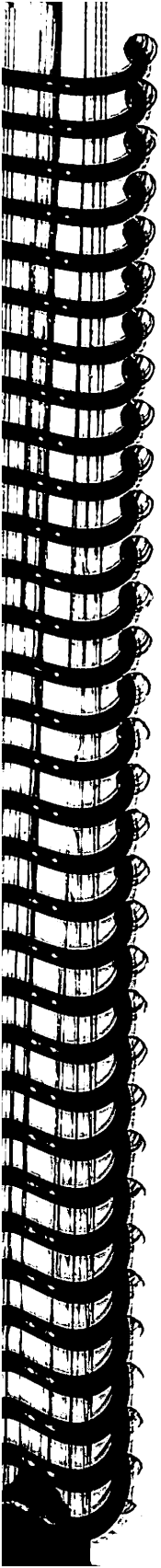
While the casual motorist will not notice the old road, the careful observer can see much of interest. Though many traces can be seen from a car, the best advice is to stop and get out of the vehicle to study the road from time to time. Unlike many pioneer roads, no hiking is required.

Among assorted historical sites in the area is the lone grave of Joshua Pearce which is located about four miles south of Hunter Grade in T10S, R15E, Section 32. Pearce died in 1868, cause of death unrecorded.

Other attractions in the area include two caves, which are located across Hay Creek near the graves. Only one can be seen from the road. These caves were used by the Scott Brothers, Felix and Marion, when they brought cattle across the Cascade Mountains in 1862. (See Chapter Five on the Scott Trail). The Scotts ran cattle in the area in the winter of 1862-1863 and again in 1865.

The pioneer road stayed on the east side of Hay Creek until it passed beyond the rock outcrop where the county road crosses the creek to the west side. Two miles farther on, the route ran below the low hill where the Hay Creek Cemetery is located. Many early settlers have been buried in the cemetery from 1874 to the present time. At this point, the vast grass fields of the Hay Creek Ranch spread before the traveler.

The site of the great Hay Creek Ranch was first settled by William G. Allen sometime before he sold it to Dr. D.W. Baldwin in 1873. The Baldwin Land and Sheep Company has changed hands many times, but after 1884, John G. Edwards gradually took over the operation.



At one time, the ranch ran over 50,000 head of a special breed of sheep and employed from 70 to 100 men to run the ranch, cut hay and care for the sheep. The ranch also probably grew the first alfalfa in Oregon.

At present, the 53,000 acre Hay Creek Ranch is still a very impressive operation with its many buildings. Though most of the original structures have disappeared, the old commissary building still remains, plus a round barn, traditional barns and several sheds.

From the ranch, the pioneer road continued up the west side of Hay Creek. At the present Brewer Reservoir, the road divided; the main route continued up Hay Creek while the other branch went up Awbrey Creek. Both routes were established before 1870. The more westerly of the roads went over the divide and joined the Steens Wagon Road and the Huntington Road at the Morrow-Keenan Ranch, which was known as Smith's House in 1870.

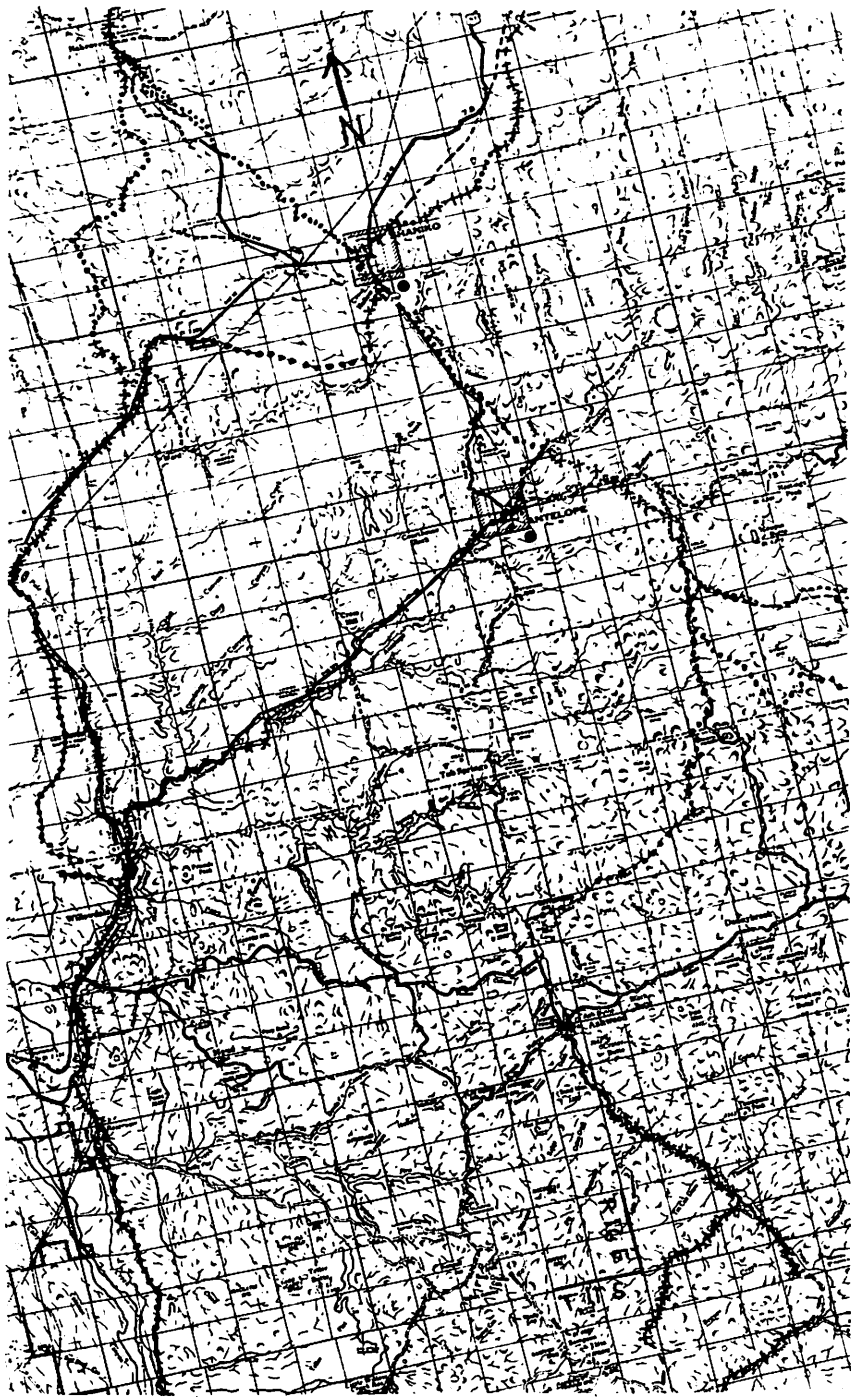
The Morrow-Keenan Ranch is 15 miles southeast of Madras on a dirt county road known as the Grizzly Road. This ranch was apparently established by a man named Smith. Later the Belknaps lived there. The Henry Cleeks later owned it and ran a post office and stage stop. The post office was established in 1881.

Andrew Morrow, Sr., homesteaded in the area in the 1880s and went into the sheep business with a Mr. McMeen. (Perry Read, James Blakely, Kennedy Montgomery and S.W. Wood had settled in the general area along Willow Creek as early as 1863.) Andrew Morrow took over the ranch in 1900. James Keenan worked for Morrow and later became a partner when James married Andrew's sister, Mary. Today, the ranch is owned by Andrew Morrow, Jr.

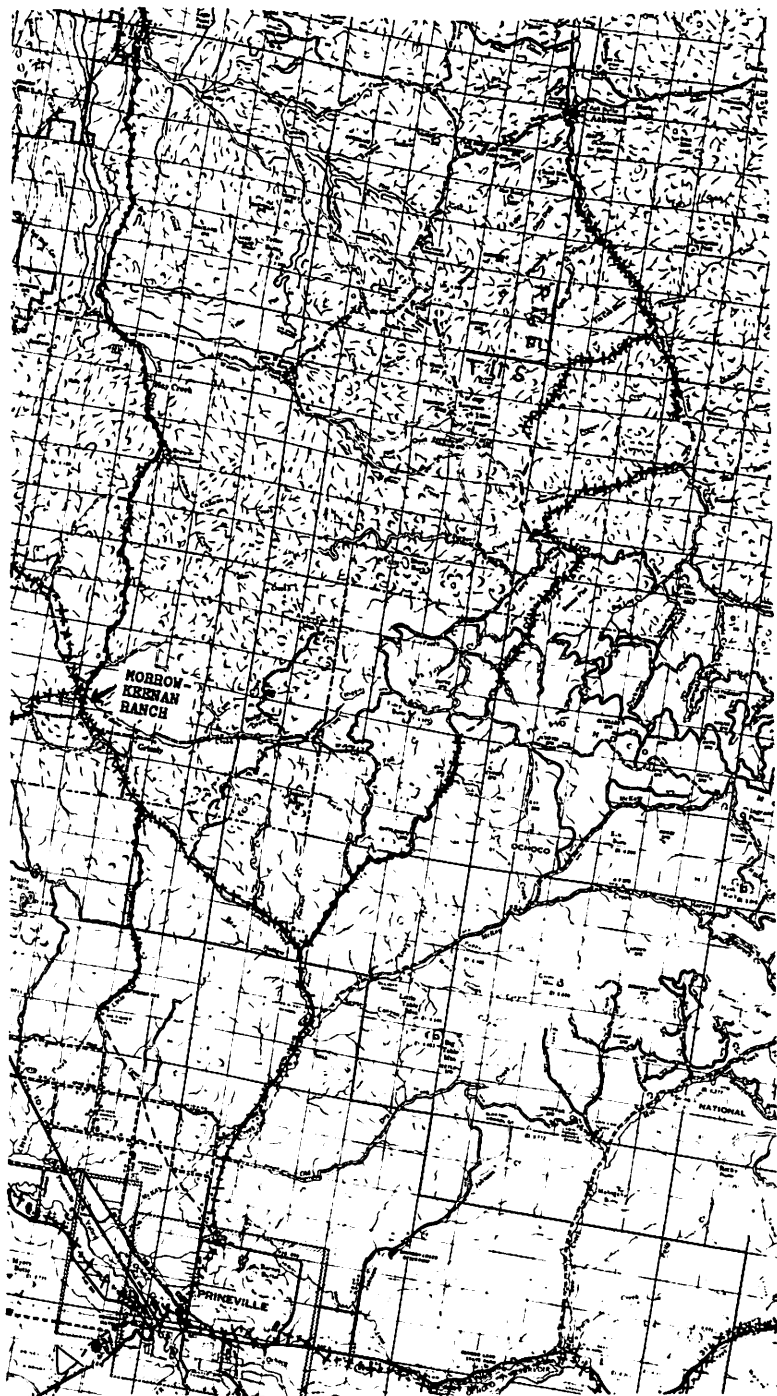
The main route from Shaniko and Antelope to Prineville went by the Morrow-Keenan Ranch, so it became an important stage and freight stop. The old ranch house burned many years ago, but more modern ranch buildings still exist.

In later years, the Morrows did not cater to travelers, though other ranchers nearby did provide food and lodging. At the Rufener place, just north of the Morrow-Keenan Ranch, the old barn still stands which once held as many as 40 horses belonging to stage operators, travelers and freighters. Travelers also stayed at the Palmain house, just east of the Morrow-Keenan Ranch. The Palmain house still stands after more than 100 years.

From the Morrow-Keenan Ranch, the old road continued south-east across fields. It crossed the dirt county road (Grizzly Road)







about one-mile south of Grizzly, a hamlet which no longer exists.

After another mile, the pioneer road merges with the county road again and the route passes over the divide and down Lytle Creek. The old road can be seen in several places along the side of the county road. Lytle Creek was named for Andrew Lytle, who settled near the creek in 1870. He previously had mined for gold in California and at Canyon City.

From the point where Lytle Creek leaves the mountains, the pioneer road turned southeast across the flat valley floor and continued to Prineville.

## Road From Tygh Valley To Warm Springs Reservation & Prineville

For uncounted generations, the Indians used a trail from The Dalles and Celilo Falls to the Klamath Lake area. Later, trappers and explorers used parts of the trail, which was known as the Klamath Trail. Sections of the trail eventually became incorporated into pioneer roads, such as Huntington Road and the road from Tygh Valley across the Warm Springs Indian Reservation to the town of Warm Springs. Another road, which was not part of the Klamath Trail, went from Warm Springs to Prineville and the Ochoco area.

The pioneer road from Tygh Valley began on the banks of the White River and climbed a steep 600-foot south to the level plateau called Juniper Flat. GLO survey maps of 1860 show a road up this slope even at that time. From the southeast part of Tygh Valley near the sawmill, the old road can still be seen with its switchback. Undoubtedly, some improvements have been made since its construction, which was prior to 1860.

Once on top of Juniper Flat, the vintage road goes in a beeline for about five-miles in a southwesterly direction. The straight course of travel is typical of pioneer roads across flat terrain; modern roads tend to follow section lines or employ turns to make a more gradual grade.

For about five-miles, a gravel road still marks the location of the old road. An indication that this road, which cuts diagonally across sections, is very old, is the full-grown juniper trees often seen on one or both sides of the road. These juniper trees germinated from seeds dropped by birds sitting on fence posts many years ago.

The pioneer road crossed Oregon 216 just east of the junction with the road to Wapinitia. Wapinitia was once called Oak Grove; only a few buildings remain, today. From Wapinitia, the road follows the highway to Simnasho and Warm Springs, or lies just west of the modern route. After leaving Juniper Flat, the road enters a mountainous area.

A question remains about the location of the original road; according to the GLO maps, the old road is located in the same place as the present road or just west of it. However, in several places, an old road—once graded—can be seen just east of the highway.

Important note: When the pioneer road enters the Warm Springs Reservation, travelers must not leave the highway without an Indian guide or permission from the Cultural and Heritage Commission of the Indian reservation.

At the pass in T6S, R12E, Section 16, the old road can be seen first north and then south of the highway. Another pass or summit lies in Section 27. At this point near Nena Spring, the pioneer road splits into two sections.

Of the two branches, the more easterly road goes southeast and then south. Over most of its route, the easterly branch is still a dirt road which is not open to the general public.

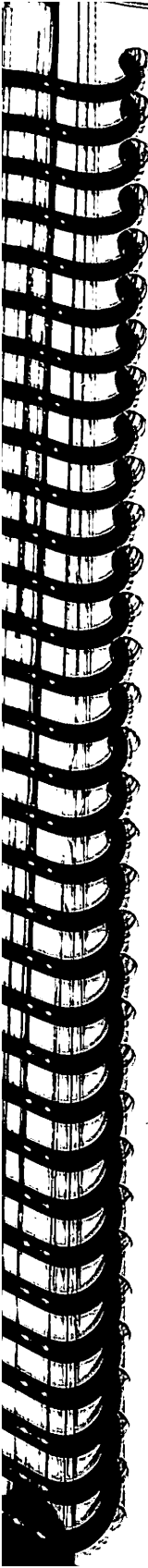
To explore this region, visitors need the services of an Indian guide. Even with a guide, the old road is invisible for most of the first two miles. It then intersects a dirt road going south. For the next seven miles, the pioneer road was essentially the same as the present dirt road in most places. A deviation does occur in T7S, R12E, Section 2, where the old road lies about a half-mile east of the present route.

At Four Corners, a gravel road crosses the pioneer road, which continues south to the small, abandoned settlement at Kishwalks. Today, no one lives there—only a few vacant buildings remain.

At the extreme southeast corner of T8S, R12E, Section 2, the pioneer road turns east to start the 1300-foot descent to Hellgate and Indian Head Canyon by a series of switchbacks down a spectacular slope. A lot of stonework can be found along the hillside and across gullies. In the lower part of the grade, much earth has been moved to build the road across the steep hillside. The vintage road and its switchbacks—now a jeep road—can be seen from the Warm Springs Highway just beyond Hellgate as the highway climbs the mountain on its way to Simnasho.

The more westerly branch of the pioneer road essentially follows the Warm Springs Highway. About a mile north of the village of Simnasho, the old road leaves the highway, passes west of a small knoll and enters Simnasho nearly a quarter-mile west of the highway. Simnasho is an Indian village with a beautiful, small and time-worn church which needs some restoration.

From Simnasho, the old road and the highway continue south-



east as one route. The old road then heads southeast from the Simnasho Cemetery, while the highway continues south. The next four miles of the road are not open to the general public, but one can see the pass where the road is headed before it again touches the highway in T8S, R13E, Section 12.

Pieces of the pioneer road still exist as a jeep road. The highway descends about 1000-feet to the head of Indian Head Canyon at Hellgate by a series of spectacular switchbacks with beautiful viewpoints. The canyon received its name from the profile of a face which can be seen on a rock east of the highway.

Below the highway, an old road can be found which may or may not be the original thoroughfare. GLO survey maps seem to indicate that the original road took a much more direct route, but few, if any, signs of it exist.

The two branches of the pioneer road join as a single route again at the head of Indian Head Canyon. In several places, an old road can be seen in the canyon just east of the highway. However, in most places the old road must have gone right down the creek bed. As the name Hellgate implies, the going was very rough through the narrowest section of the canyon and in later years much blasting was done in order to construct the present highway.

At the lower end of Indian Head Canyon, early travelers had to ford Warm Springs River near the present bridge, not far upstream from the Warm Springs and Kahneeta developments which greet travelers, today.

The highway climbs out of the Warm Springs Valley via a series of switchbacks. From the viewpoints along the grade, one can see traces of the earliest road, though with some difficulty. The earliest road headed directly up the slope to the same pass used by the highway. Large boulders have been moved to the side of the old road.

Another road, built more recently, but still of antique vintage, can also be seen from the highway. This road has at least one switchback and lies just below the modern highway for most of the climb up the grade. Rocks line it in places and some grading has been done.

The pioneer road used the same route as the present highway for about three miles after reaching the summit above Warm Springs River. The highway then makes a big swing around the head of a canyon in T9S, R13E, Section 6. However, the old road continued southwest over a small pass and directly down the slope.

Today a jeep road and a powerline follow the same route as the

old road. The pioneer road again joins the highway about a half-mile north of the road that goes down Dry Creek.

At Dry Creek, the highway turns west and climbs out of the valley. Sections of an old road are just south of the highway. This probably is not the earliest road since GLO maps show the old road going more southwest for about a half-mile before crossing the highway. From the top of the grade to Warm Springs, the pioneer road apparently ran just west of the highway. Beyond the junction with U.S. 26, the pioneer road apparently closely followed the route taken by U.S. 26 to the Deschutes River.

The Warm Springs Indian Reservation was created by a treaty with the Indians in 1855, but Congress did not ratify the treaty until March 8, 1859. Indians started to permanently settle on the reservation by 1856. Before that time they had only temporary camps on the reservation lands. The town of Warm Springs was established as agency headquarters. A post office was opened in February 1873.


At the Deschutes River, the pioneer road crossed just south of the U.S. 26 bridge. A ferry was operated near the mouth of Ferry Canyon. At one time, another crossing existed a mile or two upstream near the site of Vanora, a town which existed from about 1911 to 1930.

From the crossing of the Deschutes River, the old road closely followed the route of U.S. 26 and then the county road toward Pelton Dam. The road crossed the site of Vanora, turned up Campbell Creek and climbed the steep Campbell Grade (also earlier known as Elkins Grade) to the Agency Plains plateau. The early road can still be seen in many places and beautifully preserved sections remain on one side or the other of the present dirt road up Campbell Grade.

In the lower part of the grade, the old road climbed above the present road to a bench. Grooves can be found in the rock where numerous wagon wheels chipped away at the hard lava. Near the top of the grade, three old roads can be seen in one place. One of these routes has two ruts about 50-feet-long worn into the rock. These are some of the finest ruts worn by wagon wheels still visible any place in Central Oregon.

At the top of the grade, the pioneer road went southeast and then east across the fields of Agency Plains. The route crossed U.S. 26 about three miles northwest of Madras near Boise Drive.

Known in the early days as the Ochoco-Warm Springs Road, the route descended from Agency Plains at the eastern edge of T10S, R13E, Section 24. The road crossed U.S. 97 about three miles



northeast of Madras.

In the southeast part of T10S, R14E, Section 29, the route is joined by another pioneer road which came in from the Willowdale region. The old road starts up Mud Springs Creek near the junction of Cherry Lane and Darwin Drive. In Section 33, the old road temporarily left Mud Springs Creek for about a mile to go up a side canyon a short distance to the east; it then passed over a small hill before returning to the creek. The old road continues south across the present Ashwood Road from Madras.

From the Ashwood Road crossing, GLO maps change the name of the road from the Ochoco-Warm Springs Road to Steins (Steens misspelled) Wagon Road. The pioneer route continues up Mud Springs Creek along the present dirt road and is only faintly visible in a few locations.

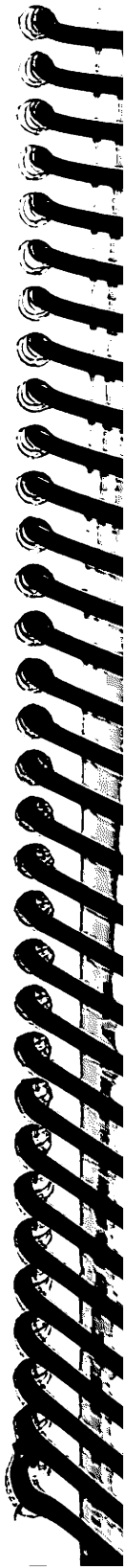
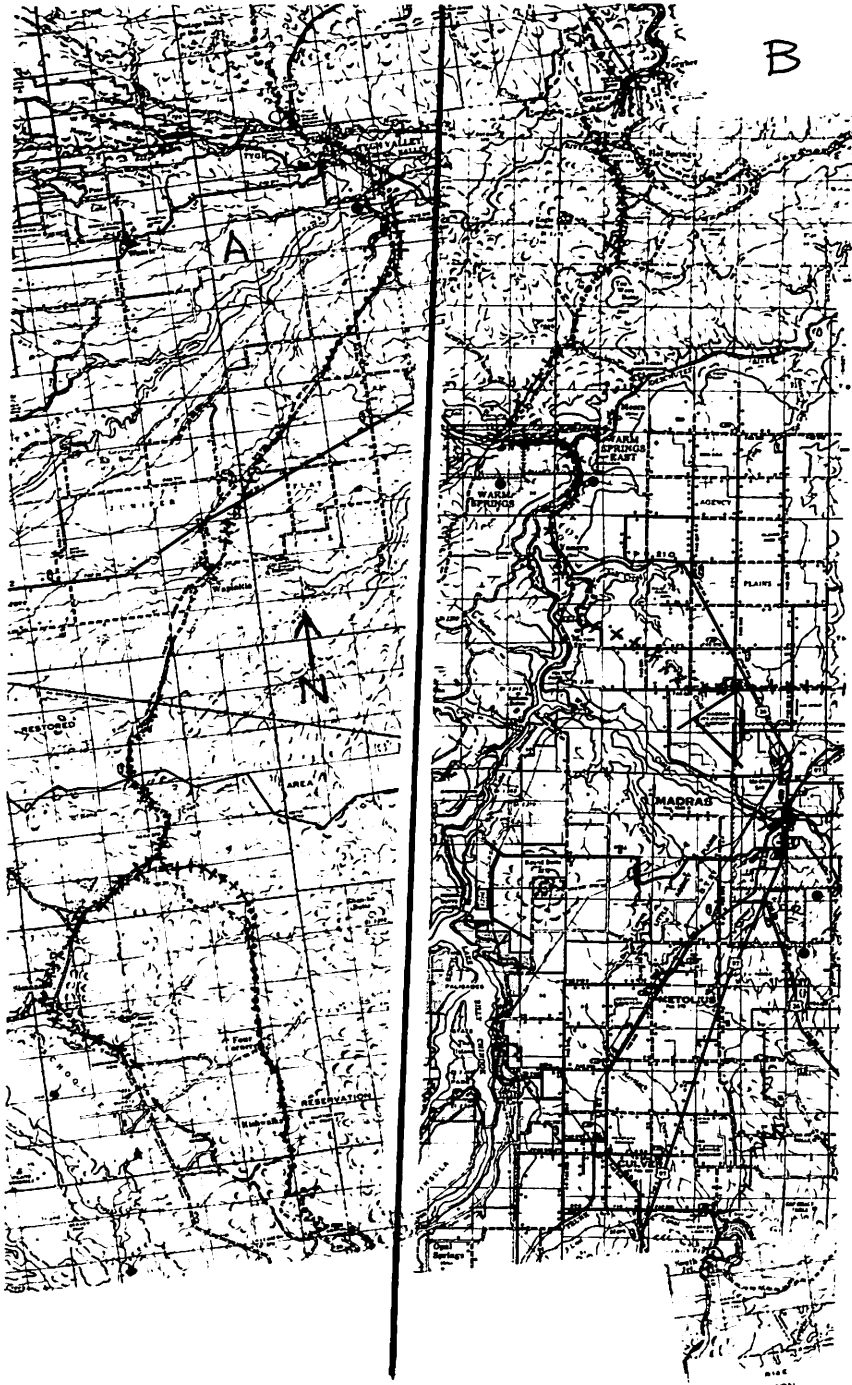
For the most part, this route is very easy. It appears to be a much better route from Madras to the Grizzly area than the present Grizzly Road. Why was such a good approach abandoned and a more difficult route chosen at a much later date?

A logical answer lies in the way the country was eventually settled; roads are located where they serve the most people in a convenient manner.

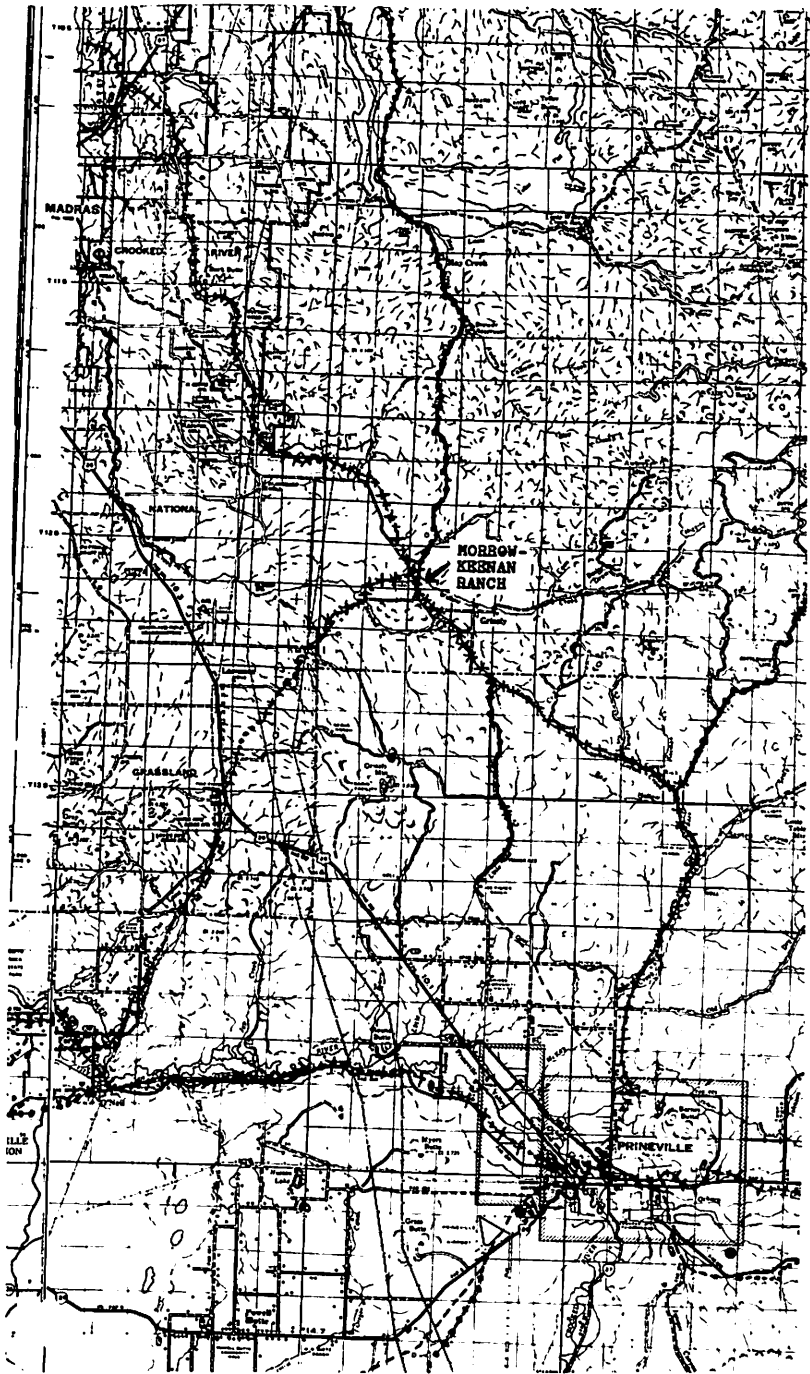
The pioneer road continued for several miles up Mud Springs Creek before leaving the main stream to traverse a hillside above a branch of the creek. The route closely follows a modern gas pipeline in this area. Very few signs of the old road remain.

However, a short distance south and west of the pipeline in the southeast corner of T11S, R14E, Section 27, deep ruts of the pioneer road can be seen as it leaves a sagebrush flat to climb to a low pass. The old road leaves the pipeline just before the pipeline crosses Grizzly Road.

Just north of the present Grizzly Road, the old road cuts across relatively flat country in a generally southeastern direction. It crossed to the south of Grizzly Road about a half-mile northwest of the Morrow-Keenan Ranch. From this point, the roads to Prineville are discussed in Chapter 7 on the Shaniko and Antelope-to-Prineville Roads and in Chapter 9 on Steens Wagon Road.







## Steens Wagon Road

The U.S. Army was interested in establishing a road between The Dalles and Salt Lake City which was shorter and easier than the Oregon Trail. Captain Henry D. Wallen was appointed by General William Harney to try to locate such a route in the spring of 1859.

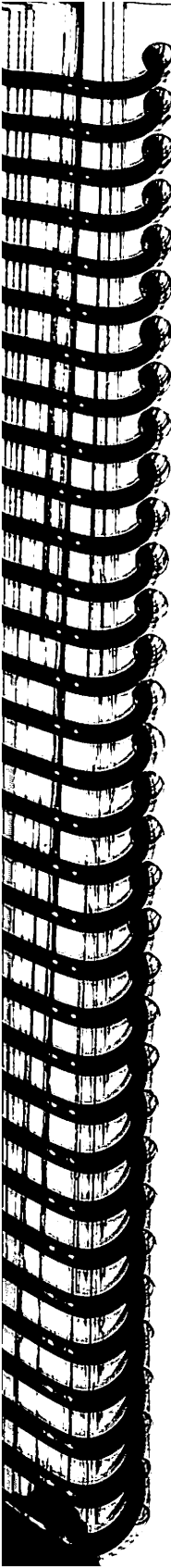
As the expedition began, Wallen had a very large party consisting of 193 officers and men. They were well-supplied with 344 pack mules, 154 horses for the men, 131 oxen to pull 30 wagons, plus 60 head of cattle for food. The party crossed the Deschutes River near Warm Springs, went by the future site of Prineville and continued up the Crooked River. The expedition then crossed over the divide into what is now Harney County.

The next year, 1860, Major Enoch Steen continued the exploration and led a party from The Dalles to the Harney Lake area. He crossed the Deschutes River near its mouth and proceeded down through Sherman County east of the river. East of Madras and northwest of Grizzly Mountain, he joined up with Wallen's route and essentially followed it to the Harney Lake area.

Steen's orders were to locate a route from Harney Lake to Eugene. However, he got sidetracked by marauding Indians and chased them over the mountain in Harney County which was later named for him. In any event, his route became known as Steens Wagon Road, or, on many old maps, it is misspelled as Steins Wagon Road.

Much of Steens Wagon Road seems to have been used mostly by horses and pack mules, although Wallen and Steen used some wagons. It is doubtful that some sections ever became a well-established road for wagons. However, early settlers used parts of the road at a later date and modern highways approximate portions of the route, today.

Most of the Steens Wagon Road would be impossible to locate today if it were not shown on the GLO maps made by the first surveyors along the route in the 1860s and '70s. At the northern end



of the route, these early surveyors improperly credited Steen with a road on which he had never traveled but which had been established by Wallen and others.

A description of Steens Wagon Road begins at the Morrow-Keenan Ranch, which is north of Grizzly Mountain, northwest of Prineville and southeast of Madras. According to GLO maps, Steens Wagon Road started north and west of the ranch near Madras, but since this part of the road was the road from the Warm Springs Indian Reservation to Prineville, it was described in Chapter 8.

Steens Wagon Road went southeast from the Morrow-Keenan Ranch across present-day fields. It crossed the county road about a mile west of the site of Grizzly and again about a mile south of Grizzly. In the northwest corner of T13S, R15E, Section 2, the road turns east up a side canyon. (The county road between Grizzly and Prineville continues south.)

Steens Wagon Road follows a jeep road to a pass and then continues along a jeep road down Lofton Creek, which it follows for about three miles. No definite signs of the pioneer road were found along Lofton Creek, but traces of old logging roads can be seen in addition to the jeep road.

In most places, the grade is gradual and a wagon road would have been fairly easy to build through the woods. This route seems to be an easier road than the later road between Grizzly and Prineville down Lytle Creek. The pioneer road reached Allen Creek about a quarter-mile south of Cougar Rock, then continued down Allen Creek and McKay Creek across fields to present-day Prineville.

Steens Wagon Road continued southeast from Prineville in about the same location as the present highway to Post and Paulina. In Prineville, the old road was north of U.S. 26 along Seventh Street until it crossed to the south side near the Ochoco Sawmill at the east end of town. The road then crossed flat fields, skirting the hills south of the highway to Paulina.

The route proceeded up a canyon to Combs Flat; traces of the old road are visible just south of the present Prineville-Paulina Highway on the hill to the top. Combs Flat was named for James P. Combs who settled there in 1870.

Steens Road crossed to the north side of the Prineville-Paulina Highway and then returned to the south side at the extreme southwest corner of T15S, R17E, Section 16 at the Yancey Ranch, a former stage stop. A picturesque barn still stands as the last

remains of the old stage station. Traces of the old road can be seen behind the Yancey house. The road crossed to the north side of the highway for a short distance east of a stock pond and then crossed to the south side of the highway again.

At the Combs Flat School, Steens Wagon Road again crossed to the north side of the highway, directly behind the school. The school now sits about a half-mile east of its original location. The vintage structure may be the oldest schoolhouse still standing in Crook County, since it dates back to the late 1800s. The possibility exists that it may be the same school built after the school district was organized in 1885. Students last used the building in 1929.

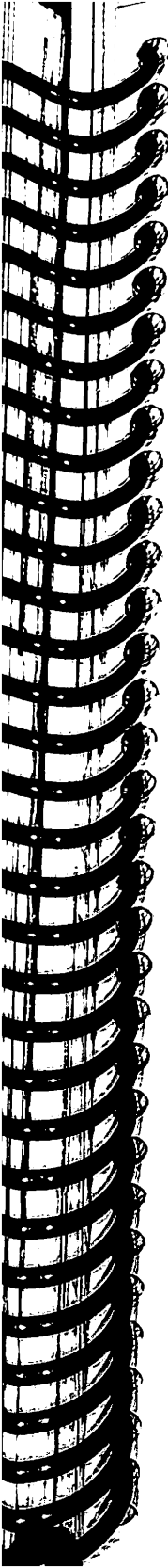
In several locations across Combs Flat, dirt roads still use the route of the pioneer road. At the southeast end of Combs Flat, Steens Road crossed south of the present highway, continued for several hundred yards, then recrossed to the east as the highway drops steeply to Eagle Creek.

For the observant, the old road remains in sight throughout the descent to Eagle Creek. In places, erosion has created ruts several feet deep. An old telephone line once paralleled the road. Part of the roadbed is bounded by a row of juniper trees on both sides, a good indication that the road was once enclosed by fences. Birds sitting on fence posts seeded the junipers. A stage stop was once located at the Webdell homestead at the base of the grade in T16S, R17E, Section 1. Today, all buildings have disappeared and only a pair of fruit trees mark the site of the stage stop.

About a mile from the Webdell stage stop, the Steens Wagon Road passes Eagle Rock, a spectacular pinnacle near Eagle Creek. The vintage road crossed Eagle Creek directly opposite Eagle Rock and about 100-feet east of the highway; a cut five-or-six-feet deep can still be seen at the crossing.

From the crossing, the route makes a very steep climb up the slope a short distance to a bench above the Eagle Creek Gorge. The narrow gorge south of Eagle Rock was impassable until the arrival of modern highway construction techniques in later years. Today, ruts up to six-feet-deep can be seen eroded in the old road and juniper trees up to eight-inches in diameter grow in the resulting ditch. A power line now follows the route in this section. The old road drops down to the highway again a half-mile below Eagle Rock.

About a quarter-mile before the modern highway turns east at the Crooked River, Steens Wagon Road again leaves the new route and takes a shortcut directly across T16S, R18E, Section 18.



Part of the route is still visible as an old county road, which was abandoned about 1920. The old road went by the Shorty Davis stage stop. Shorty Davis mysteriously disappeared at the turn of the century during the trouble between cattlemen and sheep ranchers. Three small buildings are all that remain of the stage station, which is now owned by the Porfily family.

In the next two miles, the old road was squeezed between the river and the cliffs and in two locations, the passage was exceptionally narrow. Steens Wagon Road may have actually crossed to the south side of the Crooked River in this section for about a half-mile, to avoid the cliffs on the north side.

Near the boundary between Sections 15 and 16 in T16S, R18E, the cliffs forced the old road to climb the hill where it remains above the river for about a mile-and-a-quarter to the Riverside Ranch. The old road, which can be seen in places, went between the barn and the house at the Riverside Ranch. During the summer months when the Crooked River was low, wagons could go directly into the river in this section and avoid the road over the hill.

Once out of the canyon, the going was easy most of the way to Post and beyond. Few, if any, traces of the original road are visible. However, the GLO survey of 1871 shows Steens Wagon Road going over a hill about a mile north of Post on the Bonnieview Ranch. This would be a steep and rough climb.

Research shows no good reason for leaving the Crooked River at this point unless thick woods and changing river channels forced a departure from the river near Post. In any case, this detour was little-used and the road soon went by Post, which was named for Walter H. Post, who opened a post office on the site in 1889. Even after 1900, the road between Bonnieview Ranch and Post went over a small knoll and skirted the edge of the valley east of the present highway.

The original Steens Road continued along the north side of the Crooked River for over eight-miles east of Post to Wildcat Creek. However, early pioneers soon changed the route to the south side of the river beyond Post.

At Wildcat Creek, Steens Road left the Crooked River and went south of the river behind some low hills. A dirt road still follows this route. After about three-miles, the road again approaches the Crooked River and continues east along it.

The Stewart Canyon, with nearly vertical walls enclosing the Crooked River, prevented the passage of wagons. Meek's Lost Wagon Train of 1845 drove their wagons directly into the river to

get through the canyon. Other early pioneers may have done the same during periods of low water, but this was generally an impractical route.

GLO maps of 1871 show Steens Wagon Road crossing to the north side of the Crooked River at the west end of the gorge in T17S, R20E, Section 1. The old road made a steep climb over a hill and dropped down to a point near the headquarters of the Les Schwab Ranch. Not many obvious signs of the old road are visible.

However, as recently as the spring of 1985, Art Smith, manager of the LS Ranch, found an ox shoe on the route over the hill. The pioneer road crossed back to the south side of the Crooked River near LS Ranch headquarters.

The steep, rocky road north of the gorge was replaced many years ago when the Stewart Grade was blasted into cliffs along the south side of the river. While the modern highway is on the north side of the river, it switches to the south side of the stream at the east end of Stewart Canyon.

The old road went along the Crooked River for another mile-and-a-half and then went up Maury Creek. A dirt road still goes up this creek. The site of Camp Maury is reached in three-miles. Camp Maury was established by Captain John M. Drake when he was chasing Chief Paulina's Indians on May 18, 1864. He named the camp after Colonel Reuben F. Maury, the commander of the First Oregon Volunteer Cavalry. Captain Drake abandoned the camp on July 21, 1864. Today, nothing remains of the camp except for some old blazes on juniper trees. The site is now used as a deer hunting camp by the owner.

From the site of Camp Maury, the Steens Mountain Road turned east and follows a jeep road over a small pass. The old road continued east for about four-miles to the Pine Creek crossing. Much of this distance still is covered by a jeep road, which probably follows the old road quite closely.

At Pine Creek, the Steens Wagon Road turned south and climbed up and around a hillside. The old road is very distinct for nearly a mile. It shows up as a small depression across the rocky hillside. Rocks thrown to the road-side have been nearly buried by an accumulation of dust. In one location, a juniper tree more than a foot in diameter grows in the old roadbed.

Such clues indicate this section is undisturbed and has not been used for many years. Two fence lines cross the old road, but no gates remain at the crossings. Remnants of a third, very old fence line can be found near the northern-most of the more recent fence



lines and a gate remains where it crossed the old road.

From the hillside, the old road crossed the divide to a small stream which flows southeast into Camp Creek at the dam that formed the filled-in Severance Reservoir. The old road can be seen to its crossing where it moves to the west side of this small stream.

From the Severance Reservoir, Steens Wagon Road continued south up Camp Creek for about four miles where it intersected the route of Meek's Lost Wagon Train of 1845 where Meek's party came down the steep slope from Steens Ridge. GLO maps show Steens Wagon Road following Meek's trail. Based on observation, there is some doubt that wagons were ever taken up the steep, 500 foot climb to Steens Ridge. The slope is so steep that Meek's party cut juniper trees for drag logs behind their wagons during the descent. It would be very difficult to get wagons up this slope.

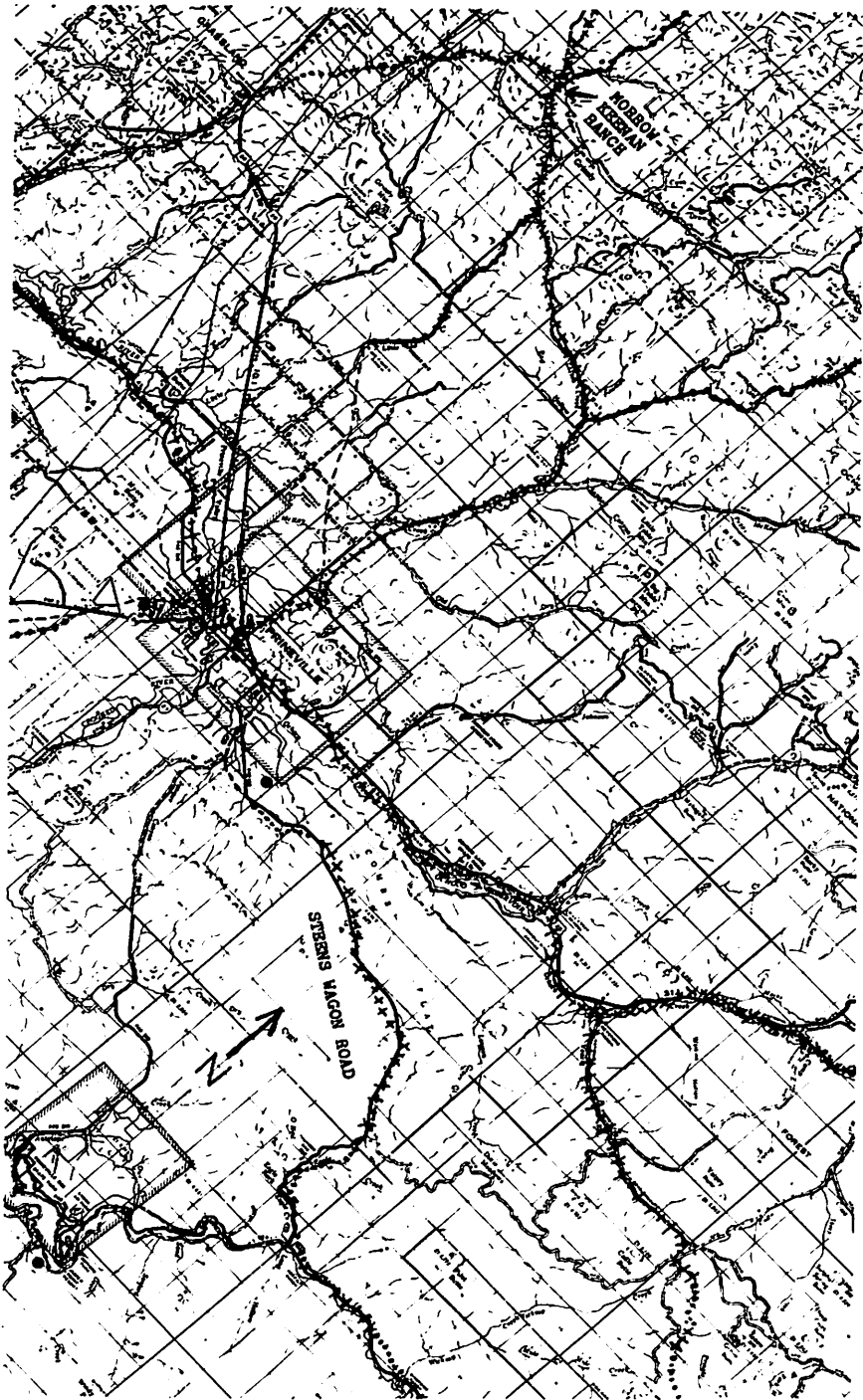
Today, the slope does still show the ruts of Meek's party. It also has faint traces of a pack trail with switchbacks, so the route has been used by pack trains. A logical conclusion is that GLO surveyors confused Meek's route with Steen's route. In reality, Steens Wagon Road continued up Camp Creek to the "Y" junction in the county road and then along the county road toward the GI Ranch.

Near the top of the hill just south of the county road, two other much older roads can be found. One road has been graded and large boulders are piled to the side. Wagon wheels have worn a groove in a large slab of rock in the roadbed. An even older road parallels this route; the older track is undoubtedly the Steens Wagon Road.

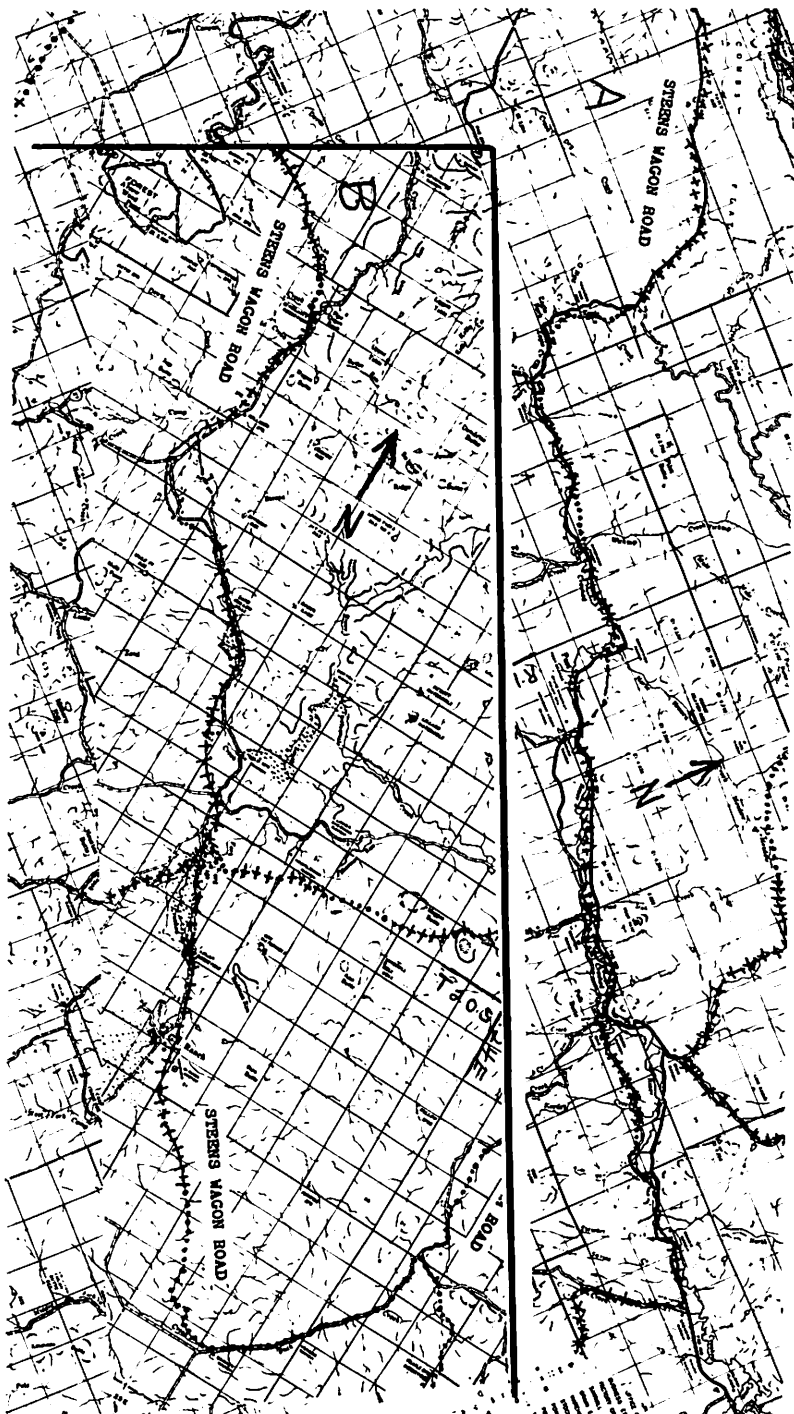
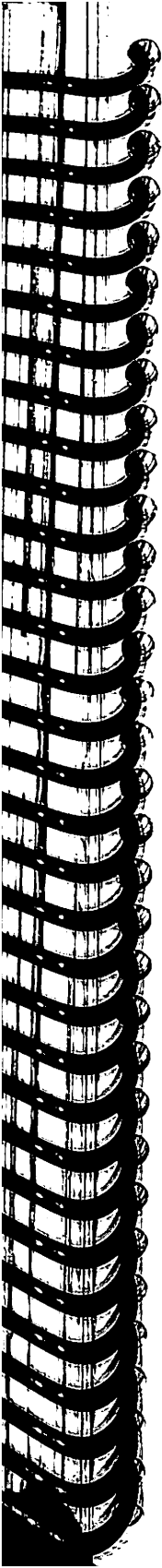
After reaching the plateau, the Steens Wagon Road closely follows the county road for about four-miles. It went nearly a mile west of the Cold Spring Ranch in T19S, R22E. Old-timers say that the ruts of an old road can be seen in that area, but recent observations have not revealed them. The Steens Wagon Road crossed to the east side of the county road near the boundary between Townships 19 and 20, South. The old road forded the South Fork of the Crooked River near the southern edge of T20S, R22E, Sections 2 and 3. The road followed the east side of the river to the GI Ranch.

"G" and "I" are the first two letters of Gilchrist, who first settled at the site, known for its bountiful water supply. Meek's party split into two groups near the ranch in 1845.

The pioneer road continued on south-southeast for about eight-miles to Buck Creek. Few, if any signs of the old road exist across







the flat sagebrush and meadow lands. The waters of Buck Creek played a key role in the fate of Meek's Lost Wagon Train. Meek's party was camped at an inadequate spring about 25-miles south near Wagontire Mountain. The group searched a long time and were in desperate straits before water was finally located at Buck Creek. The lives of many people and animals were undoubtedly saved by the discovery.

Steens Wagon Road continued up Buck Creek past the Bill Brown Ranch, the one-time headquarters of Brown's horse-raising empire. His old house still stands, guarded by a few very old Lombardy poplars. The elegant house remains in fairly good condition; however, if not restored within a few years, the structure will fall into serious disrepair.

GLO land survey maps do not show Steens Wagon Road very far beyond Bill Brown's Ranch. However, it logically continued on up Buck Creek to a point near the summit where it would later be joined by the Willamette Valley and Cascade Mountain Military Road, described in Chapter 6. Travelers then probably followed the route of this road to Silver Creek and the Riley area.

According to old reports, somewhere near the head of Buck Creek, Steen received word of marauding Indians. He immediately forgot about building a road and started chasing the Indians. Harney County was settled rapidly by great cattle ranches a few years after Steen visited the area in 1860. Little further trouble resulted from the Indians until the Bannock War of 1878.

## Prineville To Lakeview & Silver Lake Roads

### *PRINEVILLE-LAKEVIEW ROAD*

By the 1870s, Prineville was the most important town in Central Oregon south of The Dalles. It became a distribution hub for most of the other settlements which gradually developed throughout the region.

In the 1870s, activity and settlement were on the upswing in Central Oregon. Mining activity was on the wane, but ranchers and farmers were rapidly filling up the country. Silver Lake and Lakeview became important population centers south of Prineville, so roads naturally came into existence between these towns.

Roads from Prineville to the north, east and west followed fairly easy, natural routes. However, for travelers headed south, it was a different story. Great rimrock cliffs blocked the way. Apparently, the first road from Prineville to Silver Lake and Lakeview went along the steep north slope of the hill which has the Ochoco Wayside Park and viewpoint on its summit.

Observation reveals that extensive grading would have had to be done to make this road, but since the slope has deep soil, the grading would have been fairly easy. Traces of this route still can be seen from the west end of Prineville. Today, the old road is filled in so that only a footpath remains for most of the distance to the top of the grade. From the low pass on the west edge of the Ochoco Viewpoint, a jeep road follows the old road until it crossed Huston Lake Road. The old road went through Prineville Airport and crossed Oregon 126 to continue south-southwest across fields in T15S, R15E, Sections 14 and 22.

From the flat fields south of the airport, the pioneer road climbed to a pass between the two summits of Powell Buttes. For a long time, no clue was given as to why the road climbed to the pass and descended on the other side when a much easier natural route existed to the east of the buttes which is used by a dirt county road, today.

The answer: Springs exist on Powell Buttes where early settlers

built homes. Horses or mules pulling the stages and freight wagons needed water, which is found in only a few places along the route. The road also provided access to homes built along its course.

The pioneer road headed directly for the pass between the peaks of Powell Buttes which is located between Sections 3 and 4 of T16S, R15E where three high-voltage power lines have been erected, today. A jeep road generally follows the route of the old road through the pass, but traces of the old road can be seen in many places. At the pass, rock walls can be seen which appear to have been the foundations of two buildings; their origin and purpose is unknown.

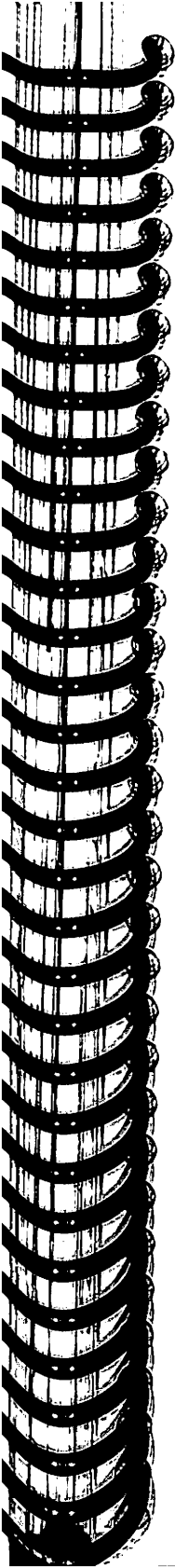
South of the pass, the old road continues near the power lines, but by the time the old road reaches the dirt county road in the south part of Section 22, the power lines are some distance to the west. Part of this area was once farmed, so the old road has been destroyed. The old road continued south along the county road for about a mile-and-a-half.

At the southeast corner of Section 34, the pioneer road goes south-southeast along a jeep road, while the county road continues south. The soil in this area is generally soft and sandy, but numerous rocky areas exist where rocks have been thrown to the sides. In some of these rocky places, distinct grooves can be seen which were worn into the rock by wagon wheels. Glass shards from broken bottles can also be found along the way, as well as tin cans of both old-style and modern varieties.

The old road crosses Bear Creek Road three-miles east of the junction with the north-south county road from the Prineville Airport. In this area, the pioneer route continues south-southeast along a jeep road. Signs of the old road are visible in places, but in the light, sandy soil, roads rapidly disappear when they are no longer used.

The old road vanished but eventually reappeared again along Williamson Creek about five miles south of Bear Creek Road in T18S, R16E, Section 16. Along Williamson Creek, the old road can be found in several places; generally on the side of the creek opposite the jeep road. In Section 28, Williamson Creek divides. The old road went up the west branch while the jeep road continues up the east branch.

The old road remains in a completely undisturbed state in Sections 28 and 33 to the divide. Rocky ruts at least three or four feet deep follow the west side of the stream bed and then up the east



side. Below the divide, two or three deep ruts run side-by-side in the deep soil through the sagebrush.

When a rut developed along the route, the wagons moved over a few feet and started another road. A 16-inch in diameter ponderosa pine grows in one rut. Many junipers measuring six, eight or 12 inches in diameter also grow in the ruts. Just below the divide, a broken insulator for telephone wire was also found, indicating that an early telephone line must have once followed the road. By 1900, telephone lines were quite common.

From the divide, located just north of the boundary between Crook and Deschutes Counties, the road continued south over a fairly flat plateau to the east side of Bear Creek Buttes. Part of the route is still a jeep road. Where no jeep road exists, the old road is very faint or has completely disappeared.

An undisturbed segment of the old road can be followed with great difficulty through the junipers and sagebrush in Sections 22, 26 and 27 of T19S, R16E. The road showed up as a very shallow depression about ten feet across with a little more sand and rocks than the land on either side. Most casual observers would not recognize or appreciate the historical nature of the site.

In Sections 26 and 35, the old road follows a graveled road on the Coats Ranch as it breaks through the rimrock and drops down to a lower plateau. At the base of the rimrock, the road continues southeast as a visible track. The route crosses Dry River and U.S. 20 eight-and-a-half miles east of Millican at a dirt county road going south toward Sand Spring. The crossing of Dry River is 100 yards north of U.S. 20. At the crossing, the old road shows up with rocks piled at the sides and grooves worn into some rocks.

The old road completely disappears for awhile on the south side of U.S. 20. It goes southeast across a flat plain for about five miles, part of the way as a jeep road.

A similar jeep road uses the same route as the pioneer road to cross Pine Ridge in T21S, R17E, Sections 5 and 8. The road runs south for five-and-a-half-miles beyond Pine Ridge, crossing a flat pumice plain, until it intersects a north-south dirt county road about a mile-and-a-half southeast of Dickerson Well. The old road can be seen only where it is still used as a jeep road.

At the junction with the county road, the pioneer road cannot be seen east of the county road, but it can be followed south for about five miles by a jeep road to Jaynes Well.

From Jaynes Well, a jeep road follows the pioneer road south-southwest for three miles to Button Spring. Along the way, the

road goes over a pass between two small hills. All through this region, many such conical hills can be found; they were once small volcanoes or cinder cones.

Button Spring is named for Lee Button who homesteaded there sometime before 1877. The water of Button Spring comes out of the rocks on the side of a small knoll. The water now goes to a stock pond, nearby. No buildings remain at the spring.

The road to Lakeview continues south from Button Spring. For several miles, a jeep road follows nearly the same route. In T23S, R16E, Section 25, the old road took a shortcut to Squaw Flat. The pioneer road went southeast from Squaw Flat across a plain where no road exists, today. It skirted the east side of the volcanic flows of East Lava Field and went about one-third-mile west of a site known only as Jacks place. In T24S, R17E, Section 34 and 35, the pioneer road coincides with a dirt road for about a mile before taking another shortcut to an existing dirt road in T25S, R17E, Section 12, near Peters Creek Sink. This dirt road is followed for six or seven miles in a south-southeasterly direction.

Where the dirt pioneer road descends to the cultivated and irrigated fields of the Christmas Lake Valley, the pioneer road cuts across these fields. At the intersection of Sections 7, 8, 17 and 18 of T26S, R18E, the Lake County Historical Society has placed a marker at a junction on the county road.

Located at a turn in the county road just north of Alkali Flat, the marker notes the junction of several important pioneer roads. These routes include: The Prineville to Lakeview Road (apparently also known as The Dalles-San Francisco Military Road); The Yreka Trail (Yreka to Canyon City Road) and the Jacksonville-Boise City Road.

The Prineville-Lakeview Road went just south of the present county road which goes from Millican to Christmas Valley. Where the county road turns south at the eastern edge of T26S, R17E, Section 24, the ruts of the old road can be seen running to the southwest across the flat plain which is currently covered with either sagebrush or irrigated fields. In Sections 24, 26 and 27, a jeep road still follows the old route. The pioneer road continued southwest across Christmas Lake Valley through fields for several miles. Probably no trace of the old road exists because of the leveling and irrigating of the fields for such crops as alfalfa.

The pioneer road crossed the county highway between Fort Rock and Christmas Valley about two-and-three-quarter miles west of the town of Christmas Valley.

Until recent years, a low-standard dirt road followed the pioneer route in T27S, R17E and T28S, R16E for about seven miles. The road no longer exists because the sagebrush plain has been converted to irrigated fields. In T28S, R16E, Sections 15 and 22, the old road follows the highway to Christmas Valley for a couple of miles.

Around the east edge of Silver Lake, Oregon 31 essentially follows the same route as the pioneer road as far as the point where the modern highway leaves the lake and starts the steep climb up the Egli Rim to Picture Rock Pass. The pioneer road continued along the edge of Silver Lake for about another mile.

From Silver Lake, the vintage route then turned southeast and climbed the hillside toward Picture Rock Pass. The old road can be seen on the hillside west of Oregon 31. The pioneer route is no longer used, but piles of rocks mark its location.

Knowledgeable observers can spot the old road on both sides of Picture Rock Pass. Great piles of rock are especially prominent on the south side of the pass, which is named for Indian petroglyphs in the area. One petroglyph is a few hundred yards east of the pass, near the highway. Sections of the old road can be seen west of the highway for over two miles, south of the pass.

From several miles north of the community of Summer Lake to the south end of the lake itself, Oregon 31 follows the pioneer road closely in most places. One place where the old and modern roads differ can be found in T30S, R16E, Section 35, where the old road apparently went a quarter-to-a-half-mile east of the highway. This must have been marshy ground near Summer Lake, which the highway avoids by going along the base of Winter Ridge. In a few places, an old road can be seen from the highway; these sections may be pieces of the pioneer road.

Summer Lake and Winter Ridge were discovered by Captain John C. Fremont in December 1843. Fremont's party was struggling through the deep snow on top of Winter Ridge when they suddenly reached the edge of the great cliff above Summer Lake. The contrast in weather between lake and summit was so apparent that it looked like summer at the lake below, which was 2600 feet lower in elevation.

Winter Ridge is a great fault block rising from the edge of the lake. During the last Ice Age, Summer Lake was much deeper than it is today. In many places, one or more beach lines still show up on the hillsides west of the lake.

In T33S, R17E, Section 4, the old road leaves Oregon 31 and

turns south, then east for at least seven miles. Dirt roads still follow much of this route.

At the Withers Ranch, the old road passed to the south, between the present highway and the edge of the southern hills. The pioneer road may have crossed the Chewaucan River about a mile west of Paisley, but the likelihood is greater that it crossed at the present bridge site in Paisley.

Paisley was named by either Charles Innes or Sam Steele for Paisley, Scotland, in about 1873. Its first post office was established in May 1879.

Part of this area was surveyed as early as 1868 and either no roads existed at that time or the GLO surveyors neglected to show them on their maps. This often makes it very difficult to accurately determine the location of the original roads. In some cases, the route of vintage roads can be determined by the location of the old homesteads and their Lombardy poplars. It was characteristic of the time that the road passed near the pioneer dwellings.

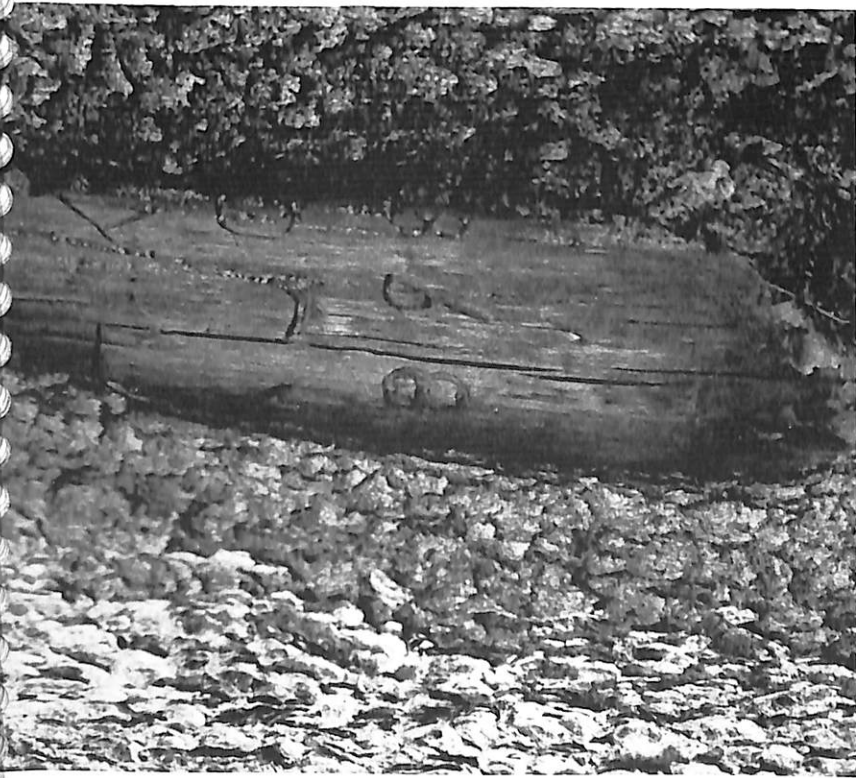
GLO survey maps show a road all along the west side of Summer Lake and another route part way along the flats on the east side of the lake. When questioned, a dozen old-timers in their 80s and 90s were about equally split on the location of the earliest road. Some say it was on the west side of Summer Lake; others claim it was on the east side. Roads were located on both sides and further research and good luck will be required to determine which road was the earliest.

On the east side of Summer Lake, the road went by the Bonham Ranch at Thousand Springs and up Juniper Canyon. Today, only portions of the road remain and in some places it is totally obliterated.

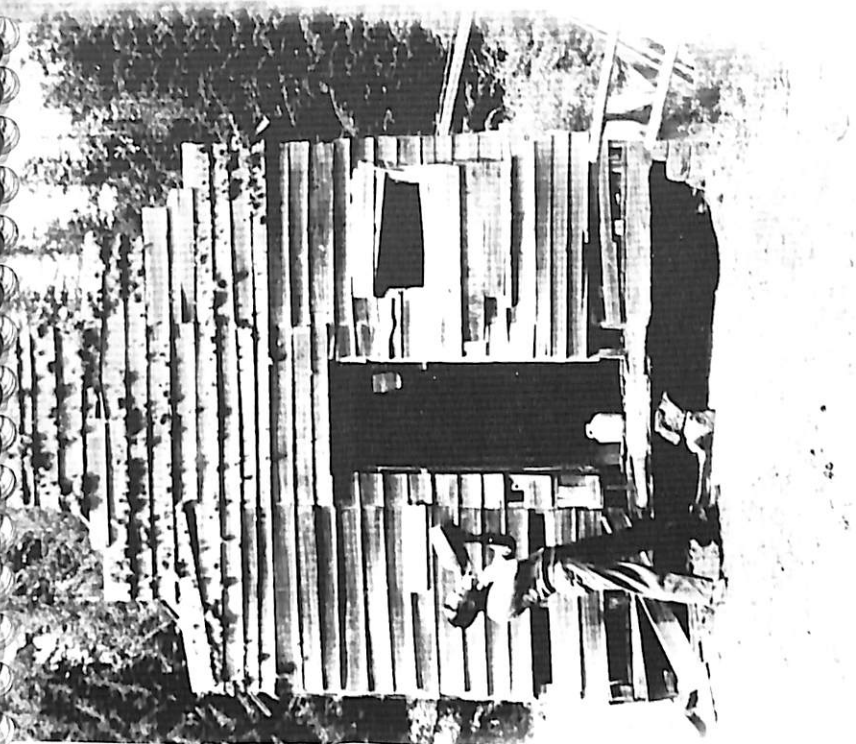
South of Paisley, the pioneer road went just west of Oregon 31, passing by the Brattain Ranch buildings. Six miles beyond Paisley, Oregon 31 turns east while the pioneer road turns south up the Moss Creek Valley. The old road must have closely followed the present road, which is at first paved and then dirt. After eight miles, Moss Creek Valley narrows. The old road can be seen in places below the present road as it starts climbing into the hills.

The old road crossed Clover Flat, climbed over a pass and dropped down into Mill Flat Creek. The exact route south to Lakeview is not known. However, the old road probably closely followed the same route as Forest Service Road No. 3628. When the pioneer road intercepted U.S. 395, the old and modern roads followed the same route into Lakeview.





*A tree blaze east of McKenzie Pass. Who was HK who made this blaze in August, 1898?*

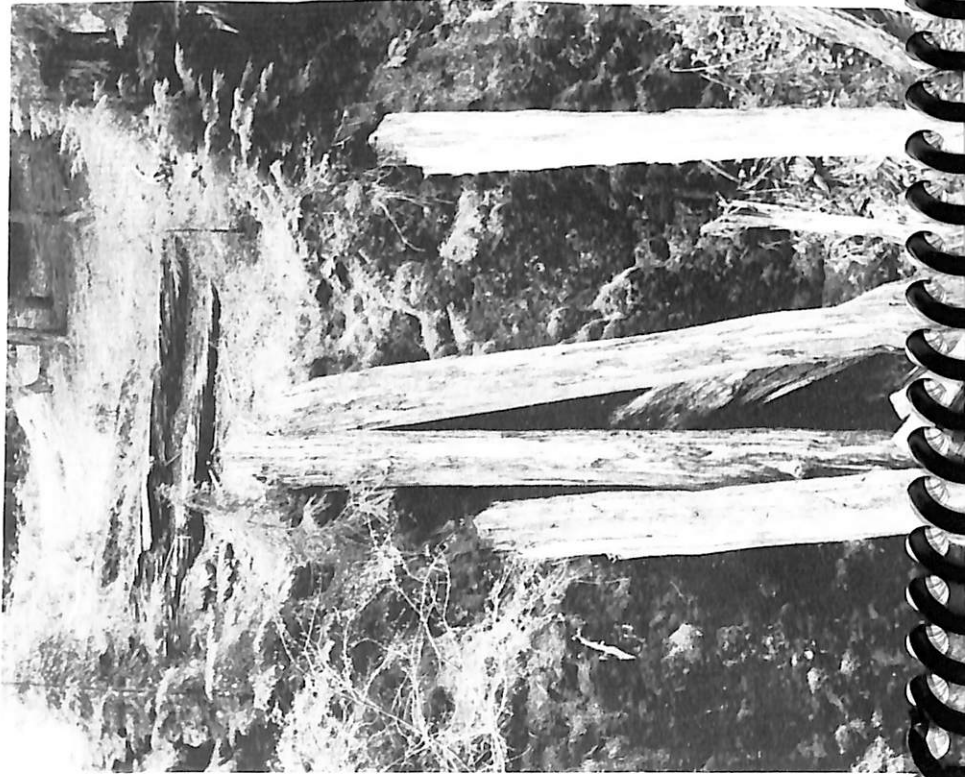


*Saloon at Fish Lake on Old Santiam Wagon Road. Photo taken by George Fake in 1935. Photo courtesy of Chemeketans, Salem, Oregon.*

*A juniper stump on Steens Ridge. The tree was cut in 1845 by Meek's Lost Wagon Train to make a drag log to hold back a wagon going down from Steens Ridge to Camp Creek.*



*Ruins of a large wood bridge on the Old Santiam Wagon Road east of Tombstone Prairie.*





*The Willamette Valley and Cascade Mountain Military Road went by  
Smith Rocks near Terrebonne.*

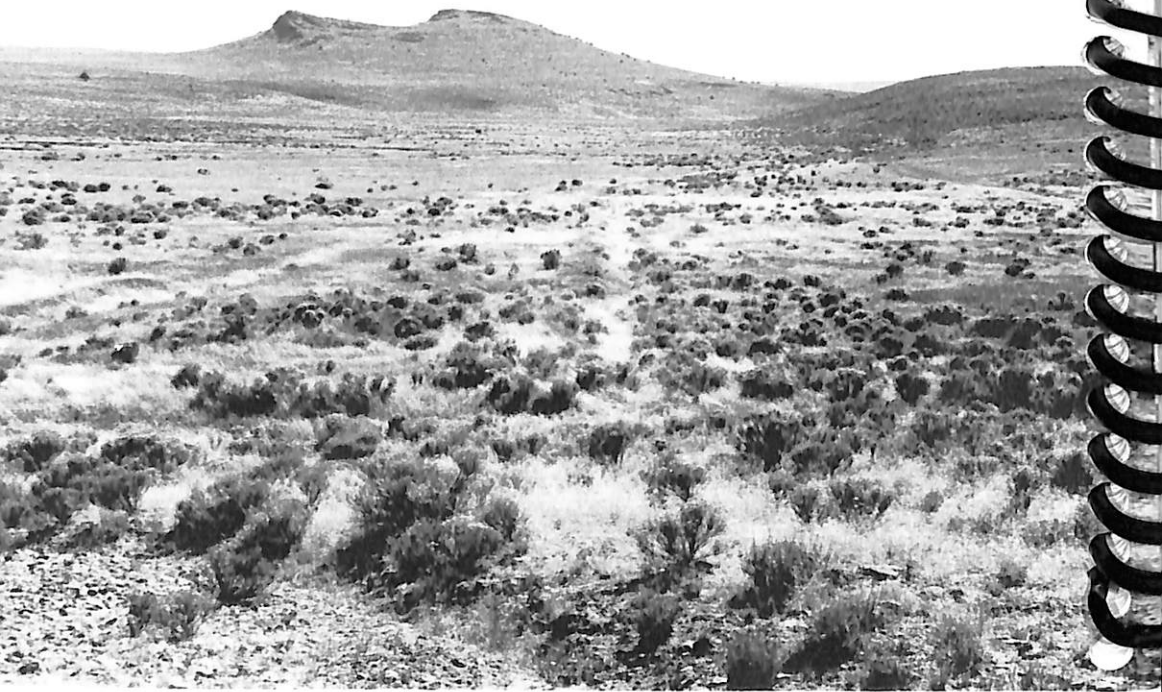
*Looking east up the Crooked River Valley from above the site of O'Neil.  
The Willamette Valley and Cascade Mt. Military Road and the Huntington  
Road crossed near here.*

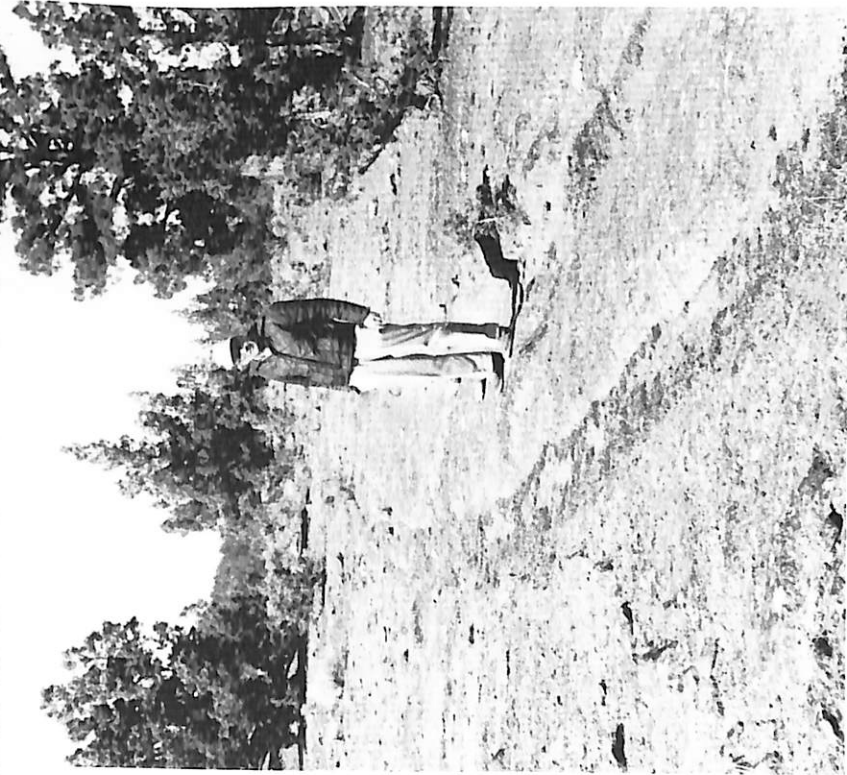




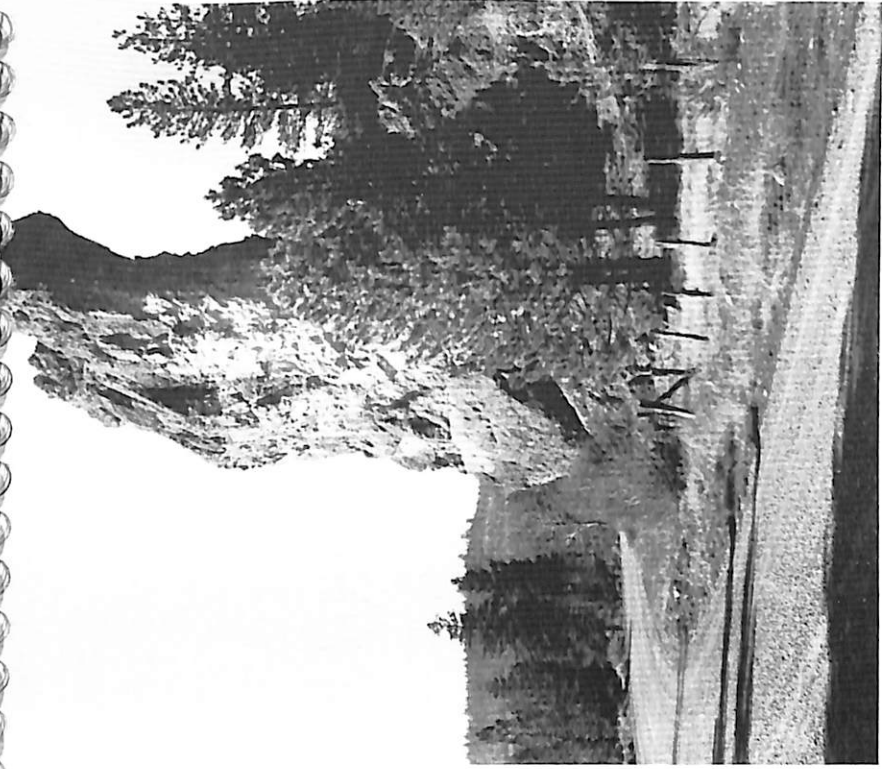
*Don Galbreath stands in the ruts of the Willamette Valley and Cascade Mountain Military Road where it crosses Sabre Ridge northwest of Paulina.*

*The Willamette Valley and Cascade Mountain Military Road. Looking south up Long Hollow Creek.*





*Larry Nielsen on Willamette Valley and Cascade Mt. Military Road west of Lower Bridge. Ruts were worn into solid rock by wagon wheels!*



*Cougar Rock on the pioneer road between Ashwood and Prineville.*



*Looking north up Cow Canyon. The original road climbed the hill to get over a rock outcrop. Below the original road is The Dalles-California Highway. Modern U.S. 97 is in the extreme right.*

*Site of the Cow Canyon Toll Station.*





*Ruts of the pioneer road between Shaniko and Cow Canyon about three miles southwest of Shaniko.*

*The Bakeoven-Cow Canyon Cutoff went by this abandoned homestead where Coon Hollow joins Cottonwood Creek.*



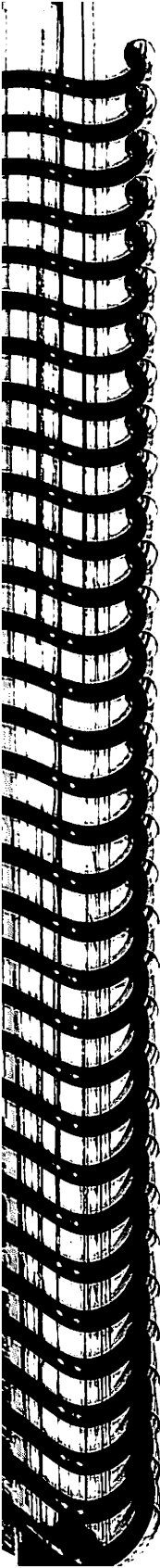


*A typical stage of Central Oregon, summer of 1911. Photo by B. B. Bakowski of Bend, Ore. Oregon Historical Society, Negative No. 6548, File 1054.*

*Site of Maupin's ranch and cemetery on Trout Creek east of Ashwood.*







North of Lakeview, it was a steep climb over the mountains for horses pulling freight wagons and snow lingered late into the spring at the higher elevations. As a result, freighters later adopted another route between Clover Flat and Lakeview by way of Valley Falls. A dirt road still goes between Clover Flat and Valley Falls. U.S. 395 closely follows the old freight route from Valley Falls to Lakeview.

One of the first settlers in the Lakeview area was M.W. Bullard, who arrived in 1869. Lakeview was named by John A. Moon in 1876; he platted the town in May 1877. Much of the town burned to the ground in May 1900.

### *THE PRINEVILLE-SILVER LAKE STAGE ROUTE*

The stage route to Silver Lake follows the same path as the road from Prineville to Lakeview to a point near the U.S. 20 crossing a few miles east of Millican. This route generally is referred to as a stage road, but it is not known if many freight wagons also used the route. Undoubtedly, many family buggies and buckboards used the thoroughfare, in addition.

GLO maps do not show the stage route as a separate road prior to 1876 until a point about three miles south of U.S. 20. The stage route leaves the Lakeview road and turns west three miles to a ranch shown on some maps as the Barclay Ranch in T20S, R16E, Section 27.

Another pioneer road may have gone north from the Barclay Ranch to the Millican area. The road turns south at the ranch and climbs a hill. An old road in the draw south of the Barclay Ranch may be the pioneer road; county roads and Forest Service roads essentially follow the stage route for many miles and few signs of the original route remain.

For a considerable distance, the road follows a level plateau. A few miles north and south of Sand Spring, the land is covered with a light grey pumice which came from Newberry Crater, located twenty miles to the west. Several thousand years ago, a giant volcano destroyed itself. Today, Newberry Crater, Paulina Lake and East Lake are a result of this spectacular event which showered the area to the east with a thick layer of pumice particles, some of which are up to an inch in diameter.

The pioneer road followed what is today Forest Service Road No. 2312 to Sand Spring. Sand Spring was a watering spot on the arid, pine-covered plateau. Today it is a round pond surrounded by a fence. The spring seems out of place in the pumice desert. The

stage road continued south along Forest Service Roads No. 23, 2325 and 700 to the Deschutes National Forest boundary, about 13 miles south of Sand Spring.

Just beyond the National Forest boundary, an old log cabin can be found which is known as the Glen Cabin. At the road junction a few hundred yards north of the cabin, the Lake County Historical Society and Trails West, Inc., have set up a marker which tells travelers that they are on the Prineville-Silver Lake Stage Road. A low-standard dirt road follows the old road south and southeast.

About three miles beyond Glen Cabin, the old road junctions with a crossroad which connects the Prineville-Lakeview Road with the Silver Lake Stage Road. The crossroad goes northeast, mostly along jeep roads to a junction with the Lakeview Road, several miles south of Button Spring. This crossroad is south and east of Squaw Mountain.

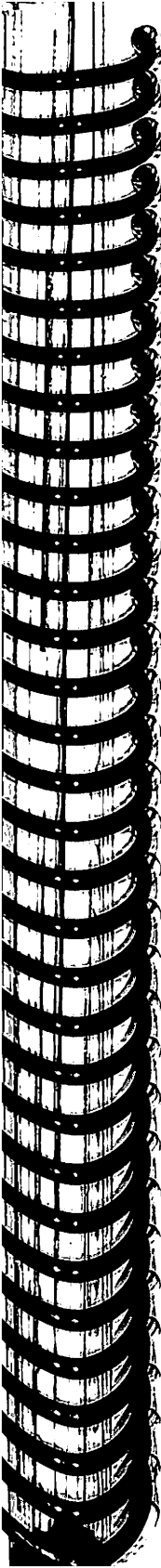
The stage road continues south beyond Ludi Butte along a jeep road to the Bureau of Land Management's Fort Rock Station, where it joins a county road. The old road follows or parallels the county road until the county road turns south in T25S, R15E, Section 23, about a mile west of Table Mountain. The pioneer road continues southwest across a sagebrush plain where in places, no road exists today. The route across the plain is nearly straight for about 20-miles and heads directly toward Horning Gap in the Connley Hills.

Part of the route to Horning Gap is still visible across a sagebrush plain, but today it has been obliterated where it crosses irrigated fields. In the sagebrush areas, a jeep road follows the old route.

Between Sections 16 and 21 of T26S, R15E, the old road crosses a county road near a gravel pit. A Lake County Historical Society marker on the south side of the county road notes the spot, indicating that the old road is the Prineville-Silver Lake Stage Route.

The pioneer road can still be seen as it climbs the Connley Hills to Horning Gap. The old road goes in a fairly direct line; the present road is influenced by fence lines. From Horning Gap, the road drops down to the Paulina Marsh area. This large marsh north of the town of Silver Lake prevents a direct route to the town. The marsh has to be skirted most of the way. The exact route of early travelers is not known around the marsh, but dirt roads still follow much of the original route.

The pioneer road crosses Oregon 31 at the junction with the Klamath Marsh Road. The old road continued southwest and then



south to get around an arm of the Paulina Marsh. It turned east to enter the town of Silver Lake by the street which is one block south of Oregon 31.

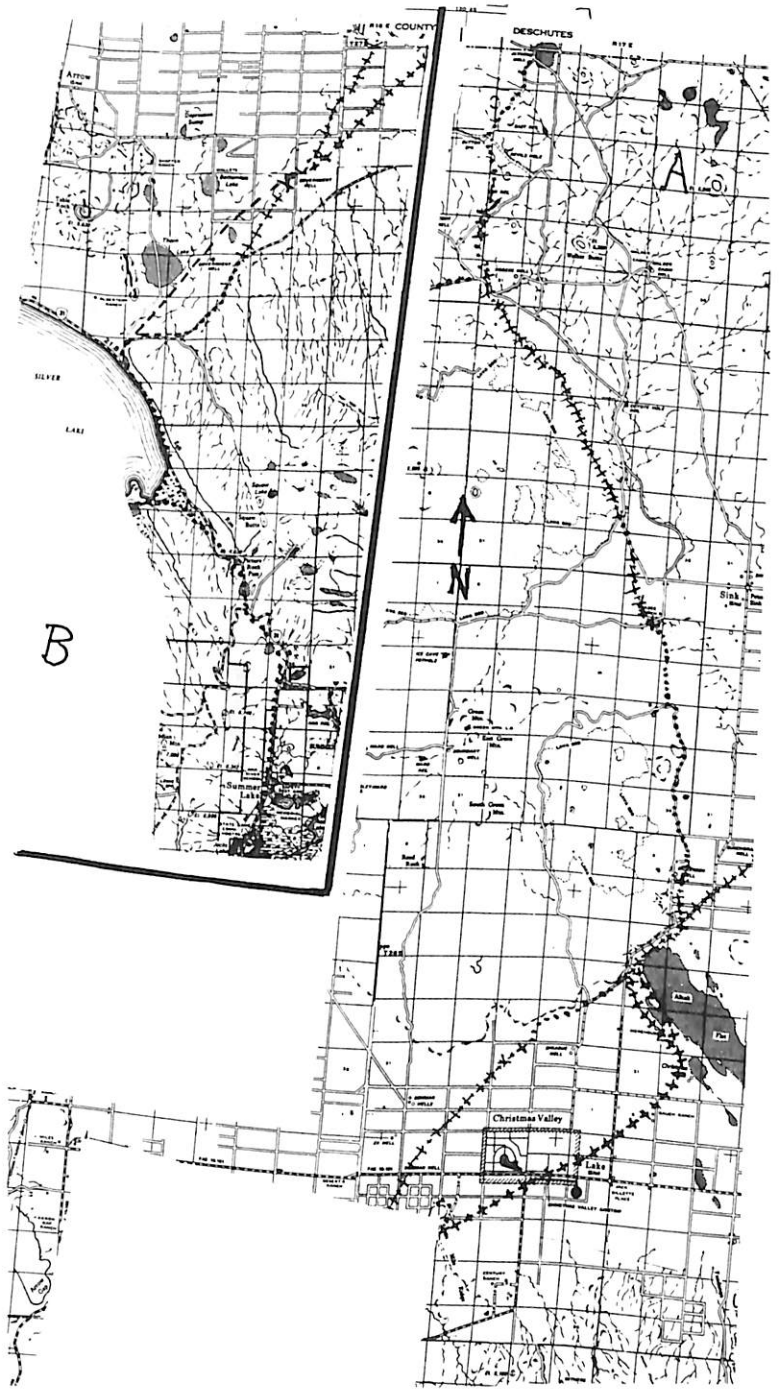
Silver Lake is one of the early towns in Central Oregon. At one time, it was larger than the small community found today. The town had a post office in 1875. The original post office was in a log cabin nine miles east of the present town. The current location of Silver Lake was platted in 1888.

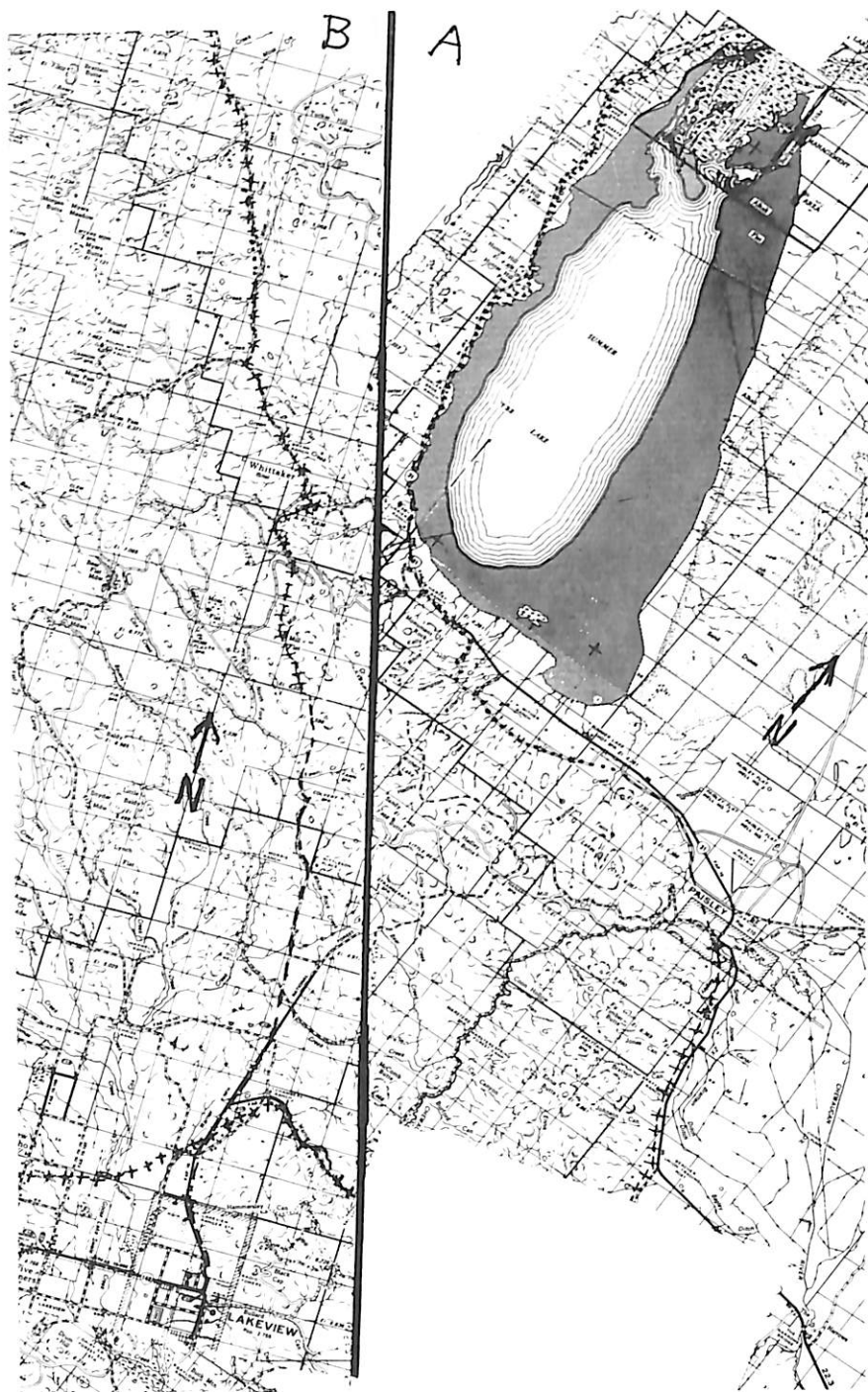
The town is most famous for the tragic fire on December 24, 1894 in which 43 people died. About 200 area residents were attending a Christmas party in the J.H. Clayton dance hall above the F.M. Chrisman Store. A man named George Payne accidentally upset a kerosine lamp, which started the fire. The crowd stampeded and blocked the door, which opened inward, trapping many people inside. After the fire, many states passed laws which required that the doors of public buildings must open outward.

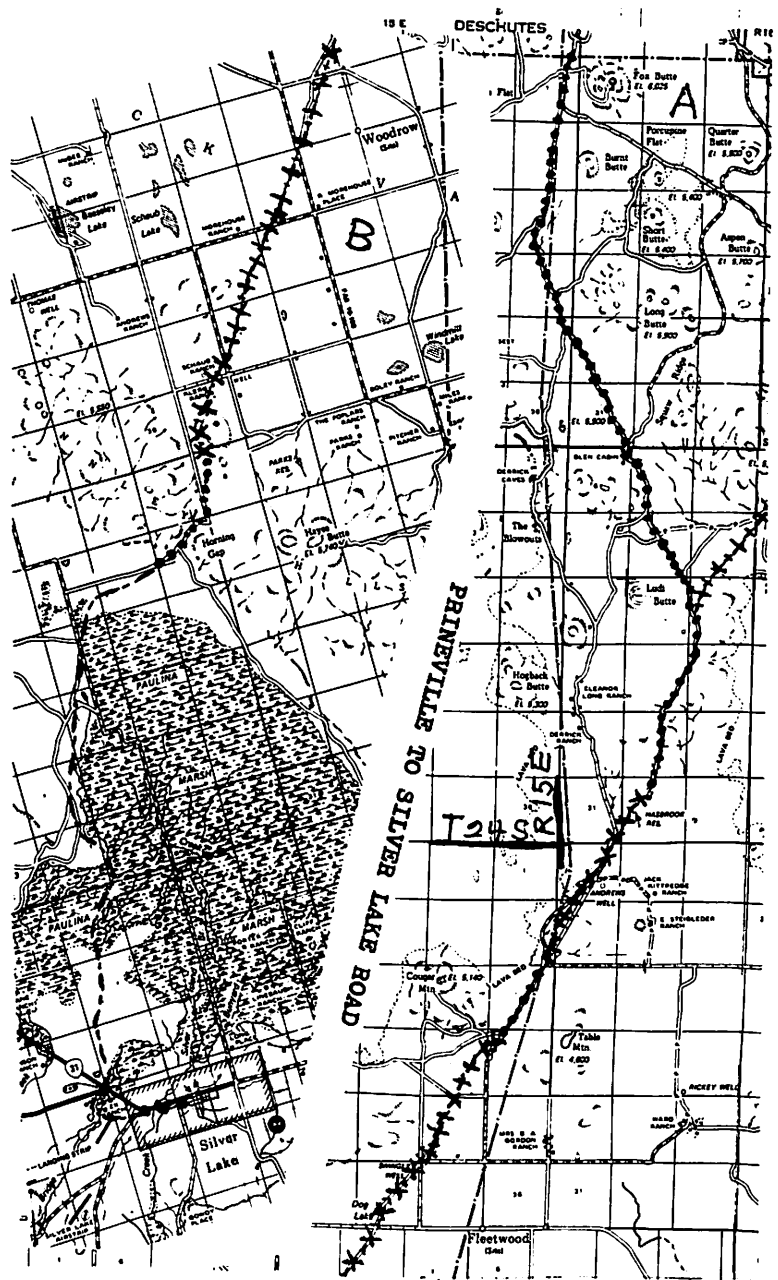
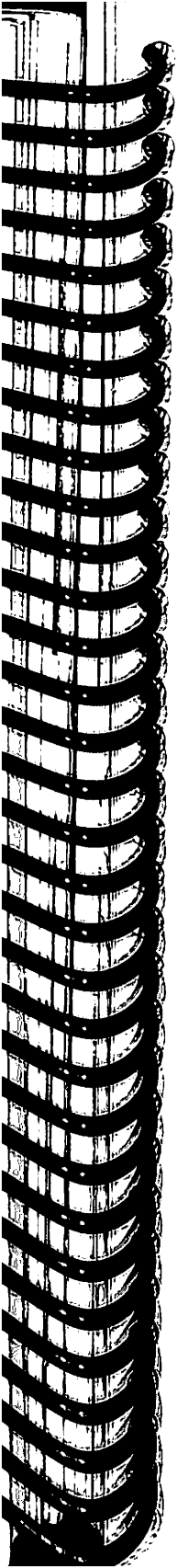
When the tragedy occurred, the nearest physician was Dr. Bernard Daly in Lakeview, about 100 miles to the south. Ed O'Farrell raced a relay of horses to summon help. Dr. Daly then drove north in a buggy, switching horses from time to time at ranches. The winter journey was not an easy trip for either O'Farrell or Daly. The ground was covered with deep snow and the temperature was twenty below zero.

Dr. Daly treated dozens of burn victims and undoubtedly saved many lives. The people who died in the blaze were buried in a common grave. A granite memorial marks the grave in the cemetery, a quarter-mile east of town along Oregon 31.









## Prineville To Deschutes Road

The Prineville-Deschutes Road went from Prineville to the Huntington Road north of Bend. The reason for this early road is something of a mystery. GLO survey maps indicate that this road was being used before 1880, yet Bend was not an established town until 25-years later.

What was the purpose of the road? The name given to the road implies it was headed for the Deschutes River. With the number of ranchers in the area, a road between Prineville and the Deschutes River was apparently feasible at an early date. It should also be remembered that the Bend area was known as Deschutes in the early days.

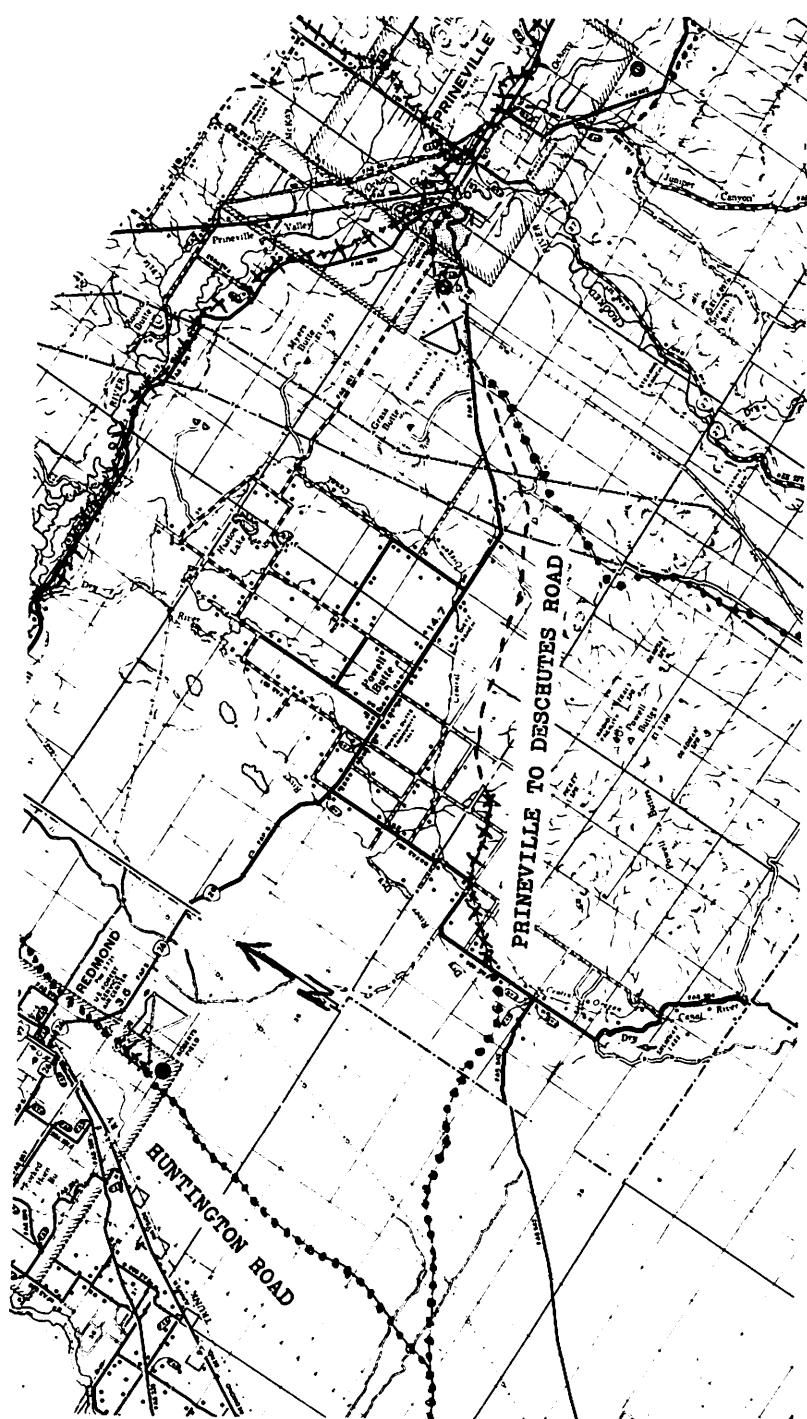
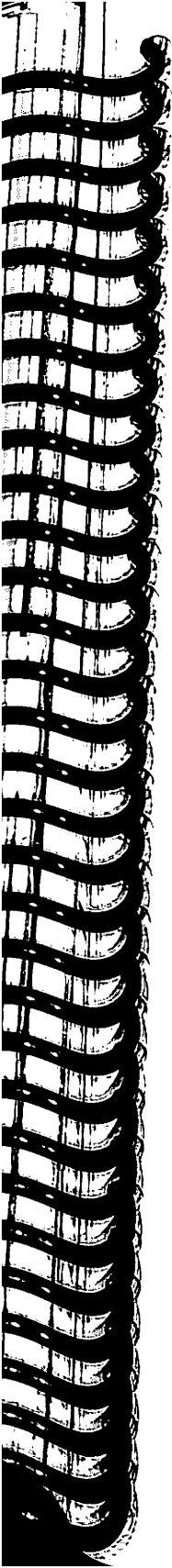
As pointed out in the chapter on the Prineville to Lakeview Roads, the route of the first road south and west of Prineville is obscure. Unfortunately, when the Prineville area was surveyed in 1869, the surveyor neglected to show the roads on the township maps.

Most old-timers claim the first road went along the north side of the prominent rimrock outcrop on which Ochoco Viewpoint is located, west of town. This would have required a significant amount of grading. Then, sometime before 1915, Gould's map of Central Oregon shows the main road out of Prineville to be located on the south side of the Ochoco Viewpoint. The stone walls of this road can still be seen on the steep hillside above Oregon 126.

When the road reached the plateau on top, the route went through farm land where traces have been destroyed by modern-day agricultural endeavors. The route followed the level plain north and west of the Powell Butte hills. A stage stop was located along the present Powell Butte Highway about three-miles south of the Powell Butte Post Office. It stood where the road turns from south to west at the corners of Sections 3, 4, 9 and 10 of T16S, R14E. The red barn used at the station is still in service.

The route continued southwest across farmers' fields for about





two miles until it entered a juniper forest on BLM lands. The road can still be followed on the BLM land, which can be reached by a dirt road which turns north from the Powell Butte Highway in the northwest quadrant of Section 20. This dirt road intersects the Prineville-Deschutes Road less than a half-mile north of the highway. To the west, the pioneer road follows a jeep road. To the east, an undisturbed piece of the old road continues from this junction.

Just a short distance east of this junction, the old road crossed a lava outcrop where rocks have been thrown to the side. At this outcrop, wagon wheels have worn ruts in the lava. The site is one of the most easily accessible spots where wagon-wheel-worn grooves in the rock can be seen.

Continuing west along the jeep road from the junction, the road passes several garbage dumps with cans, batteries and other refuse dating from the 1920s or '30s. However, old-style tin cans also can be found which date from before 1900.

In this area, the old road continues (mostly along the present jeep road) in a westerly or southwesterly direction for nearly four miles, before crossing the North Unit Canal. The land is quite flat and the soil sandy. In rocky sections, stones which have been thrown to the side of the old road are now lichen-covered.

In some areas, juniper trees have three distinctive blazes on them to identify the road. Between T16S, R13E, Section 13 and T16S, R14E, Section 18, a bearing tree stands with a surveyor's blaze which dates back to 1880 or earlier. Some of the inscribed lettering still can be read.

Construction of the North Unit Canal disturbed the pioneer road. However, the old road can be picked up again on the west side of the canal at the silt pond about an eighth-mile north of a dirt road.

Near the silt pond, the pioneer road is very faint. It shows up as a faint depression with occasional rocks piled at the side. The old road continues south-southwest and crosses the dirt road about .3-mile west of the canal. Although the route is very faint, it can be followed as nearly a straight line clear of juniper trees. In less than a mile, the Prineville-Deschutes Road intersects the Huntington Road and the two roads become one at the boundary between Sections 29 and 32 of T16S, R13E.

## Prineville To Mitchell Road

The earliest road from Prineville to the Mitchell area followed a route which is very different from the one used by U.S. 26, today. To reach Mitchell in the Bridge Creek drainage, the pioneers came by way of Big Summit Prairie, rather than following Marks Creek.

In addition to the pioneers, miners headed for the John Day region also followed the same route, though they did not go all the way to Mitchell, opting instead for a shortcut to The Dalles-Canyon City Road. The miner's route was first known as the Ochoco and Canyon City Road.

The road followed the Willamette Valley and Cascade Mountain Military Road east out of Prineville to the vicinity of the Keystone Ranch. (See Chapter 6.) At that point, the road to Mitchell continued up the south side of Ochoco Creek a mile or so before crossing to the north side. In T14S, R18E, Section 22, U.S. 26 follows Marks Creek up a grade, while the pioneer road continues up Ochoco Creek toward the Ochoco Ranger Station.

The present paved road crosses to the south side of Ochoco Creek in T14S, R19E, Section 8, while the old road continues on the north side of the creek. The vintage route can be seen all the way to the Ochoco Ranger Station. Along the way, the remains of homesteads and old mines can also be seen. Ochoco Creek became an important mining region in the 1870s. The Howard School and a few remnants of the town of Scissorville are among the few, fading reminders of this period.

The Ochoco and Canyon City Road leaves Ochoco Creek and goes up Canyon Creek just beyond the ranger station. Few, if any, signs of the old road can be seen below Canyon Creek Campground, where the present paved road leaves Canyon Creek. The jeep road beyond the campground is the old road. In later years, the route was designated a stock driveway and "Center of Stock Driveway" signs are still posted on ponderosa pines, along the way.

Prior to construction of the present paved road (Forest Service

Road No. 42), the vintage route was used by early motorists. One of the grades was so steep that gasoline could not flow from the fuel tank to the engine in Model T Fords. Such cars were forced to turn around and ascend the grade in reverse.

The old road crosses Forest Service Road No. 42 just before the summit. A modern road cut has cleaved the old road and the newer road is much lower than the vintage route, which is now difficult to spot, without climbing the banks of the cut. If you find the old road, it can be hiked through the woods across the summit, where it again crosses Forest Service Road No. 42 and drops down to Johnson Creek.

The pioneer road to Mitchell follows Johnson Creek for about four miles, first on the north side, then on the south side and then again on the north side as Big Summit Prairie is approached. Jeep roads follow both sides of the creek much of the way. The old road passes the Amity Mine, which is below the highway. Fallen buildings and a mine dump mark the location of the one-time mercury mine. Many pieces of the heavy, pink, cinnabar mercury ore can be found in the mine dump by using gold panning techniques.

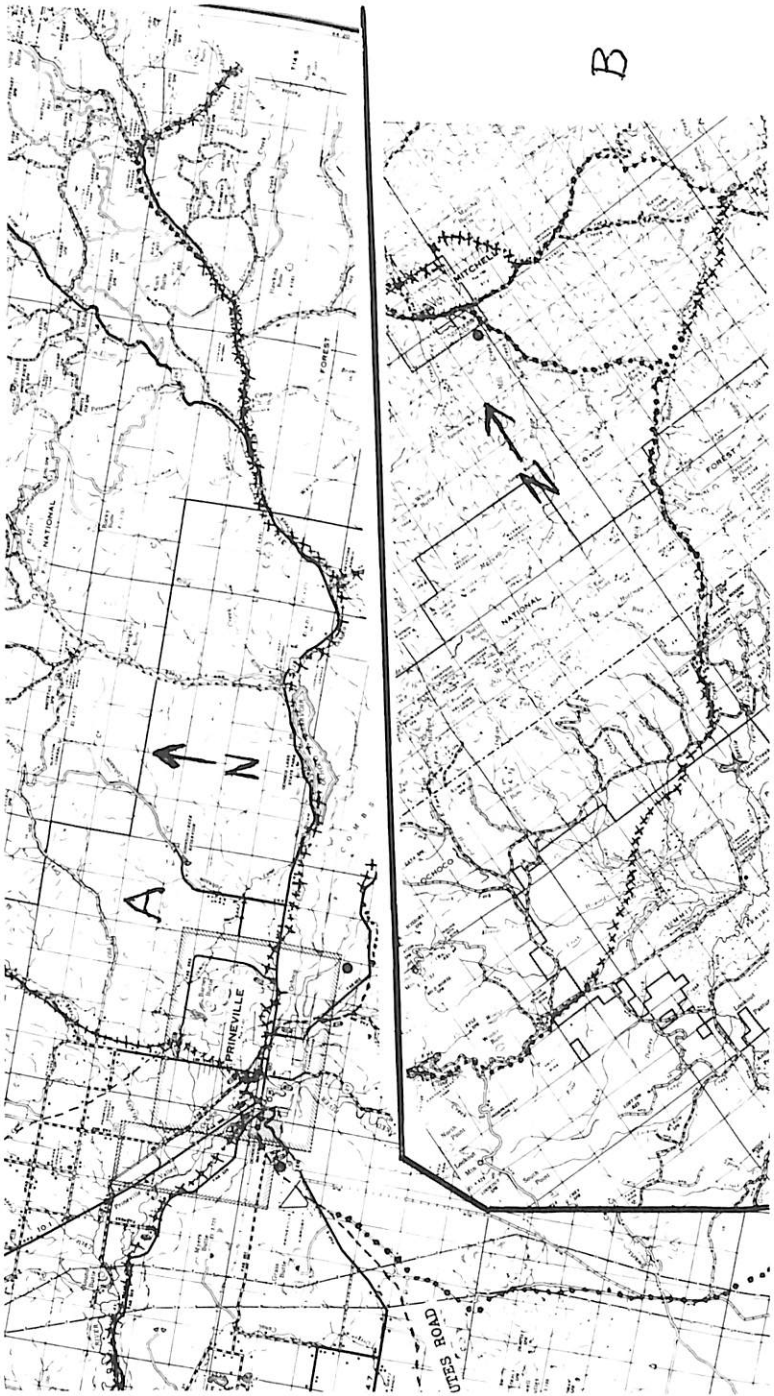
The old road goes northeast across the open meadows of Big Summit Prairie while the Forest Service roads skirt the edges of the prairie. Big Summit Prairie covers about 35 square miles and has been private property for a century.

Many streams flow into the flat prairie and form the headwaters of the North Fork of the Crooked River. Early ranchers were attracted by this plentiful supply of water which produces lush meadows—a fine summer range for cattle. Settlers moved into Big Summit Prairie in the 1880s and several built large, elegant homes.

Before the white man, Indians used the prairie to dig camas roots. Indian trails across the Ochoco Mountains to Big Summit Prairie were so well-used that the original surveyors of the region marked the Indian routes on their maps. These trails have disappeared, over the years, since they often used routes not followed by modern roads.

Some roads do exist across Big Summit Prairie, of course. Pieces of these roads may follow the route of the original road. The old road went by Allen Creek Horse Camp in the Ochoco National Forest at the northeast edge of the prairie.

While the old road is not visible from the present-day horse camp, it can be seen about a quarter-mile northeast of the camp,



just below Forest Service Road No. 22. An immense ponderosa pine by the road bears a large blaze which has become deeply embedded as the tree has grown around the blaze. The old road closely follows Forest Service Road No. 22 to Scott Camp.

At Scott Camp, the pioneer road can be seen on both sides of the pass. On the south side, the old road is below the present road. On the north side of the divide, the vintage route drops steeply through the woods below the present road to Badger Creek.

For the next seven-miles, the old road used nearly the same route as the present road to Mitchell. Badger Creek is surrounded by beautiful meadows, but the bottom land is often too wet and muddy for a road. As a consequence, the roads have to skirt the wet spots by staying on the slopes just above the meadows.

At the extreme southeast corner of T12S, R22E. Section 21, the road goes over a slight summit and starts down to Johnson Creek, a branch of Bridge Creek. The dirt county road turns north and drops steeply down the slope, but the old road passed some present-day corrals and continued east and northeast.

After about a quarter-mile, the pioneer road splits. One branch continues along the jeep road above the Badger Creek Valley. In a mile or so, the old road left the jeep road, crossed to the south side of Badger Creek and went over a pass south of a small hill. The road then crossed to the north side of Badger Creek (now called Mountain Creek) and reached U.S. 26 and The Dalles-Canyon City Road near the Oregon State Department of Forestry's trailer house, ten-miles east of Mitchell.

The other branch of the old road went northwest down a steep draw to the head of Johnson Creek. It crossed the dirt county road at a sharp turn within a half-mile of the summit corral.

From the crossing at the sharp turn in the county road to Mitchell, the old road closely followed Johnson Creek and then Bridge Creek. Pieces of old roads can be seen at various places, sometimes on one side of the creek and sometimes on the other. These segments may be traces of the original road, but documentation is lacking.

## Yreka Trail

The gold rush to California in 1849 brought thousands of miners to the western United States. By the early 1860s, the best prospects in California had played out and many miners were eager to find new strikes. As a result, when gold was discovered in the John Day and Canyon City region in 1861-'62, large numbers of gold seekers in northern California took off for the new diggings.

While several routes approached the Canyon City area, the most important path to the new mines led from Yreka, California to Canyon City. This road became known as the Yreka Trail or the Yreka to Canyon City Road. Other routes were established to either Canyon City or the mines in Idaho from several places in northern California. Even the Yreka Trail seems to have had alternate routes over several stretches.

From Yreka to near what is now Klamath Falls, one route followed the stage route to Jacksonville, Oregon and the Willamette Valley. South of Ashland, the road turned east and went by essentially the same route as Oregon 66. An alternate route may have been up the Klamath River to a point near Keno.

From the community of Klamath Falls, which did not exist at that time, the road went east and north near Beatty, Silver Lake, Christmas Valley, Hampton, east of Paulina, Dayville and along The Dalles-Canyon City Road to Canyon City. However, the most popular route did not go by the Klamath Falls area at all. Instead, the prospectors went around by the lower Klamath Lake in northern California and crossed over to the Lost River in southern Oregon. The route then followed the Lost River to the Bonanza area.

Although primary users of the Yreka Trail were miners leading packstrings, many wagons also made the trip in the 1860s. According to estimates, about half of the miners were Chinese, especially in later years. Most of the traffic over the road was one-way; since after the miners reached Canyon City, any supplies they needed came from The Dalles.

In the initial wave of the gold rush, only men made the journey, for the most part. Then, about a year later, men with families returned to California and brought their wives and children to Canyon City, via the Yreka Trail, in 1863 or '64. Southbound traffic must have been very light when compared to the volume heading for the new mines. However, at least two accounts exist regarding men who returned over the route to get their families.

Traces of the Yreka Trail are very difficult to find in most places; several factors contribute to the lack of visibility: 1.) The route was used largely by packstrings. 2.) The route was used only a few years. 3.) The trail's location was inappropriate for later pioneers with different needs. 4.) Due to their rush, prospectors seldom moved rocks from the path or made other improvements. 5.) Over great stretches, the road is across level, sandy desert where all traces of any road quickly disappear unless the route is maintained and used constantly.

One technique for locating the pioneer roads has been to transpose the roads shown on the original cadastral survey maps of the General Land Office (GLO) onto modern topographic maps. Once transposed, it is then possible to go out and try to find traces of the original routes by hiking in logical areas. Unfortunately, this technique has not worked well for the Yreka Trail for several reasons.

First, many GLO maps do not show the location of the road. Either the surveyors were too lazy to record the road on their maps, or it had already become very faint by the time the survey was made.

A second difficulty facing individuals interested in the road's history is its short period of actual use; written documentation is minimal and few actual traces of the old route have been preserved. As a result, a significant amount of library and field research still remains to be done on the Yreka Trail.

Thus far, information on the Yreka Trail is derived largely from the following sources: 1.) Original GLO survey maps where available. 2.) Three diaries or memoirs of people who made the trip. 3.) Interviews with many old-timers whose fathers or grandfathers told of finding the old route and wreckage along it. 4.) Many days of field work trying to determine where wagons could actually travel. 5.) Old maps showing the approximate location of the road.

As a result, the route can be identified precisely in a number of places for short distances. However, for much of the trail's length its location is only a matter of speculation.



Important written sources of information include:

The journal or account of General R.M. Martin, who made the trip in May and June of 1864. He was driving a large herd of cattle to Canyon City, but had a number of wagons with him. Some of the wagons were connected with General Martin's herding operation, but a number of other people in his party also had wagons.

John W. King traveled the Yreka Trail in the Spring of 1863. He wrote a short account of the route which was published in the *Yreka Union* newspaper on April 13, 1864.

Ralph Fisk was an early pioneer of Prairie City, just east of John Day. He came over the Yreka Trail between April 10 and June 2, 1864. Many years later, he published his memoirs in a John Day newspaper.

In a number of cases, it is very difficult to make the early accounts jibe with modern maps. Fisk seems to have confused one place with another, in several instances. Estimated distances have often been exaggerated. When prospectors did identify a place with a name, it turns out that the name often has been changed, so that the early names do not appear on modern maps. For example, both Martin and King identify the Sprague River as Martin's River.

For practical reasons, this volume will begin retracing the Yreka Trail from the neighborhood of Klamath Falls. George Nurse settled at the Klamath Falls site in 1866. About 100 people arrived in 1867 and the town was called Linkville. The name was changed to Klamath Falls in 1893. No town existed between the Klamath Lakes when the gold miners traveled the Yreka Trail.

From near the California-Oregon border, the Yreka Trail crossed over to the Lost River and followed it 30-miles before turning north. The road apparently went by Bonanza. Two accounts seem to indicate that the road must have gone up the Lost River at least as far as Bonanza. When the area was surveyed in the early 1870s, roads existed in both the Bonanza and Diary areas, but neither road was called the Yreka Trail at that time. A number of settlers were in the region, so roads would be needed.

The old road probably followed roughly the same route as Oregon 140 to a point near Beatty on the Sprague River, which was called the Martin River in the early 1860s. The Sprague River was named for Franklin B. Sprague, who ran a flour mill in Jackson County in the early 1860s. Later, he was a captain in the First Oregon Infantry and in 1866 he commanded Fort Klamath.

The country between the Klamath Falls area and Bonanza is flat

farm land, so it would be surprising to find any traces of the Yreka Trail. However, Oregon 140, the present highway, traverses more mountainous and forested terrain between Bonanza and Beatty over Bly Mountain Pass. Traces of the old road might be found near Oregon 140 in this area, and some remnants of old roads are still visible.

Apparently, some prospectors crossed to the north side of the Sprague River immediately upon reaching it, while others followed the south side to a point near Beatty before crossing. Indians usually ferried the miners across the river.

Beyond what later became the town of Beatty, the road could have gone either north or south of Ferguson Mountain. The route north of Ferguson Mountain would roughly follow the logging railroad to near Camp Six Guard Station. The other route would have continued farther up the Sprague River, then up the North Fork and on to a point near Camp Six Guard Station.

Near the Guard Station, GLO survey maps of 1869 show two "old wagon roads" going north. The more westerly route went by Packsaddle Spring in T33S and T34S, R14E. About two miles farther east, the other road went to Emigrant Crossing on the Sycan River. The road followed the west rim for some distance, then dropped steeply through the rimrock to the Sycan River. From Emigrant Crossing, the road went northeast up a side canyon.

North of Emigrant Crossing, the GLO survey was made in 1881. The more westerly road is no longer shown on GLO maps, but a logical conclusion is that this road joined the easterly road at Emigrant Crossing. The road is shown north of the crossing for many miles.

While no modern roads follow the old road, many Forest Service roads are crossed. The route went by Emigrant Lake east of Pole Butte and by Puddle Spring. However, some old-timers, who have ridden a lot in the area, believe that Forest Service road No. 3121 and its extension south of Pole Butte may have been the Yreka Trail, since this is a very old road.

One well-noted aspect of the Yreka Trail in this section was its rockiness. As one old-timer remarked, "A horse can't walk on the ground but has to step from rock-to-rock."

As a result of this condition, most prospectors drove their wagons right over the rocks and did not bother to throw them to the side, since getting to the new mining area as quickly as possible was the primary objective. Among roads researched for this

volume, the Yreka Trail bears the unique distinction of being the only pioneer road where rocks were not thrown to the side in significant numbers. Both General Martin and John King record that this was the worst section of road found between Silver Lake and Yreka.

Beyond Puddle Spring, the old road went northwest four or five miles and crossed Benny Creek. At this point, GLO maps do not show any more roads continuing north until Silver Lake is reached. An educated guess suggests that the old road went northwest to Tool Box Spring, then north to McCall Spring, then northeast across the headwaters of Duncan Creek to Dead Indian Rim about two miles south of Silver Lake.

The first half of this route is used by Forest Service roads No. 3006, 3022 and 3010. Jeep roads are found near Duncan Creek and Dead Indian Rim. A jeep road breaks through Dead Indian Rim and drops down its east face, where another jeep road goes down to the county road at the southwest edge of Silver Lake.

In his book, *East of the Cascades*, Central Oregon historian Phil Brogan states that the Yreka Trail went by Dead Indian Mountain, east of the previously mentioned route. Brogan does not give a source for this statement. If true, the old road did not follow the route beyond Puddle Spring or through the Pole Butte area.

Why did GLO surveyors show a road beyond Puddle Spring but not one by Dead Indian Mountain, if one really existed? The road the surveyors show must have been the Yreka Trail or a branch of it. Not all authorities agree with Brogan that the best route would go northeast from the Pole Butte area, about a mile west of Dead Indian Mountain and then down the full length of the rocky slope east of Dead Indian Rim.

Today, no road follows this route to Dead Indian Mountain, but a jeep road runs down the slope east of Dead Indian Rim. Possibly, two branches of the trail may exist because King mentions in his account that another road went over the mountain to Silver Lake.

Most old-timers very familiar with the area place their bets on the more westerly route. They believe that the route by Dead Indian Mountain is too rough for wagons. Much more research will be required to clear up this mystery.

A dirt county road follows the Yreka Trail along the south side of Silver Lake. The trail went along the east edge of Silver Lake below the steep cliffs and boulders of the Egli Rim. Near Silver Lake, Indians harassed the prospectors and tried to steal their horses. They undoubtedly made good use of the boulders on the slopes of

Egli Rim to shoot down on the white travelers, below.

The marsh or slough at Thorn Lake was the last camp before starting on the long, dry trek across the desert—a distance of about 75 miles—before a good supply of water was reached at the crossing of the South Fork of the Crooked River. Springs and small streams could be found along the way, early in the season, but by summer, little water was available for large herds of livestock.

According to early records, John King covered the 75 mile stretch in three days, General Martin took four days and Ralph Fisk's party made it in two days and nights of steady travel. Martin's party was out 48 hours at one stretch before finding water.

Later, Martin wrote: *"I reached water at ten o'clock at night. Mr. Shaw and family were with me in a light, two-horse wagon. After letting the horses recoup, Mr. Shaw started back at two o'clock with plenty of water. We met the ox teams before daylight nearly famished."*

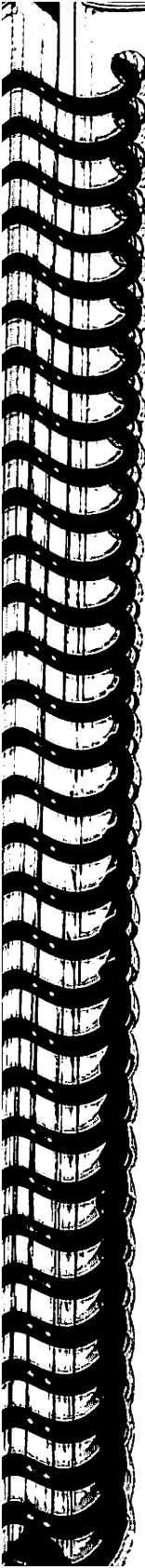
General Martin also remarked that he saw many dead cattle along the trail.

From Thorn Lake, the Yreka Trail went northeast across the sagebrush desert to the small community of Christmas Valley. This segment of the Yreka Trail existed until recently when much of it was destroyed by converting the sagebrush-covered-land to irrigated fields.

From Christmas Valley, the road continued northeast, around the west and north edges of Alkali Flat. It then went northeast another 15 miles before turning north at Rock Spring. Part of the road has been destroyed by alfalfa fields. An historical marker is located along the county road where it joins the Yreka Trail at the north end of Alkali Flat.

The pioneer road diagonally crosses the county road between Millican and Christmas Valley just east of West Butte. No traces of the old road have been found in this country which is relatively flat for many miles. Due to the light soil, wagon tracks were rapidly filled in. Even where rocks existed, the miners did not bother to throw them out of the way.

The Yreka Trail went north about half-to-three-quarters-of-a-mile east of Little Benjamin Lake. A four-wheel drive road may follow the old road for a half-mile. A little over a mile south of Yreka Butte, the road turned east and then descended a very steep slope, which can be seen to the southwest from the water tank in



T23S, R20E, Section 5. It seems strange that wagons would be taken down the steep slope when an apparently easier route lies to the south. The area around the modern-day water tank was a favorite spot for Indians as shown by many piles of obsidian chips.

Hayes Spring is southwest of Yreka Butte and about two miles west of the shown location of the old road. It is somewhat surprising that the road did not go by a source of water in this arid region. Travelers probably did go this way if they needed water. One old-timer has reported that he has seen traces of an old road near Hayes Spring from the air, in addition to the present jeep road to the spring.

The pioneer road turned north about three miles south of the community of Hampton. Today, no road follows the old road between Yreka Butte and Hampton. However, old-timers indicate that some signs of the old road can be seen in rocky areas.

The Yreka Trail crosses U.S. 20 less than a quarter-mile east of Hampton. It went north and northeast over a pass between Hampton Buttes and Cougar Mountain, part of which is now used as a jeep road.

After crossing the pass, the Yreka Trail dropped down to the broad sagebrush plain along the South Fork of the Crooked River. The Crooked River was forded at a point four-and-a-half-miles north-northwest of the famous GI Ranch. Just beyond the ford, the river goes into a beautiful and spectacular gorge. This gorge and meadows along the river can best be seen from a dirt road east of the county road running from U.S. 20 to the Prineville-Paulina Highway.

From the ford of the Crooked River, a jeep trail follows the old road up through the rimrock. Traces of the old road are still visible. After reaching the plateau above the rimrock, the old road went easterly, cross-country, for eight miles to Long Hollow Creek. A few years after the Yreka Trail was established, the Willamette Valley and Cascade Mountain Military Road was built up Long Hollow. (See Chapter 6.)

After descending Long Hollow Creek and crossing Twelvemile Creek, the old road went north past the site of the Hardin Ranch. It continued north for four or five miles before starting down Coffee Creek. The exact route is not known, but a low-standard dirt road traverses the same general area. This dirt road definitely becomes the Yreka Trail down Coffee Creek.

About a mile-and-a-half before Coffee Creek enters Grindstone Creek, the jeep road joins a dirt county road going from the

Paulina Highway to the area of Twelvemile Creek. The county road and the Yreka Trail are essentially the same for two miles, heading north. This stretch also was used by the Willamette Valley and Cascade Mountain Military Road. The 400 foot rim to the west of the road is called the Yreka Rim—obviously named for the prospectors from Yreka.

The Yreka Trail crossed Grindstone Creek near the point where the county road starts to turn east, away from the Yreka Rim. For two miles, the old road is east of the county road about a quarter-mile. Remnants of an old road may be the Yreka Trail. The county road then also crossed to the east side of Grindstone Creek and the two roads again became one until reaching the highway between Paulina and Izee.

The Yreka Trail crossed the highway and continued on down Grindstone Creek about a quarter-mile east of the abandoned stone Brennan house. About a half-mile beyond the Brennan house, the Yreka Trail can be seen as a deep rut beside a jeep road. The road climbed through a break in the rimrock to reach the plateau above. The route still remains as a jeep road.

A fraction of a mile beyond the break in the rimrock, several large slabs of basalt can be seen in the road. Wagon wheels have worn deep grooves in this rock for distances of several feet. Thus far, these are some of the best grooves yet encountered on any pioneer road in Oregon.

By way of comparison, similar grooves can be found in the cobblestone streets of Pompeii, Italy, which was destroyed by a violent eruption of Mount Vesuvius in 79 A.D. In Pompeii, the grooves were worn by chariot wheels in places where stepping stones in the middle of the street forced all chariots to use the same track.

The pioneer road went just north of a rimrock to reach the South Fork of Beaver Creek on the Palmer Ranch. Vernon Palmer, father of the present operator of the Palmer Ranch, says that the original Yreka Trail stayed on top of the rimrock and then made a very steep descent near the Palmer ranch house.

Why did many of the original prospectors take this more difficult route? Apparently, the location was one of the spots selected by the Indians from which to harass the miners and other travelers. If the emigrants took the lower, easier route, the Indians would have the benefit of the higher ground, from which to harass the party. By remaining atop the rimrock, the prospectors denied the Indians this tactical advantage.

The Yreka Trail reached the North Fork of Beaver Creek and followed it northeast for about three-miles. A graveled county road now follows the same route in this area, then turns north, while the old road continues northeast along what is still a jeep road which skirts the lower slopes of Hardscrabble Ridge.

Forest Service Road No. 58 intersects the old road and the two roads merge as a single route until the intersection with Forest Service Road No. 5840. At that junction, the Yreka Trail continues northeast along a jeep road past the site of an old cabin. The road swings south to Frazier Campground; recent logging operations make it difficult to follow the old road north of the campground.

A rough dirt road follows the Yreka Trail east from Frazier Campground for about a mile. The jeep road splits; one branch follows the ridge above Martin Creek while the other travels near the head of Martin Creek and then down the creek.

Meanwhile, the Yreka Trail heads south and then east to follow the top of the ridge between Martin Creek and the South Fork of the John Day River. This ridge is very rocky but otherwise an easy route for wagons. No signs of the road can be found on the ridge. Once again, the prospectors drove right over the rocks in their path, rather than taking the time to remove them, since speed was all-important on the road to new mines.

Though GLO maps do not show the Yreka Trail along the ridge, people who have lived all their lives in the area have heard stories from old-time relatives or friends about where the prospectors left the South Fork of the John Day River by way of Magiclantern Creek. The old-timers acquired this information via the discovery of old relics, such as pieces of wrecked wagons.

But the question remained: How did the prospectors get down the ridge to the river? The country is extremely rugged and drops over 1100 feet in elevation from ridge to river. In places, the slope is over 45 degrees and lava flows make small cliffs. Getting a wagon down this slope to the river was an extremely difficult and dangerous undertaking. Two early-day diaries describe the journey's difficulties:

General Martin wrote on June 19, 1864: "*Though we anticipated a rough road, we found it much rougher than we expected. One hard hill to pull up and a tremendously steep one to go down. There we found the hill so steep that we were under the necessity of tying trees to the hind end of the wagons and rough lock besides.*"

Ralph Fisk wrote: *"There [at the South Fork] we had more hardships. Getting across the canyon of the South Fork, the way down was so steep the wagons had to be rough locked by chaining the wheels so they would not turn, and whole trees were chained on behind so that by dragging they would hold the wagons back. In some cases, ropes were hitched to trees to let the wagons down. One wagon was let down at a time, which took much time and labor."*

Due to a lack of maps and other clues, the job of locating the Yreka Trail in the South Fork area was difficult, more than 100 years later. Finally, one researcher hit upon a solution: Due to the high, dry climate, wood decays very slowly in Central Oregon; as a result, a good possibility existed that some of the stumps of juniper trees—cut as drag logs—might still remain on the ridge above the stream. The theory proved out; after four days of searching, seven ancient juniper stumps were finally located at the top of a low gully which dropped down to the river. The gully was badly eroded; the by-product of ruts left by the wagons as they were lowered down to the stream.

Other routes may have been used down to the South Fork of the John Day River. Some people believe that some of the prospectors went down Davis Creek, south of the above route. This looks possible, but no sure evidence has been found which supports the theory. It is surprising that the prospectors did not discover the route presently used by the modern highway between Paulina and Canyon City, via Izee. This route would have been much easier.

After getting the wagons down to the river, it was easy to get them down-river about three-quarters-of-a-mile to the mouth of Magiclantern Creek. The prospectors now had the job of getting the wagons out of the east side of the South Fork Canyon. The first 200-yards of the route climbed an extremely steep pitch to more gradual slopes along Magiclantern Creek.

General Martin wrote: *"We were able to make a start this morning. The mountain is so steep that we had to put all the work oxen [ten yoke] to one wagon. We also rigged another team composed of twelve horses. We succeeded in getting seven wagons up the mountain by 3 o'clock."*

Ralph Fisk wrote: *"We spent the night in the canyon, and the next day found an even harder task to get the wagons up the steep side. It took all the horses, mules and oxen in the train to pull up one wagon at a time to go 200-yards."*





*Ruts worn in solid rock by wagon wheels along Campbell Grade southeast of the town of Warm Springs.*

*Remains of an old barn at a stage stop on Combs Flat along Steens Wagon Road.*





*The church at the Indian village of Simnasho.*

*The pioneer road between Tygh Valley and Warm Springs zigzags back and forth across the hill northwest of the head of Indian Head Canyon.*



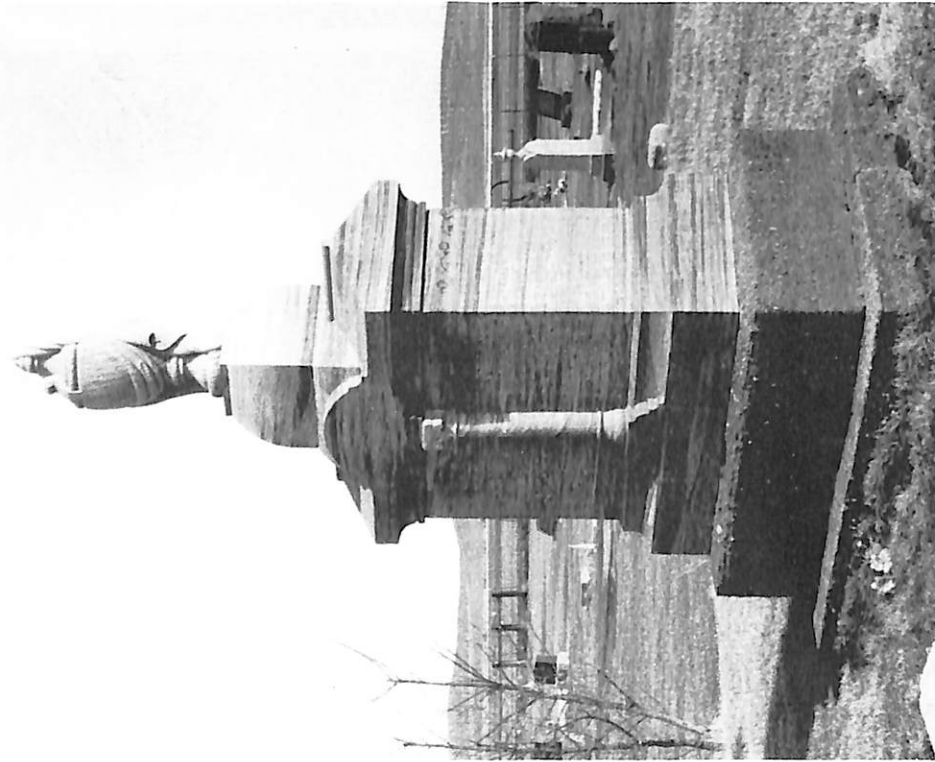


*Egli Rim above Silver Lake as seen from Picture Rock Pass. The Prineville-Lakeview Road is in the foreground.*

*The Prineville-Lakeview Road at Picture Rock Pass.*



*The memorial over the mass grave of the victims who died in the Christmas Eve fire at Silver Lake in 1894.*



*Parts of the Prineville-Mitchell Road later became a stock driveway. The stock driveway was marked by signs nailed to ponderosa pine trees.*





*The Combs Flat School on Steens Wagon Road. This may be the oldest school still standing in Crook County.*

*Old buildings at Shorty Davis Stage Station on Steens Wagon Road.*





*Site of Camp Maury at base of hill in left background. Steens Wagon Road went by Camp Maury and turned east to go over the pass in center background.*

*Steens Wagon Road came through the pass down to Camp Creek at the abandoned Severance Reservoir.*





*The headquarters home of Bill Brown, the "Horse King", on Buck Creek. Steens Wagon Road went by here.*

*Prineville-Lakeview Road east of Fort Rock. Horning Gap is in the background.*





*Magiciantern Creek as seen from the ridge above the South Fork of the John Day River, which is visible at the bottom of the photo. Yreka Trail went up the left side of Magiciantern.*

*The Yreka Trail going northeast from Alkali Flat. Many old roads show more clearly when there is snow on the ground.*





Magiciantern is a fascinating name. An effort to find its origin got three completely different versions for naming the creek. In one version, a cabin was said to be on Magiciantern Creek. At night, the light from the cabin looked like an old-fashioned magician lantern from the west ridge above the South Fork.

A second story concerns a party camped on the South Fork who were harassed by Indians. The party escaped during the night by abandoning one covered wagon with a lighted lantern inside, while the other wagons were hauled off into the night. This story is hard to believe; if the Indians were close enough to see the light, why did they not hear the noise of the party as they departed in the dark?

The third version involves a shepherd camped near the mouth of Magiciantern Creek in the ponderosa pines. When the full moon rose over the ridge, the moon was periodically blocked from view as it went behind trees silhouetted against the sky. The on-and-off flashing of the moon looked like slides being changed in a magic lantern. Choose whichever story seems most appealing.

When the prospectors reached the head of Magiciantern Creek, they found a smooth plain with a gentle slope down to Murderers Creek about four-miles to the north. Research indicates that the main route was along the flat ridge west of Wylie Creek. The crossing of Murderers Creek would be opposite a small canyon where a jeep road still exists, today.

Some people believe the route was about two-miles farther east along the ridge above Water Gulch. By this route, the prospectors would cross Murderers Creek near the Stewart Ranch (Murderers Creek Ranch), which is now owned by the Oregon State Department of Fish and Wildlife. From the ranch, the route would go northwest to join the westerly route along the lower slopes of Jackass Mountain.

Murderers Creek got its name from the massacre of a prospecting party by Indians. Six of the party of eight were killed, but two escaped and were able to reach Canyon City, although one of the survivors of the attack soon died from wounds.

While the route would be fairly easy across the heads of Chickenhouse and Cow Gulches on the south side of Jackass Mountain, it is a mystery how the prospectors got down off Jackass Mountain to the South Fork of the John Day River. The drop off the north side of Jackass Mountain is even more spectacular and difficult than the descent into the South Fork near Magiciantern Creek.

Attempts to locate the old trail in the Jackass Mountain area

have met with only limited success. Even in areas without cliffs, slopes are often so steep that walking is nearly impossible. The elevation drops a thousand feet from the pass on Jackass Mountain down to Jackass Creek.

General Martin wrote on June 26, 1864 in the area of Jackass Mountain: *"Two miles brought us to another jumping off place. The wagons did not get to this place until about five o'clock. We succeeded in getting two wagons down when it commenced raining again, which made the road so slippery that we could not get the balance of them down. This is certainly a very rough country to take wagons over. We are now about 55 miles from Canyon City. Had we pack animals, we could have been there ere this. The road has been very badly laid out."*

Ralph Fisk wrote: *"All four wheels had to be rough locked and a good size juniper tree chained behind. All horses were taken off but two to steer the wagon. Horses and wagons slid down it was so steep."*

Early settlers in the area had two trails they used on Jackass Mountain. One or both of these trails may have been the Yreka Trail. The high route went over the pass at the head of Cow Gulch east of the summit of Jackass Mountain. The trail then went down the steep slope to Jackass Creek above the Roop Spring.

A similar route was supposed to have been used by General Oliver Otis Howard's soldiers while chasing Indians in the Ban-nock War of 1878. The general's wagons and cannon were lowered down to Jackass Creek below Roop Spring opposite Dry Prong. The ruts created by wagon and cannon wheels are clearly visible today where they come off a side spur of Jackass Mountain.

The lower route used by the early settlers closely followed the present jeep road going around Jackass Mountain for some distance. At Aldrich Gulch, the old trail left the jeep road and contoured around the mountain to the west. It zigzagged down an unbelievably steep slope to the South Fork about a mile south of the mouth of Jackass Creek. From the South Fork to The Dalles-Canyon City Road at Dayville, the Yreka Trail probably went close to the present county road along the river.

Why didn't the Yreka Trail avoid all the difficulties and go right down the South Fork of the John Day River upon reaching it near Magiciantern Creek? A drive along the present county road gives

the answer: The river runs through a narrow gorge with vertical cliffs much of the way for many miles.

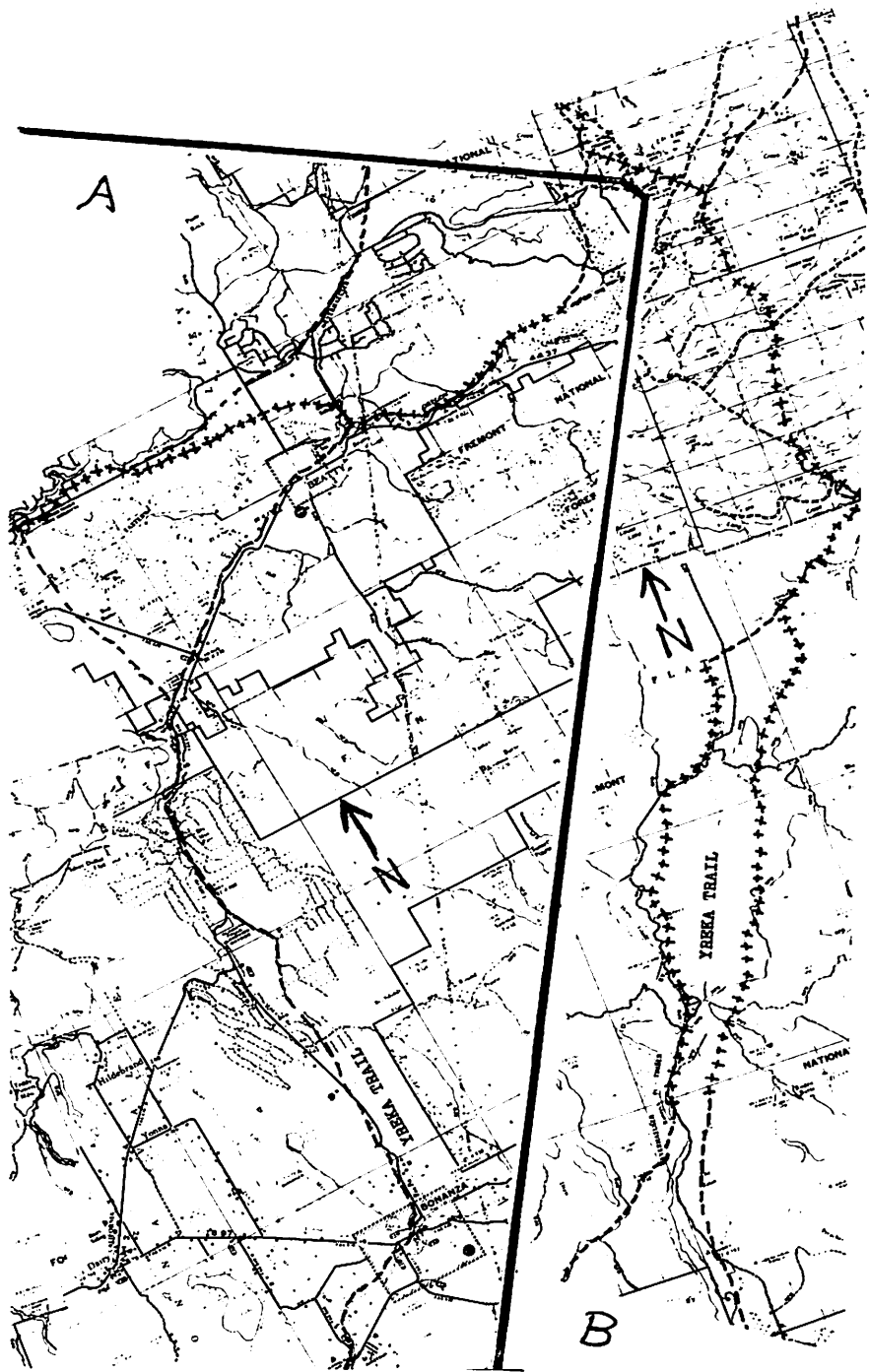
All written accounts seem to indicate that the prospectors followed the South Fork about the last ten miles south of the present town of Dayville. However, some old maps show the Yreka Trail reaching the main John Day River Valley about five miles east of Dayville.

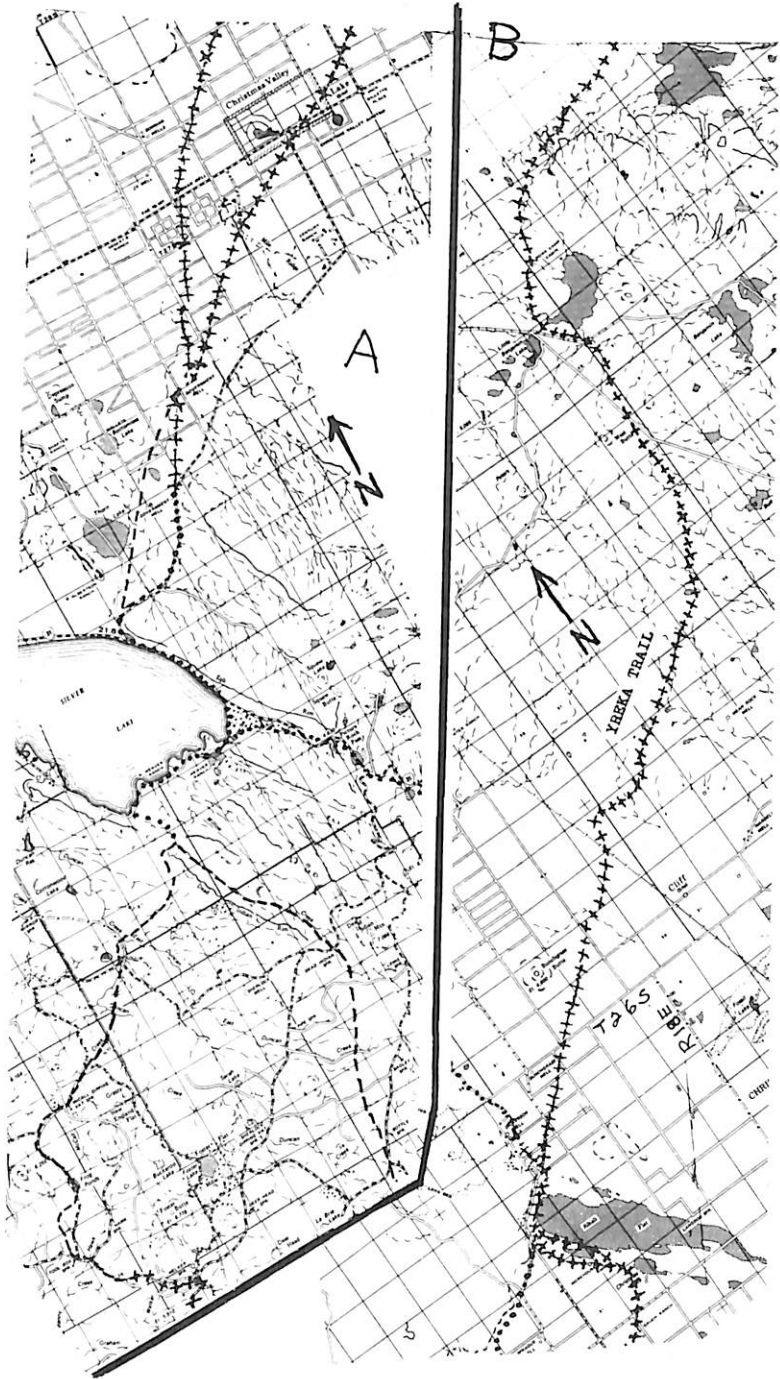
Most old-timers familiar with the area believe this was an impassable route for wagons. However, today a trail or a road runs all the way from Murderers Creek to the main John Day River.

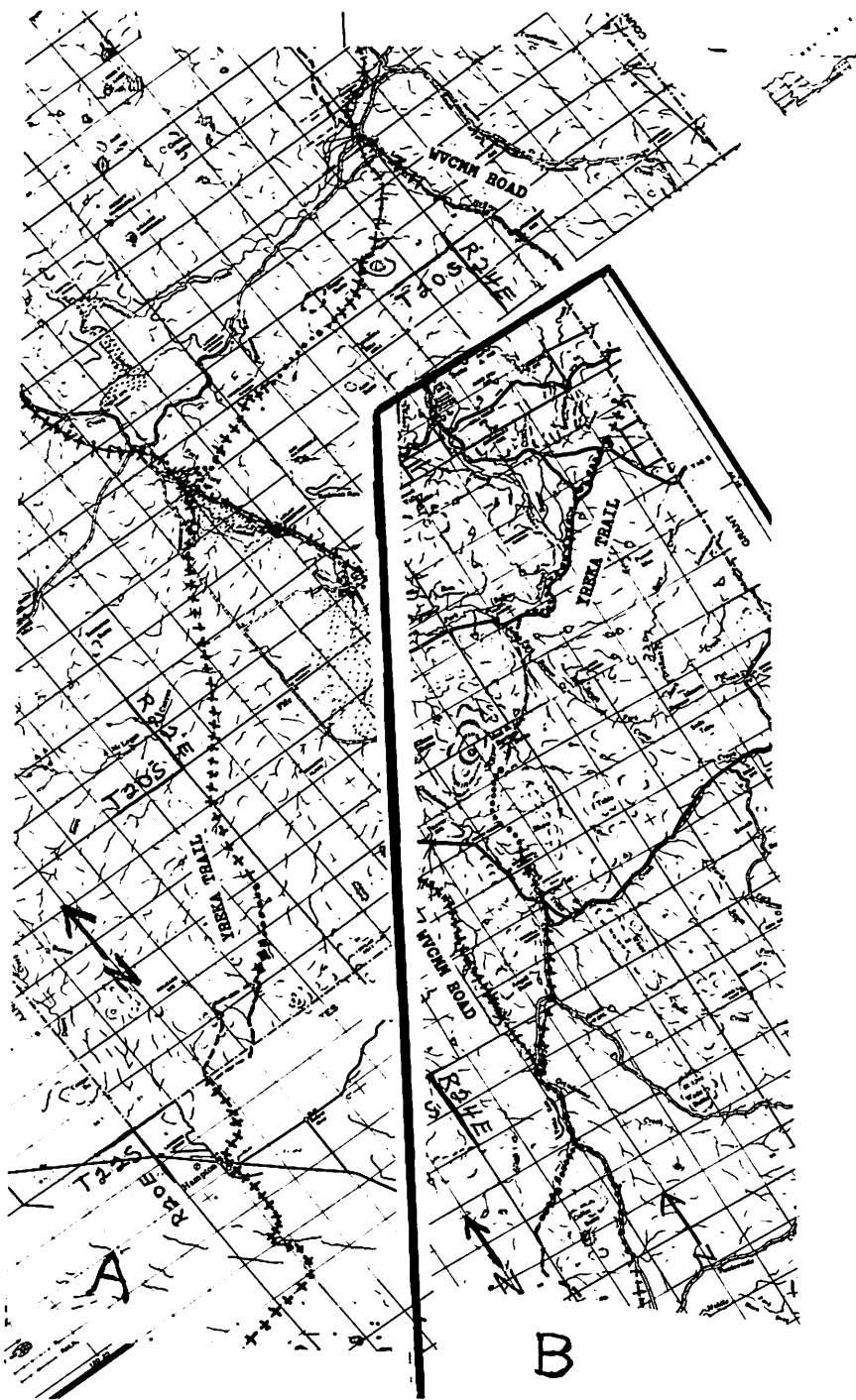
To follow this route, start at the Stewart Ranch and take the Cabin Creek Trail on the side of Aldrich Mountain, a long, steep climb of 3000-feet. Beyond the Cabin Creek Trail, jeep roads travel to the John Day River by way of either Flat Creek or Bridge Creek. Flat Creek is about six miles east of Dayville.

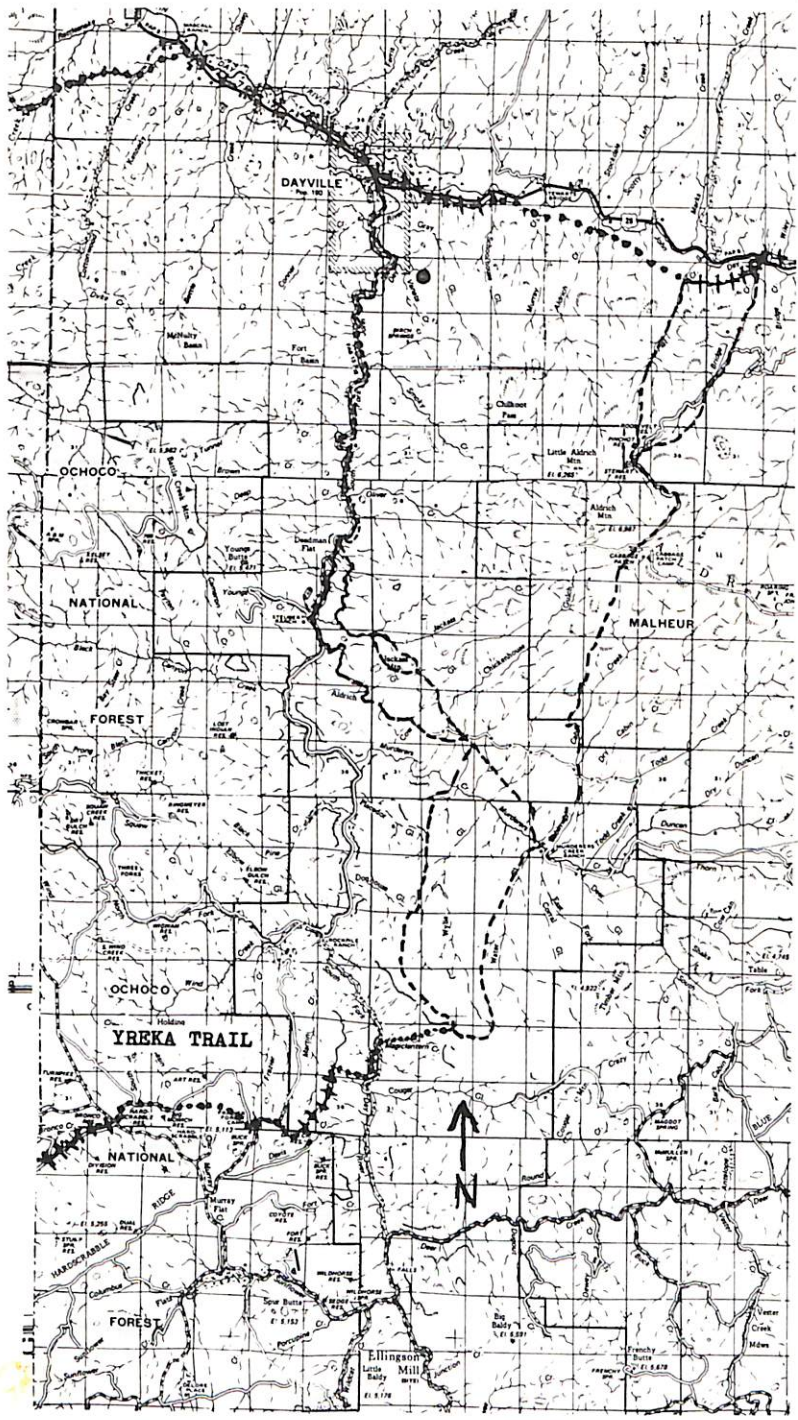
When the Yreka Trail reached the John Day River, it followed The Dalles-Canyon City Road to Canyon City.

Much research still remains before all the mysteries of the Yreka Trail are unraveled. Without doubt, anyone who tries to hike this trail will gain a respect for the strength and stamina of the prospectors who first pioneered and traveled the route in the 1860s.









## Huntington Road

Fort Klamath was built north of Klamath Lake in 1863 and was occupied by troops until 1889. The fort consisted of 12 buildings made from hewn timbers. In 1864, J.W. Perit Huntington, Superintendent of Indian Affairs for Oregon, led a party to Fort Klamath to make peace with the Klamath, Modoc and some of the Paiute Indian tribes. A peace treaty was signed and the Klamath Reservation was established in 1866 with a white Indian agent and headquarters at Klamath Agency, south of the fort.

By the terms of the Indian Treaty of 1864, the U.S. Government was obligated to furnish the Indians with certain supplies. As a result, in the fall of 1867, J.W. Perit Huntington led a wagon train loaded with the supplies from The Dalles to Fort Klamath and the Klamath Agency. The party consisted of 70 men including teamsters, soldiers and Indian scouts.

Today, much of the wagon train's route is near U.S. 97. Indian trails made the route easy to follow, but many trees were cut to allow the passage of wagons. Parts of the route had been used by previous wagon trains.

In one area, the route followed the course taken by Meek's Lost Wagon Train of 1845, from a point north of Redmond to Bend. From Bend south to Crescent, portions of the path taken by Elijah Elliott's Cutoff Wagon Train of 1853 were followed. In many ways, Meek's and Elliott's wagon trains were quite similar; both became lost, suffered great hardships and were large in size. The Elliott party had 250 wagons, 1027 people and a large herd of cattle and other livestock.

Although Huntington started from The Dalles, GLO surveyors started referring to the route as "The Huntington Road" only at what is now called the Morrow-Keenan Ranch, 20-miles north-northeast of Prineville and about 15-miles southeast of Madras along Grizzly Road. The history of the Morrow-Keenan Ranch was related in Chapter 7.

On some early maps, what is now the Morrow-Keenan Ranch



was called Cleek. Willoughby was an early post office just west of the ranch. The description of the road begins at the Morrow-Keenan Ranch.

The Huntington Road went directly west from the Morrow-Keenan Ranch for over a mile through the fields south of Willow Creek. The old road then turned south and southeast to cross the present road from U.S. 26 to the site of Grizzly. (This county road also is called Grizzly Road.)

The old road was just east of the county road for about a mile, before it intersected the present county road and followed it for another mile. In T12W, R15E, Section 36, the county road turns due west, but the old road continued southwest. At this point, a depression and a clearing through the junipers show where the old road went. This spot is about one-and-a-half-miles east of the Bonneville Power Administration's electric substation on Grizzly Road.

The old route crossed a low pass south of a small hill which is one-and-a-quarter-miles southeast of the Bonneville substation. A dirt road still follows the old road over part of the two miles necessary to reach U.S. 26 at the junction of Lone Pine Road and U.S. 26. The pioneer road is either under or just east of the Lone Pine Road for nearly two miles.

Beyond the two mile mark, Huntington Road continues along Lone Pine Creek east of the present highway until a point near Butler Road where the old road crossed to the west side of Lone Pine Road. A few hundred yards east of the bridge across the Crooked River, the old road passed to the south side of Lone Pine Road and crossed the Crooked River at Forest Crossing. Francis Forest settled near the crossing in 1876.

After Huntington Road crossed to the south side of the Crooked River, some confusion exists as to its location. The 1869 survey of township T14S, R14E, shows the Huntington Road traveling directly west and reaching the present location of the City of Prineville Railroad tracks where they intersect the large North Unit irrigation canal.

The 1872 survey of the adjacent township, T14S, R13E, shows the Huntington Road about a mile to the south at O'Neal. It is possible that the route was changed between 1869 and 1872 as Phillip Grinder Carmical set up his station in 1872 near O'Neal's current location. The road shown as the Huntington Road on the 1872 map was known as the Carmical Road to the Redmond area, in later years.

Whatever their course, the two roads apparently joined again as a single route northeast of Redmond in the Varnish Street and Walnut Street area, where the Huntington Road turned south. Much of the Carmical Road can still be followed most of the way to Redmond, but the exact location of the other branch of the Huntington Road is not known.

Huntington Road crossed the road to the Redmond dump and becomes a low-standard dirt road for about two miles until it crosses Oregon 126. The road continued south across the western edge of the Redmond Airport. South of the airport, a jeep road follows the old Huntington Road for about six miles. In a few places, the jeep road deviates from the Huntington Road.

One such place is in T15S, R13E, Section 33, where the old road is completely undisturbed. It has been protected by a fence a few feet west of the jeep road. In other places, the old road takes a shortcut and goes in a straighter line than the jeep road. Along the way, northeast of Bend, the Prineville-Deschutes Road joins the Huntington Road. This road was discussed in Chapter 11.

In T17S, R12E, Section 1, just northeast of Bend, a well-preserved piece of the old road can still be seen running southwest for over a mile. This section of the old route starts where it crosses McGrath Road east of a housing development. The road segment is undisturbed because a fence has kept out four-wheel-drive vehicles and trail bikes. This road is difficult to follow and some skill in locating old roads is necessary to travel it.

Generally, the old road shows up as a very faint depression through the junipers. Some junipers have blazes or limbs which have been chopped off. In places, rocks have been piled at the sides of the road. At the edge of Section 1, signs of the old road abruptly end as it enters the developed area around Bend.

The route from Bend to points north of Redmond was first used by part of Meek's Lost Wagon Train of 1845. Meek's party had split at the GI Ranch on the South Fork of the Crooked River after experiencing great hardships.

One group followed the drainage of the Crooked River to beyond Prineville. The other went west to the Bend area before turning north. The two groups rejoined northeast of Madras. But their troubles were not over; several dozen people died before Meek's party finally reached The Dalles. Another legacy associated with Meek's party is the legend of the Blue Bucket Mine. Some place in Central Oregon, gold nuggets were found and the tale was born. Although many have tried to find it, the location of the Blue Bucket

Mine remains a mystery.

The pioneer road crossed Deschutes Market Road in the center of Section 11 of T17S, R12E. It then crossed the northeast corner of the Deschutes National Forest's Bend Pine Nursery. The old road crossed Greenwood Avenue in Bend about a half-mile west of Pilot Butte and then passed through the grounds of the high school.

Near the railroad underpass, the road turned west and crossed U.S. 97 before turning south again. Huntington Road crossed to the east side of U.S. 97 about a half-mile south of Reed Market Road. The road then turned south and remained a half-mile to over a mile east of U.S. 97 for six-miles; the route is not used in this area, today.

About a mile-and-a-half northeast of Lava Butte, a dirt road still follows the Huntington Road until it intersects U.S. 97 at Lava Butte. The old road leaves U.S. 97 and turns west just south of Lava Butte. Huntington Road can be followed about two-miles through the woods west of the Lava Lands Visitor Center. The old road goes through the Sunriver development and just east of Harper Bridge.

In part of this area, the vintage route can be seen from the air. It appears as a line of trees, growing in the ruts of an old road. It is a fairly common phenomena that more trees grow in the ruts of an abandoned road than on the adjacent shoulder.

From the Harper Bridge, a modern, paved road runs to LaPine which is called Huntington Road. Much of this paved route follows the original Huntington Road. One exception is near the well-known Vandevent Ranch, where the old road is about a half-mile east of the modern road. The Vandeventers were some of the earliest pioneers in the LaPine area.

Another deviation can be found about six-miles north of LaPine at Paulina Prairie where the old route was much closer to the Deschutes River than the modern Huntington Road.

The vintage Huntington Road crossed to the east side of U.S. 97 at LaPine and continued south along Long Prairie for over five-miles. This avoided going through the pine forest, but the meadow must have been soft and muddy much of the year. Roads still follow much of this stretch of the old road.

The pioneer road runs nearly parallel to U.S. 97 two or three miles east of the highway all the way to Crescent. No modern road follows the route of the old road. Few, if any traces of the old route remain. However, future diligent exploration may turn up remnants of the pioneer road, but logging roads in the area will

make this task difficult.

From Crescent to a mile north of Chemult, Huntington Road closely follows U.S. 97 but crosses back and forth several times. Again, traces of the pioneer road are hard to find.

One clue to its probable location is the constriction in terrain just west of Little Walker Mountain where U.S. 97 travels, several miles south of the junction with Oregon 58. From a mile north of Chemult to three-miles south of the town, the pioneer road is about three-quarters-of-a-mile west of U.S. 97. The town of Chemult was named for a Klamath Indian chief who signed the treaty of 1864 establishing the Klamath Indian Reservation.

Three-miles south of Chemult, the old road and U.S. 97 are nearly the same for the next two-miles. Then, at Beaver Marsh, the old road crosses to the east side of the highway.

By the time U.S. 97 reaches the junction with Oregon 138 to Crater Lake and Diamond Lake, Huntington Road is two or three miles east of the intersection. A dirt road still follows the old road for four-miles or more. North and south of Oregon 138, the land is covered for many miles with yellowish, sandy, pumice soil. This soil is laden with volcanic ash and pumice from the great eruption of Mount Mazama which created Crater Lake about 6600 years ago.

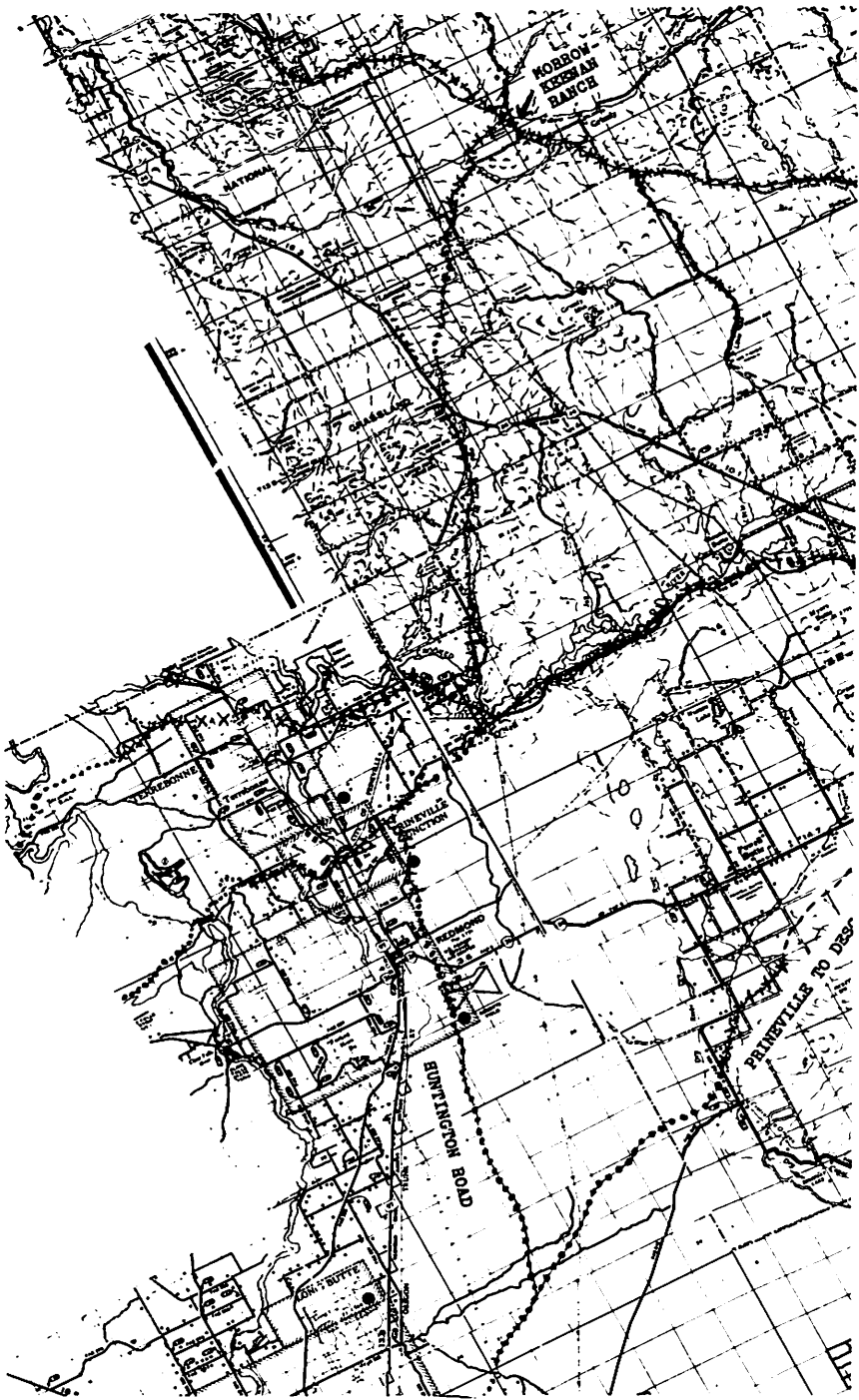
In T29S, R8E, early surveyors neglected to show the location of the Huntington Road. To add to the confusion, another early road, the Oregon Central Military Road, was located in the same general area. Farther south, two roads can be found going in the general direction of the Klamath Agency. Neither road is called the Huntington Road, but the more westerly route is shown as the road to the Klamath Agency on GLO maps.

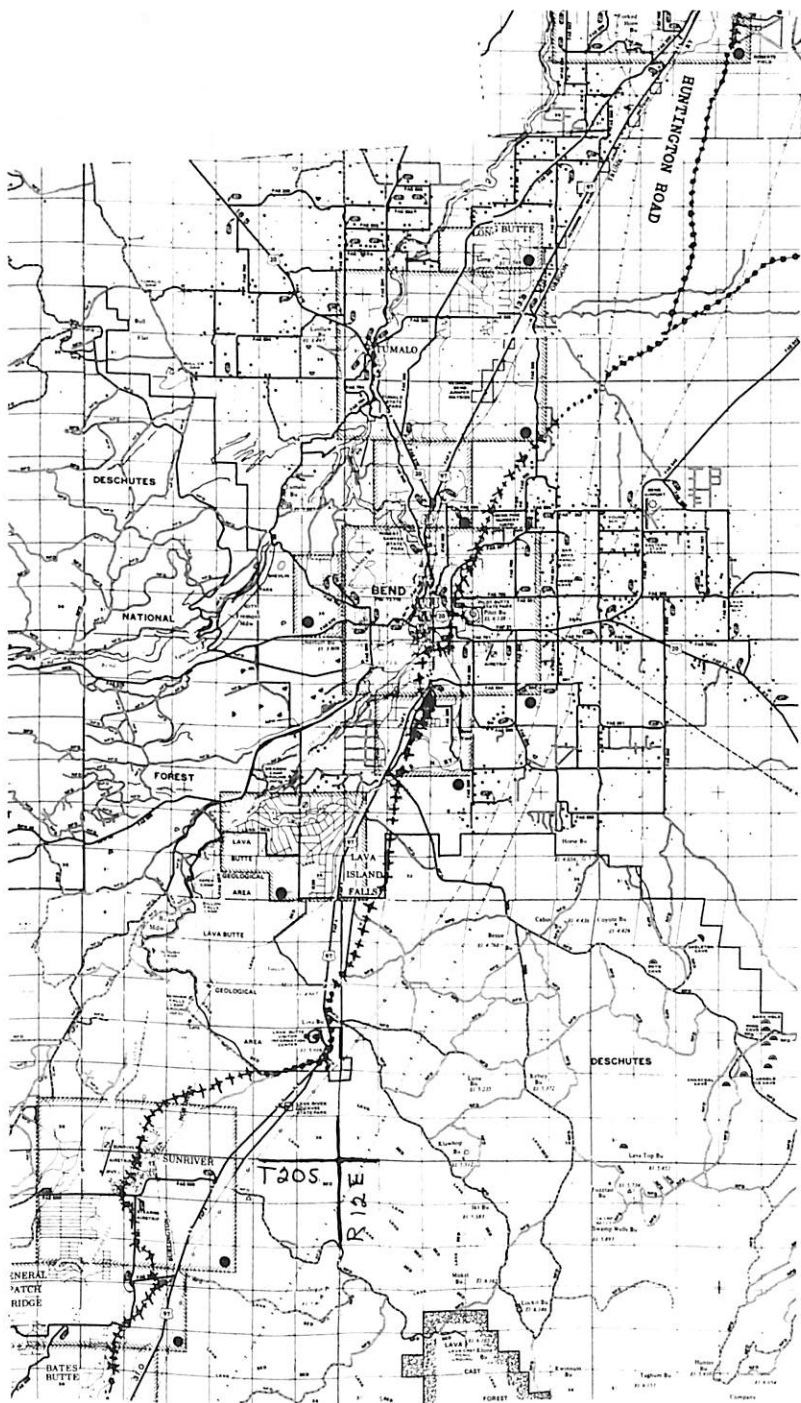
Other early maps which accurately show the location of the Huntington Road have yet to surface. A logical assumption is that the more westerly road is the original Huntington Road. Neither of the old roads is used today by modern routes for most of the remaining distance to the Klamath Agency.

About 10-miles south of the junction of Oregon 138 with U.S. 97, the pioneer road must have crossed to the west side of U.S. 97. For the next 13 miles, Huntington Road was generally within a quarter-to-a-mile west of U.S. 97. Most of the way today, no modern roads follow the vintage routes.

Near the railroad siding of Kirk in T33S, R7E, Section 1, the old road turns from south to southwest. After seven-miles, it again turns south and is retraced by a present-day dirt road for about

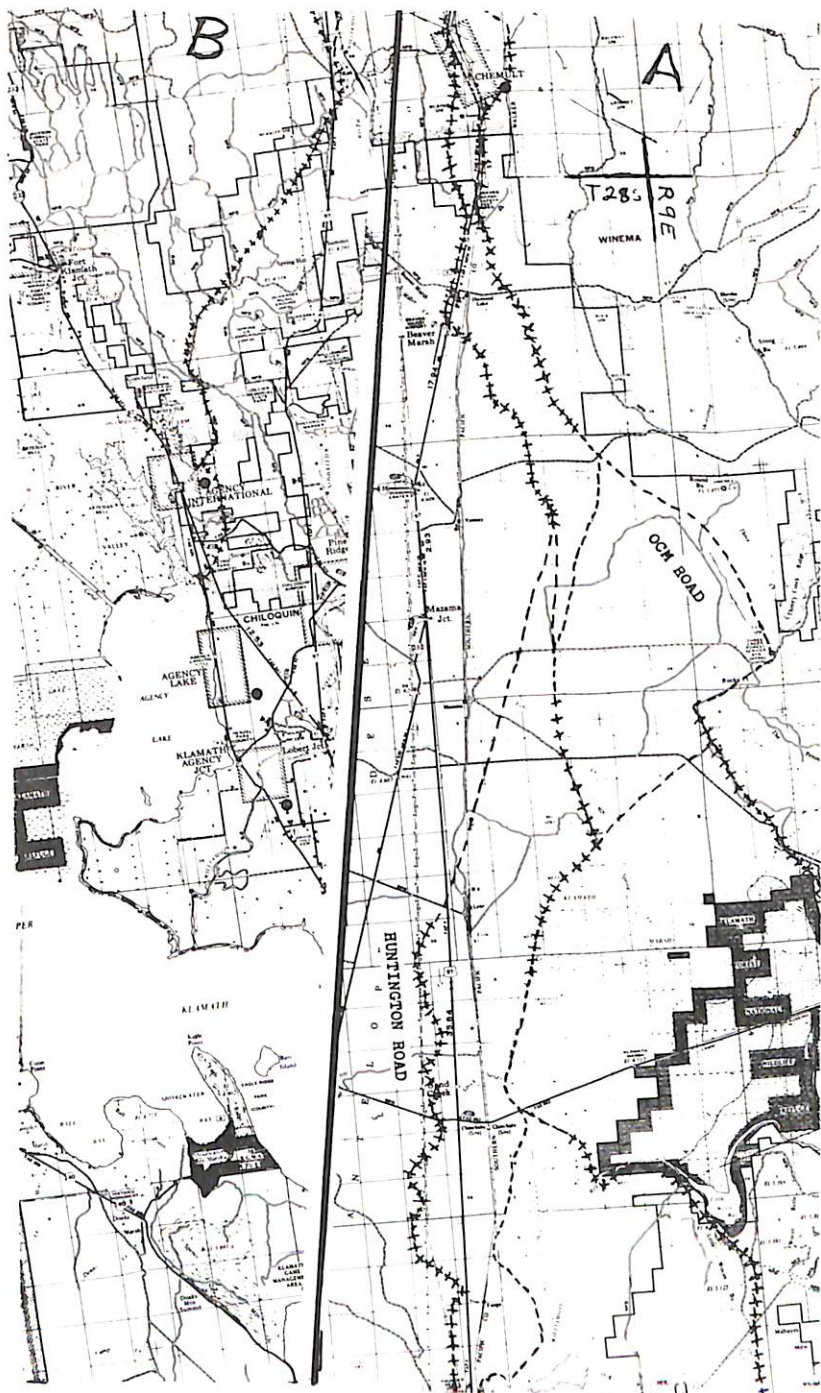
four-miles to the current Klamath Agency. The original Klamath Agency was on Agency Lake three-miles south of the present location. A cemetery is located near the first site of Klamath Agency.











## Oregon Central Military Road

In the 1850s, settlers in the Willamette Valley around Eugene had a problem: access to Central Oregon. At the time, the only approach to the valley's southern end was from the north, via an offshoot of the Oregon Trail. In 1852, an expedition set out to rectify the situation.

Consisting of seven men including John Diamond, for whom Diamond Peak was later named, the group's express purpose was to locate a new road to Central Oregon and beyond. Heading east from the southern end of the valley, the party started up the Middle Fork of the Willamette River and eventually found a route across the Cascades south of present-day Willamette Pass.

Once east of the crest, the party turned north to the Bend area and then continued east. Three of the party were wounded by Indians, but they all eventually returned to the Willamette Valley by way of the Barlow Road. The Oregon Territorial Legislature granted a contract for the construction of the new road.

In 1853, Elijah Elliott of Lane County went to meet his family at Fort Boise on their way west. He believed the new road over the Cascades would be finished, so he convinced a party of 1027 people to follow him over the new route. This party had 250 wagons and hundreds of cattle.

The party became lost on the high desert but eventually reached the Bend area in October. They found no road, only some blazes on trees.

From Bend, the party followed the blazes south to the Diamond Peak area, where they found traces of the expected road. The party was in desperate straits with snow in the mountains and practically no food for the people or the cattle. The party had a difficult time getting the wagons over numerous fallen trees in their path. Riders were sent ahead to get help from the Willamette Valley, which finally arrived. The wagon train was escorted to the safety of the Valley.

About 10 years after the rescue of the Lost Wagon Train, gold was discovered at Silver City and Ruby City in the Owyhee River area of Idaho near the Oregon border. Recognizing a good market, people in the Eugene area wanted a road to get their produce to the miners.

As a result, the Oregon Central Military Wagon Road Company was formed by a group of Lane County citizens on April 16, 1864. Its leader was Byron J. Pengra, Surveyor General of Oregon.

Pengra was born in 1823 and came to Lane County in 1853. Byron was named for his great-grandfather. Later, his parents learned that the great-grandfather's name was Bynon and not Byron, so both names are found in the literature. However, in most cases, Pengra was known simply as "B.J." In later years he ran a large stock ranch in Central Oregon near LaPine.

Once the money was raised, the road survey and construction work were started. Pengra and William Holman Odell, a surveyor from Indiana, carried out the surveys for the road. Odell was later Surveyor General of Oregon, himself. Odell Lake bears his name.

By October 1864, the Oregon Legislature gave the road company a Federal land grant. The road reached the Deschutes River in 1867. In 1868, Odell completed the route to the Sprague River and the next year, nearly to Goose Lake. Very little actual construction was done; Odell did little more than clear brush and rocks from the route.

In 1870, the route was completed to Silver City. Very little road construction was actually done in 1870 because a crew of only eight men reported they had finished 225-miles of road during the summer. Total length of the Oregon Central Military Road was about 453-miles. The route was essentially the same as that of Elliott's Lost Wagon Train of 1853 from the summit of the Cascades to the Eugene area.

On July 4, 1866, the road company was granted three alternate sections of land on each side of the route for each mile of road completed. Thus, another land grabbing scheme came into play granting the road company as much choice land as possible.

Different sources give various figures for the land granted to the road company; figures vary from 666,656 acres to about 800,000 acres. On May 23, 1874, the road and land grants were sold to the California and Oregon Land Company for \$125,000. (One reference source says the date was 1876 and the company was the Pacific Land Company.) Several unsuccessful attempts were made to get the land grants released for settlement.

The Oregon Central Military Road was used mostly by troops stationed at Camp Warner near Hart Mountain. East of Camp Warner, use of the road was almost non-existent. It has been estimated that 400 people used the first part of the road in 1871. In the 1870s, the road was used by many of the ranchers who settled the area around Lakeview.

The route from Eugene to Oakridge was about the same as Oregon 58 follows over the same ground, today. At Oakridge, the pioneer road went up the Middle fork of the Willamette River. Forest Service roads closely follow the old road to Summit Lake at the crest of the Cascade Mountains. This description of the Oregon Central Military Road begins at Summit Lake.

For individuals interested in the Oregon Central Military Road west of Summit Lake, Stephan Dow Beckham and assistants did a detailed field study of the old road in the Willamette National Forest in 1981. They were able to find the old road in many places. In other sections, no sign of the vintage route could be found, due to extensive logging operations which have obliterated all traces of the historic thoroughfare.

At Summit Lake's north shore, a dirt Forest Service road, No. 6010, runs to Crescent Lake, closely following the pioneer road. In many places, the old road can be seen beside the Forest Service road. The old route is often in a deep depression with fallen trees or new growth blocking the passage of vehicles. Very old blazes can be found beside the road.

The pioneer road travels near the south shore of Crescent Lake, going through Spring Campground. In places, the undisturbed road can be seen, while in other locations a Forest Service road still uses portions of the old route as an access road to the railroad siding at Umli. At Umli, Forest Service road No. 6020 turns southeast; the pioneer road continued east before turning south in the southeastern edge of Section 31, T24S, R7E. Logging has destroyed the old road for a distance of about two miles. The old road can be found again in T25S, R7E, Sections 8, 16 and 17. Forest Service road No. 5825 is crossed in Section 16.

The Oregon Central Military Road continued southeast for over five miles to reach the Little Deschutes River and modern-day Forest Service Road No. 300. Again, logging operations have destroyed nearly all signs of the old road along the way. The pioneer road can be seen where it forded the Little Deschutes River near the junction of Forest Service roads No. 5830 and No. 300.

The old road continued south-southeast for about two miles

through another logged-off area to join Forest Service road No. 5835. The pioneer road closely follows the Forest Service road south through Sections 25 and 26 of T26S, R7E, to the boundary between the Winema and Deschutes National Forests.

In several places, the ruts of the old road can be seen beside the Forest Service road. The road continued south to Corral Springs, then turned southeast and crossed U.S. 97 about two miles north of Chemult.

The exact location of the Oregon Central Military Road over much of the fifty miles between Chemult and the Sprague River Valley remains a continuing mystery. Among other items, six sources of maps were consulted regarding the location of this road . . . all disagree. Among maps consulted, GLO survey maps and the official map presented to the governor of Oregon by the road company to lay claim to land traversed by the road appear the most accurate.

Over much of the distance south of Chemult, the maps show two roads. One appears to be the first road; later, a second road was surveyed, either to avoid obstacles or to grab better land. To compound the situation, GLO surveyors neglected to show the road at all in some townships. According to Bureau of Land Management and Forest Service personnel, the original surveyors did a very poor job of surveying, which makes locating the old road even more difficult, today.

Beyond the problem of inaccurate maps, field research to try to locate the road is especially difficult in this area, due to marsh land (The Klamath Marsh) or dense lodgepole pine thickets. For all of these reasons, little field research has been done between Chemult and the Sprague River Valley. Someone else can have the job of retracing the road in this section.

About nine miles south-southeast of Chemult, the Oregon Central Military Road splits into two branches to get through or around the great Klamath Marsh. Much of the more easterly branch seems to be used by Forest Service roads, today. This route crossed a narrow section of the Klamath Marsh at what is still called the Military Crossing. This appears to be the location where the road company built a log causeway a mile in length, to aid in the crossing.

From the Klamath Marsh, the road continued south past Lamb Camp (also known as Lamm Camp) and probably Old Forest Camp, which may have been a stage stop. The road went by North Calimus Spring and followed Long Prairie to Lone Pine on the

Sprague River. Forest Service roads cover much of this route, today.

The more westerly branch of the pioneer road tried to avoid most of Klamath Marsh. The road went by the site of the Lenz Ranch, at which point still another road connected the two branches of the road. The westerly branch continued southwest to a point near the railroad siding of Chinchalo.

At Chinchalo, the old road turned southeast, crossed the Williamson River and skirted the southwest edge of the present-day Klamath Marsh and Wildlife Refuge. Up to this point, apparently no modern road follows the westerly branch of the pioneer road. However, from the Klamath Marsh to the Sprague River, Forest Service roads apparently follow the old road east of Applegate Spring, Little Applegate Butte and Crawford Butte.

The old road goes through the Winema National Forest in this area. Winema was the heroine of the Modoc War and the niece of Captain Jack, who led the Indians during the war. Winema is buried in the Schonchin Cemetery about six miles west of the town of Beatty. The Daughters of the American Revolution have placed a tombstone on her grave.

Near Lone Pine, the two branches of the Oregon Central Military Road rejoin. The road turns east and stays north of the Sprague River for over 35 miles to beyond the town of Bly. The Sprague River Road and then the Drews Road follow the old road quite closely almost to the town of Beatty. Few, if any, traces of the old road appear along the river valley.

The Sprague River was named in 1864 for Captain Franklin B. Sprague who commanded Fort Klamath in 1866 and took part in the Indian wars. The town of Beatty is named for J.L. Beatty, a missionary to the Klamath Indian Reservation.

Just east of Beatty, the pioneer road went on the east side of a small hill on which the Masekesket Cemetery is located. A dirt road can still be seen just east of the hill where there is a low pass. This Indian cemetery has many interesting tombstones.

From Beatty, the pioneer road continued east, part of the time along modern roads to a point north of Bly where the road turns southeast. It crosses Oregon 140 about six miles southeast of Bly. After about three more miles, the old road joins Oregon 140 for five or six miles. The old route can be seen north of the highway for three miles along the eastern edge of Grasshopper Flat and segments of the dirt wagon road are still in use.

North and west of the Hay Creek Ranch, the pioneer road lies

just west of the highway. It closely followed the same route as Oregon 140 for about five-miles until a mile or so northwest of Drews Gap, where the old road turns south of the highway along a dirt road.

Modern road building techniques had to be developed before a feasible road could be built through Drews Gap, which is narrow. The old road goes through a shallow pass a fraction-of-a-mile south of Drews Gap. The Lake County Historical Society has placed an Oregon Central Military Road marker along the old road.

Drews Gap was named for Lieutenant-Colonel C.S. Drew, who commanded the First Oregon Cavalry in 1864. In that year he led a party to the Goose Lake Valley and Warner Valley areas and showed that a road to the Owyhee was possible.

East of Drews Gap, the military road crossed to the north side of Oregon 140. It went across the Goose Lake Valley and crossed U.S. 395 three or four miles north of the future town of Lakeview. Little, if any, sign of the old road can be seen in the flats of Goose Lake Valley.

The military road continued northeast until it intersected Oregon 140 to Adel. The old road followed essentially the same route as the modern highway for 10 miles through Warner Canyon and along Camas Creek. The military road then turned northeast while the highway continues east.

After about seven miles, the old road intersects Lake County road No. 313, which goes to the community of Plush. After a short distance, the military road goes west of the county road. The old road follows Twelvemile Creek for two or three miles. In T37S, R23E, Section 6, the Oregon Central Military Road turned east at a road junction to continue to the Warner Valley, Hart Mountain and on to Silver City and Ruby City in the Owyhee River region on the Oregon-Idaho border.

A branch road from the junction goes west about six miles to New Camp Warner. A dirt road still uses the same route. Camp Warner was at the site of the present Fort Ranch in the southwest corner of T36S, R22E, Section 33.

Camp Warner was first established in 1866 by soldiers from Boise, Idaho, near Hart Mountain. It was named for Brevet Captain William Horace Warner, who had been killed by Indians in northern California in 1849. Major General George Crook ordered a rock causeway to be built across a channel connecting two of the Warner Lakes, and he had the camp moved to the new location on Dent Creek near Honey Creek in October and Novem-

ber of 1873.

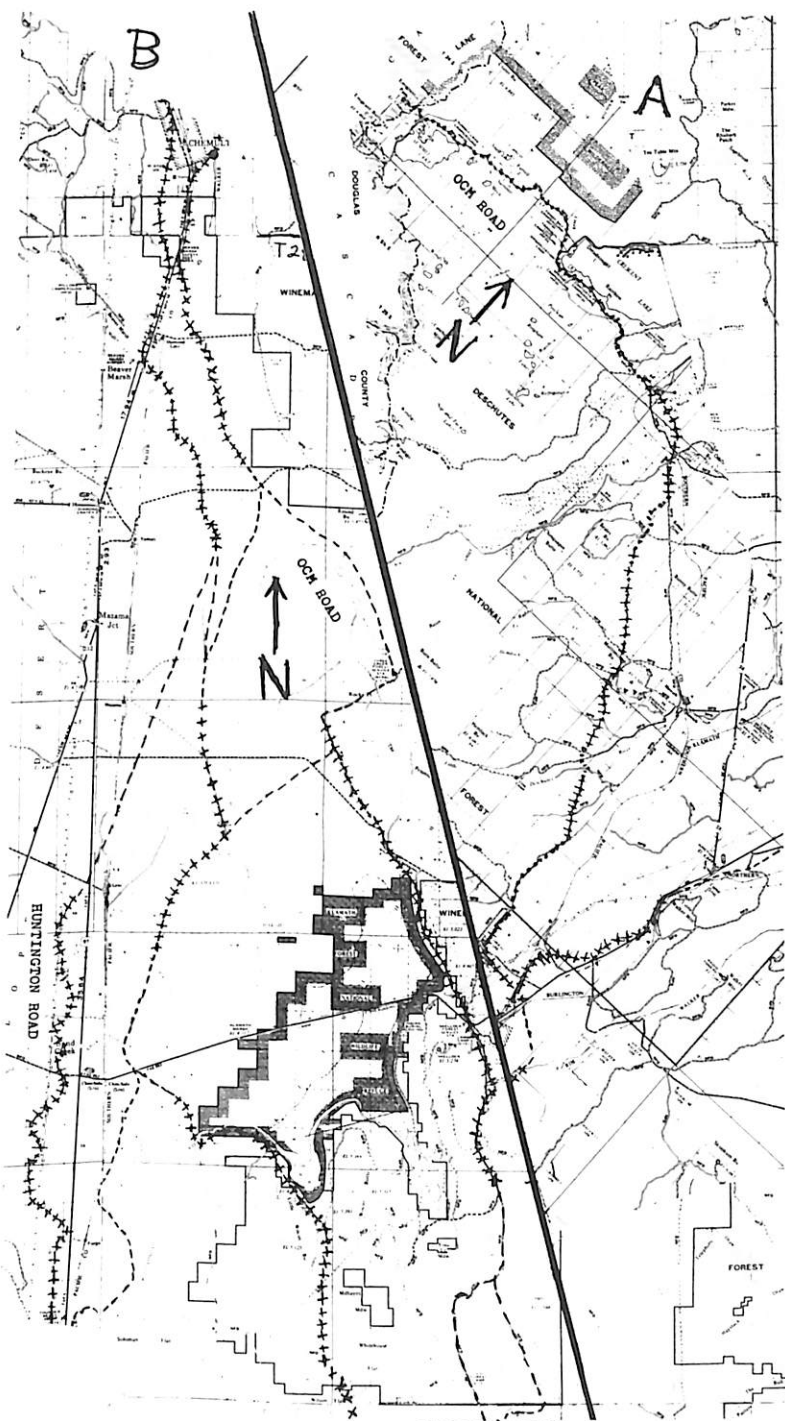
In researching this volume, the location of the military road from U.S. 395 to New Camp Warner has not been closely studied. However, chances are good that many signs of the old road can still be seen today. This is especially true for the section between Oregon 140 and the branch road to Camp Warner, where few modern roads exist, today.

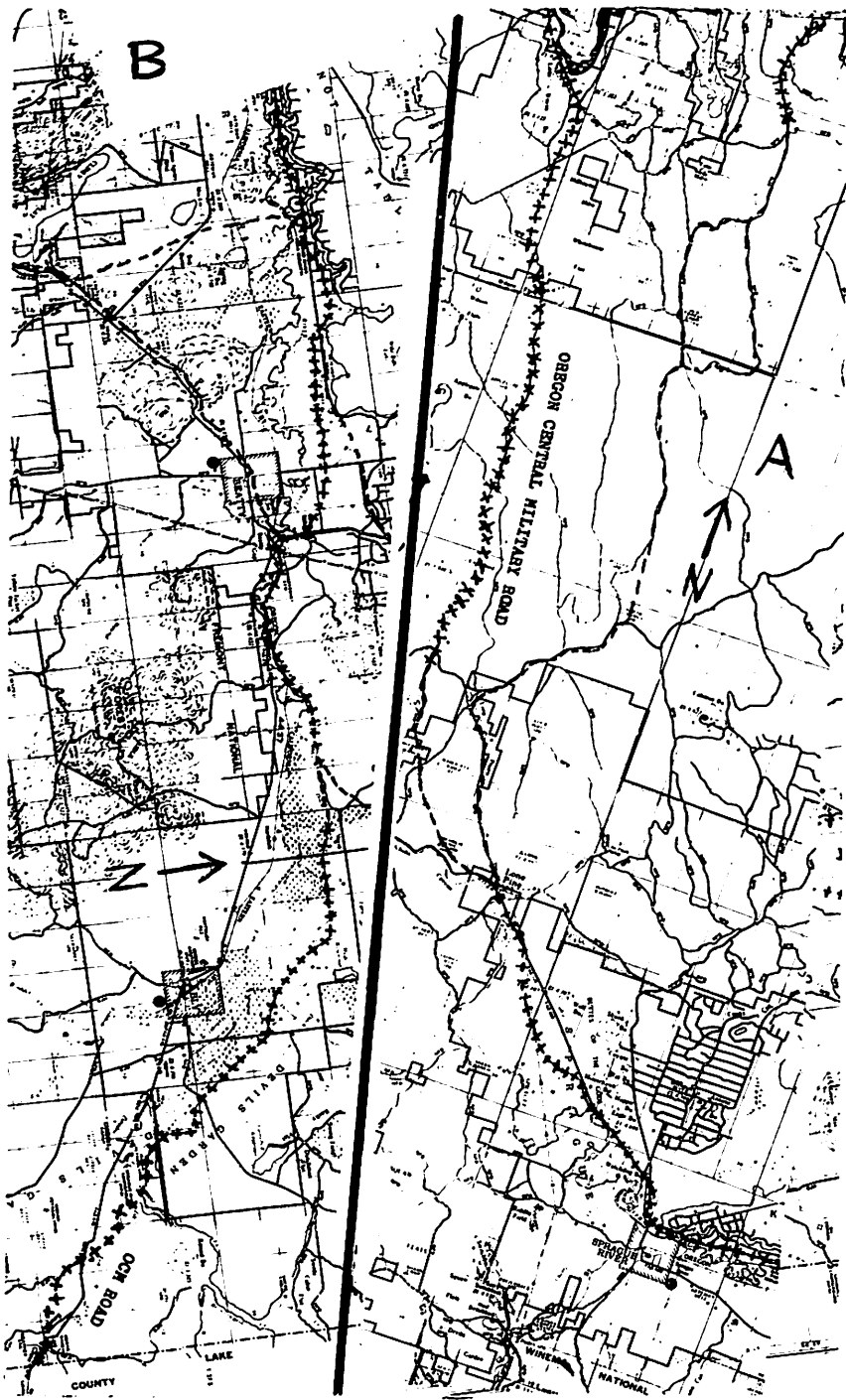
Why did the old road follow such a roundabout route to reach Camp Warner—first east, then north, then back to the west? Answer: Abert Rim's 2000 foot cliffs blocked a more direct route.

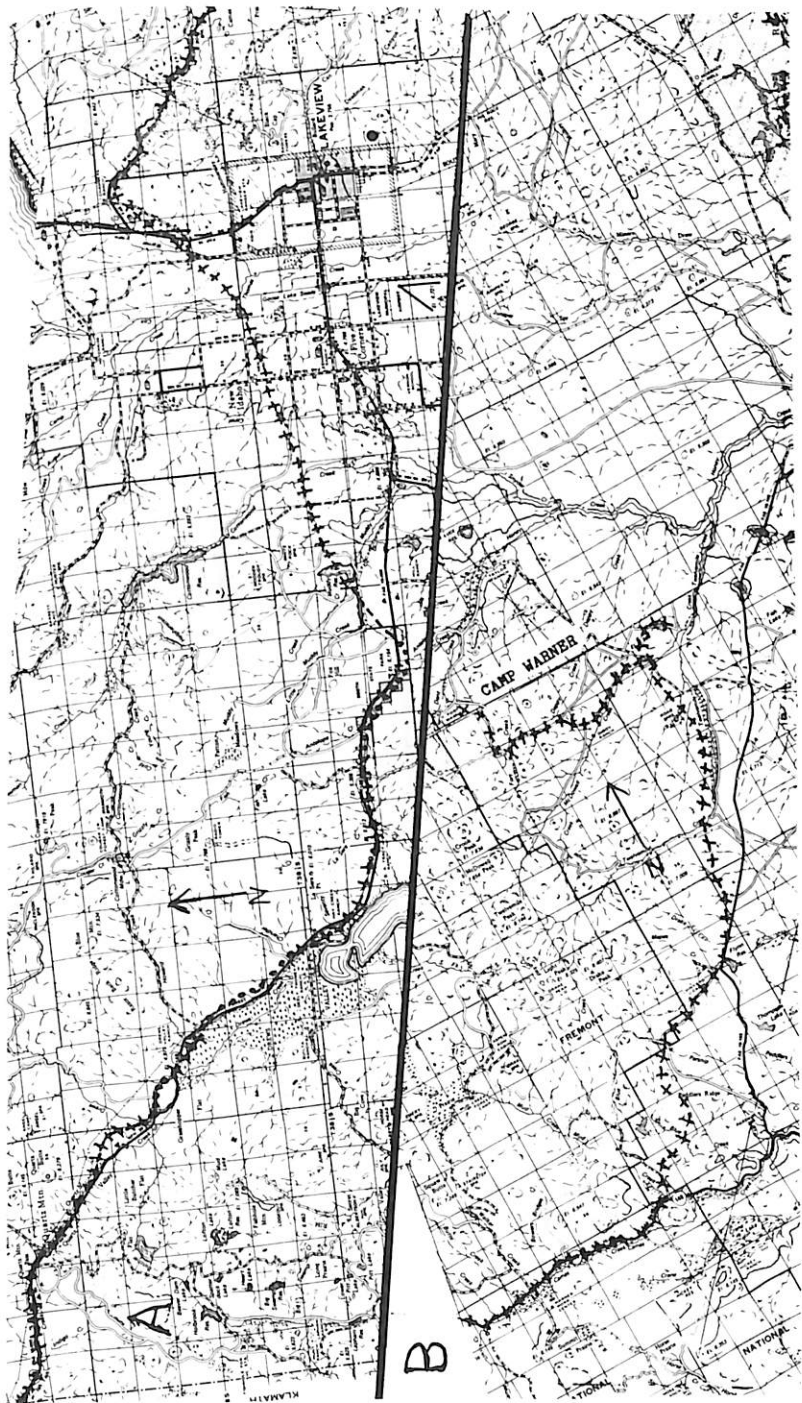
Geologists know the Abert Rim as one of the great fault block mountains of the world. The cliffs rise nearly vertically for a half-mile above Abert Lake. The Abert Rim is a tilted block of earth. On the east side, location of the Camp Warner site, the land gently drops to the east for many miles to the Warner Valley.

East of the Warner Valley with its string of lakes, another great fault block mountain, Hart Mountain, rises above the surrounding countryside. Hart Mountain is well-known for its antelope refuge. Like so much of Central Oregon, this region is very interesting to travelers for a variety of reasons, including geology, wildlife and historic pioneer roads.









## Canyon City To Fort Harney Road

John S. Devine settled in what is now Harney County in 1868 or '69 and started his cattle empire. He owned the giant Whitehorse and Alvord Ranches, which still continue in operation, more than one-hundred years later. Devine dominated the area east of Steens Mountain until his death in 1901.

Another cattle baron, Peter French, came to the area in 1872. In a short time, French owned 150,000 acres of land, primarily west of Steens Mountain, plus 45,000 head of cattle. French was killed by Ed Oliver, an irate homesteader, in 1897. Strangely enough, Oliver was acquitted of the murder.

Other early residents of Harney County included the Cecil brothers, who founded the 71 Bar Ranch in 1871. This ranch has been in the same family for over a hundred years. George Smyth and others settled at the present site of Hines in 1872. The families retreated to Fort Harney when the Bannock War started in 1878. George Smyth and his son soon returned to their home but were killed by Indians during the uprising. Many other ranchers and homesteaders moved into Harney County region during the 1870s.

The Malheur Indian Reservation, north and east of Burns, was established in 1873. It was one of the last of the reservations and only existed for ten years. By 1870, most of the Indians were supposed to be on reservations. However, some renegade Indians roamed free and even the Indians on the reservation sometimes left, primarily for two reasons:

First, many Indians found it difficult to give up their nomadic habits, handed down for generations, to suddenly adopt the white man's life as farmers.

A more pressing reason for departure was the corruption of some Indian agents, who sold goods intended for the Indians to fatten their own purses. At times, many Indians were on the verge of starvation and left the reservation in desperation, to hunt and gather food. By this time, the land was in the hands of the ranchers. Conflicts developed.

Military camps were set up to keep the Paiute Indians in check at the insistence of settlers and prospecting parties who roamed the region. One of these military establishments was first called Camp Steele, then Camp Harney and finally, Fort Harney.

Fort Harney was established on either August 10 or 16, 1867. It was named for Major-General William Selby Harney, famous in Indian affairs of the Pacific Northwest. Life at Fort Harney reached its peak when about 300 soldiers were garrisoned there during the Bannock War. After the war, the fort rapidly deteriorated and was abandoned in June 1880 or on March 2, 1889. Conflicting dates on the establishment and abandonment of the fort have not been resolved.

A problem for the Harney County residents was the isolation; soldiers and settlers needed supplies and mail routes. The closest town to Fort Harney of any size was Canyon City, nearly a hundred miles north. By 1870, a well-established road ran between Canyon City, Fort Harney and the Harney Valley areas. Much of this route passed through very rugged country.

Actually, two early roads connected Canyon City with Fort Harney. On the GLO survey maps, one road was labeled the Old Military Road, the other was called the Canyon City-Fort Harney Road. This chapter covers only the Canyon City-Fort Harney Road; the Old Military Road is left for other historians to retrace.

In truth, the two roads were actually the same for half their distance. About four miles south of Silvies, the road split with the Old Military Road going to the east of the Canyon-City-Fort Harney Road. U.S. 395 closely follows the pioneer roads only near Seneca and Silvies. However, much of the route is still used as a jeep road or Forest Service thoroughfare.

The pioneer road to Fort Harney leaves downtown Canyon City by Izee Street and travels up a narrow gully or side canyon. The street soon deteriorates, but a jeep road follows the old road for something like nine-miles to Fall Mountain, a prominent peak with a U.S. Forest Service fire lookout station atop its summit. Surprisingly, the old road passes only a short distance below the lookout on the east side of the mountain, a climb of 2800-feet from Canyon City.

Terrain around Fall Mountain is very rugged. The difficult route was chosen only because no easier way existed. A road such as the spectacular route of U.S. 395 out of Canyon Creek was not within the realm of possibility during pioneer days.

Beyond the lookout, a low-standard Forest Service road follows

the old road for three or four miles, first southwest and then south to Camp Creek. In T15S, R30E, along the east edge of Section 25, no sign of the old road is visible where it followed Camp Creek and crossed the highway to Izee and Paulina (Forest Service Road No. 63).

The vintage road crossed Road No. 63 to Paulina nearly one-and-a-half-miles west of U.S. 395. The road continued south to Windy Point, where it joined the Silvies River. Silvies River is named for Antoine Silvaille, a member of Peter Skene Ogden's trapping expedition of 1825-'26.

The pioneer road is not visible as it crosses the meadows of Bear Valley on the north side of Silvies River. The road went by the southwest edge of Seneca, a small logging and mill town. In 1895, the town was named by the first postmistress for Seneca Smith, a Portland judge. In the early years, a stage stop was made at Seneca, which was then part of the Southworth and Lincoln Ranches.

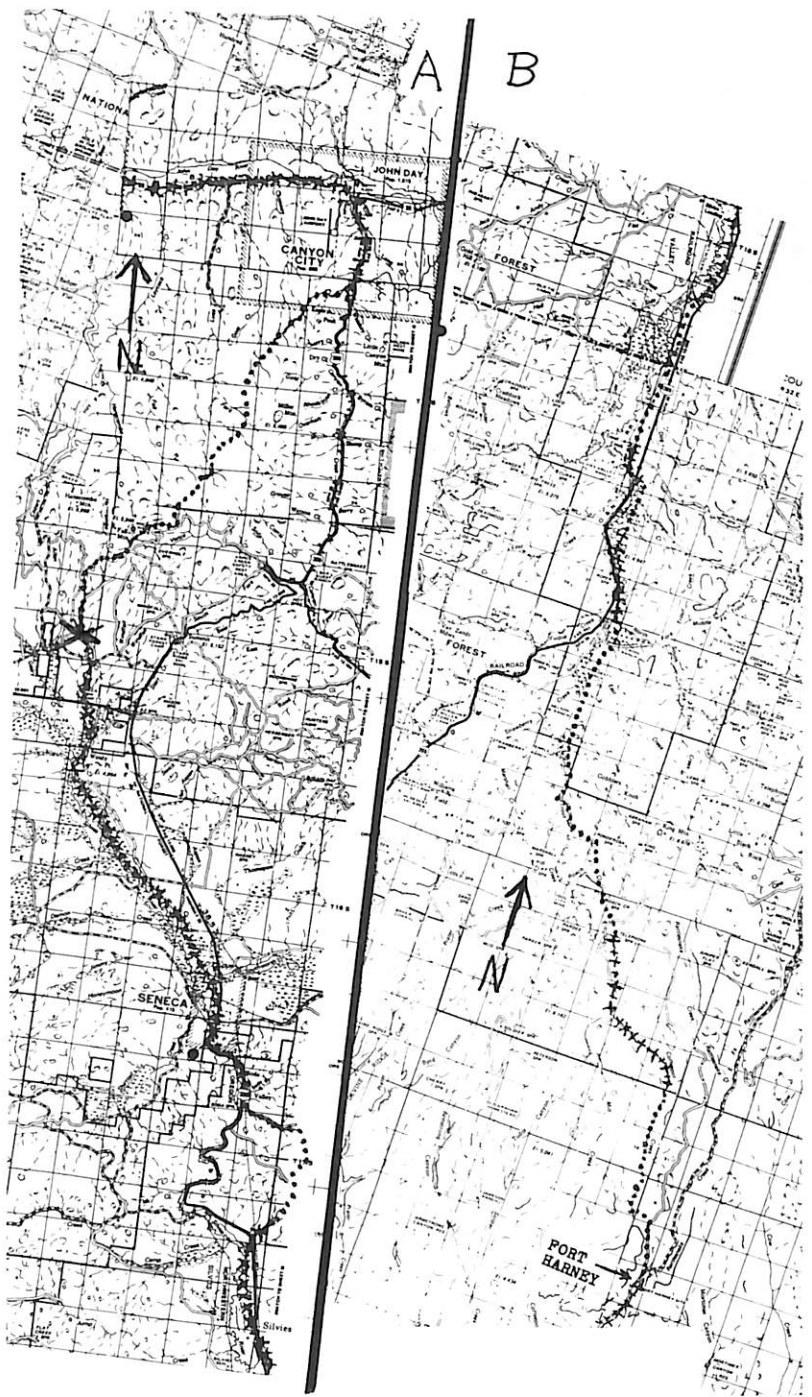
At Soda Valley, about two miles south of Seneca, U.S. 395 starts through a gorge along the Silvies River. The pioneer road follows a dirt road east of the highway. The old road passed Funny Bug Basin Spring and crossed to the west side of U.S. 395 about six miles beyond the last crossing.

The pioneer road closely follows U.S. 395 to the hamlet of Silvies and continues south for seven miles. The old road follows a dirt road just west of the highway much of this distance. The Old Military Road leaves the Canyon City-Fort Harney Road three or four miles south of Silvies and takes a dirt jeep road up Mountain Creek.

Where the highway starts to climb out of the valley, the old road continued up Trout Creek. No trace of the road remains through the meadows to the Cross Ranch. The old road follows a dirt road between the Cross Ranch and the Dickinson Ranch.

In the Malheur National Forest, a low-standard dirt Forest Service road traces the old road for about a mile along Trout Creek before climbing out of the canyon. The road went by Telephone Spring. The name of the spring would seem to indicate that a telephone line probably followed the pioneer road. The first telephone line between Canyon City and Burns was built in 1895.

Beyond Telephone Spring, the road follows a jeep road southeast. It then turns east where no road can be seen today and drops down into Coffeepot Creek, which is followed south along another jeep road. The old road climbs out of Coffeepot Creek by



going around a hillside. It then drops down the ridge to the site of Fort Harney on Rattlesnake Creek. A jeep road still traces this last section of the original route.

While nothing remains at the site of the fort today, a house still stands nearby. Phyllis Smith, who lives just north of the site of Fort Harney, has dug up many relics of the old fort in her garden. These include ox shoes, square nails, cartridges and ornaments from soldiers' uniforms. From her house, the other road to Fort Harney, the Old Military Road, can be seen along the hillside on the east side of Rattlesnake Creek.





*The Yreka Trail where it breaks through the rimrock above Grindstone Creek.*

*Looking across Murderers Creek in the direction of Magiciantern Creek. Yreka Trail crossed the plateau in the background and may have gone up the draw in the foreground.*





*A rut worn in solid rock by wagon wheels along the Yreka Trail above Grindstone Creek.*



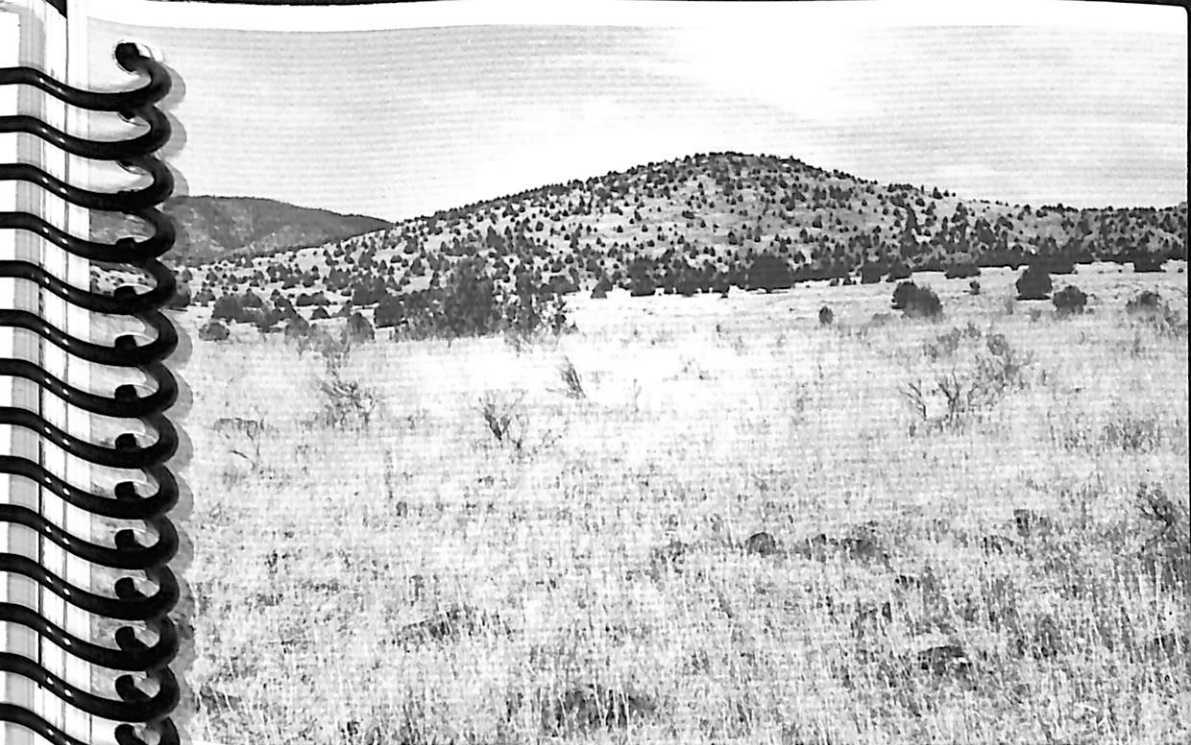
*Larry Nielsen and a stump on the ridge between Martin Creek and the South Fork of the John Day River. Tree was cut by miners from Yreka, California to make a drag log between 1862 and 1864.*

*Looking up the South Fork of the John Day River. Yreka Trail went down the gully at bottom of photo. Trees were cut at the head of the gully to make drag logs.*



*A stump of a juniper tree cut to make a drag log on the Yreka Trail above the South Fork of the John Day River.*





*Jackass Mountain from above Murderers Creek. Possible routes of the Yreka Trail were to the left of the mountain or over the pass at right side of the photo.*

*Riverside Ranch on Crooked River. Steens Wagon Road went between the house and barn and over the hill in the background. This was a stage stop.*





*The Dalles Military Road at the head of Keyes Canyon east of Mitchell.*

*Gordon Canyon. A section of the Dalles Military Road can be seen along the lower hillside.*





*Deanne Nielsen on the McKenzie Pass-Prineville Road east of Sisters. The road is in a slight depression, and limbs have been chopped off the juniper tree to make room for the road.*

*Red Gap where the original The Dalles-Canyon City Road went.*





*Don Galbreath examines a remnant of the planking on the Old Santiam Wagon Road west of Sand Mountain.*



## Other Pioneer Roads

Would you like to try your hand at retracing a pioneer road? Many other pioneer roads remain to be worked on; this volume is only a start. As a result, even some of the roads described in this collection have sections which need to be rediscovered after generations of disuse. Other stretches of identifiable routes have not been thoroughly explored or investigated.

If such quests are intriguing, a word to the wise: don't wait too long; research continues to get more difficult as vintage trails dim and old-timers and their memories fade and pass on.

Several types of road research are possible. One type of research involves library study, scanning historical archives in such places as university libraries or at the Oregon Historical Society headquarters, in Portland. Interviews with old-timers who have knowledge about one or more pioneer roads can also be fruitful.

Another type of research is the more active field work in which one tries to actually locate and follow the old roads. This book contains research of both types, but with emphasis on the field work.

The Yreka Trail is one of the roads which needs more research effort. Very little is known about the exact route between the Klamath Falls area and Silver Lake. Also, a real mystery continues regarding much of the route from the Paulina area to the John Day River Valley.

In the southern part of Central Oregon, Huntington Road and the Oregon Central Military Road go through pine forests. It is very difficult to follow roads through such woods unless the roads are still used, due to down timber and the legions of young trees which have sprung up since the last wagons rolled through the pine country. New logging roads also make the task of locating old roads more difficult.

For the affluent, one technique of historic road location which can be tried is the aerial method. Though expensive, a flight over a given area can often reveal signs of an old road which are not visible, on the ground. For example, trees in an overgrown road

may not appear the same as surrounding trees, when seen from the air. By this method, it may be possible to locate pieces of historic roads which have previously eluded ground parties.

#### ***ADDITIONAL ROADS:***

Several roads over 100-years-old pass through Central Oregon which were not discussed. One of these is the road from Jacksonville, west of the Cascades, to the gold mines in Idaho. This road crosses the high desert region and closely follows the Yreka Trail for part of the distance. The road went by Christmas Valley and just north of Fossil Lake.

The route came into service when gold was discovered in Idaho; many of the miners in the Jacksonville area simply took off for the new mines, a characteristic response among men who chase the elusive glitter of gold. When a new strike occurs, the gold-seekers pack up and rush to the new diggings, ever-hopeful they'll soon find the Mother Lode. Another road from California to the new mines was the Red Bluff and Goose Lake Road.

Other roads started at Canyon City. The first of these was The Dalles Military Road, which continued east from Canyon City to Fort Boise. Another road, the Old Military Road, branched off from the Canyon City-Fort Harney Road to go to Fort Harney and to the Malheur Indian Reservation, which existed for a time in the Beulah area.

One very early pioneer road went from Canyon City, through Prairie City and Bates or Austin and on to the gold mines in the Granite area. Part of this road is now a jeep road which takes a route very different from the present highway.

Another military road went south from Camp Watson to Camp Maury and Camp Dahlgren. The tracks of this road can be seen crossing Little Summit Prairie.

Many roads came into existence during the years between 1880-1915. During this period, much of Central Oregon became settled by families interested in farming. Land was available to homesteaders, and railroads and unscrupulous promoters in the East made exaggerated claims regarding the productivity of land in Central Oregon. As a result, a large influx of people arrived in the region and new roads had to be established as many new towns sprang up.

For a time, many routes flourished, then faded. Where are the original roads to such towns as Condon or Fossil and to ghost towns such as Richmond, Izee or Twickenham? Where was the

early road between Bend and Burns?

If one wants to extend research from Central Oregon to the adjacent area of Eastern Oregon, a great many very old pioneer roads can be found.

While the Oregon Trail is perhaps one of the most famous western routes, very few individuals know of the alternate route established in the 1860s to avoid the Umatilla Indian Reservation. The Indians were very upset about the horde of immigrants traveling through their territory and the pioneers were constantly harassed. Numerous skirmishes took place in which pioneers were killed or wounded and many horses and cattle were stolen by the Indians.

In order to avoid the Umatilla Indian Reservation, a new route was established which went by Pilot Rock. Pilot Rock was also on another road which went from the Columbia River to Granite and the gold mines around Baker.

Other gold mines were discovered on the Oregon-Idaho border in the Owyhee River region. These mines were connected by routes to Winnemucca, Nevada and northern California. Parts of these roads can still be seen today, if observant.

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## Biography Of The Authors

Lawrence E. Nielsen was raised on a ranch in Eastern Oregon. After earning a Ph.D Degree in physics and chemistry, he did research work on plastics for 32 years, for which he was given several awards, six patents, and a listing in "Who's Who in America." He has written five technical books.

Larry started retracing pioneer routes in 1959 when he led an expedition to follow one of the Alaskan gold rush routes of 1898—the rough and dangerous route over the Valdez Glacier to the interior of Alaska. Since the spring of 1977, he has worked nearly full time retracing the pioneer roads of Central Oregon.

Doug Newman, a graduate of the University of Oregon School of Journalism, is a Eugene-based writer/photographer who specializes in topics relating to history and outdoor wilderness pursuits. Newman, who worked seasonally in Central Oregon for eight summers with the U. S. Forest Service, is the co-author of *Oregon Ski Tours*, a Nordic skiing guidebook. He currently writes a weekly column on outdoor subjects for the *Register-Guard*, a Eugene newspaper. Among other projects, Newman is presently working on his own labor-of-love, a historic portrait of Northwest fire lookouts.

George McCart, a native Oregonian, was born in Eugene, Oregon in 1946, and was raised in the High Desert Country of Central Oregon. After completing high school, he served in the U. S. Navy until retiring in 1968 from combat wounds incurred in Vietnam. In 1973 he attained a degree in Construction Technology from Santa Monica College, and in 1977 he completed his schooling with a degree from the University of Oregon in Architecture.

George resides in Prineville, the heart of Central Oregon. He has always had an interest in the history of Central Oregon, and this interest is expressed in his portion of this book.

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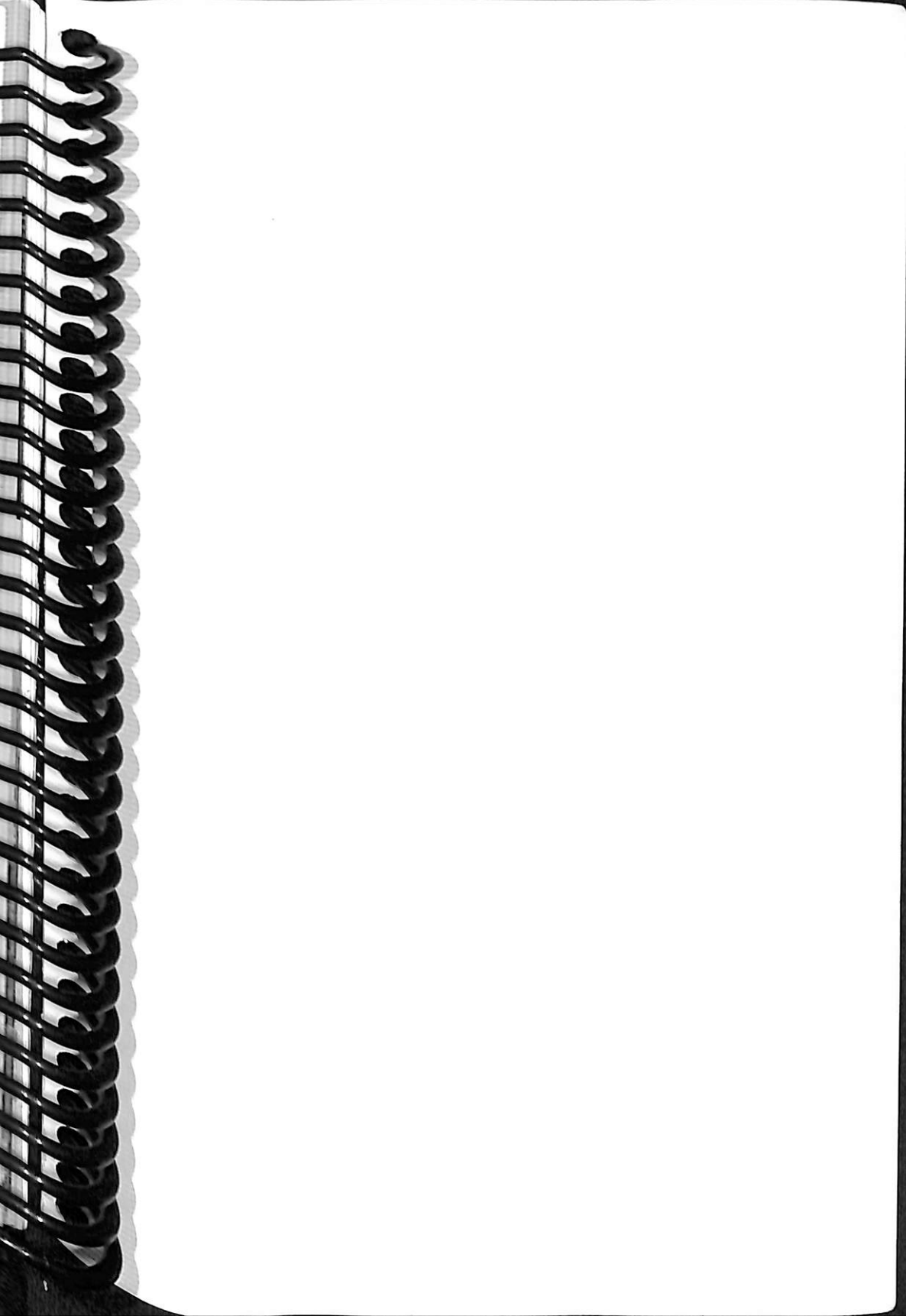
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