

Cultural Resources Report (Built Environment)
Historic Columbia River Highway State Trail Project, Segments E, F, G, and H
Hood River County, Oregon
ODOT Key No. 20676, FHWA Project No. OR DOT CRGNSA 100(4)

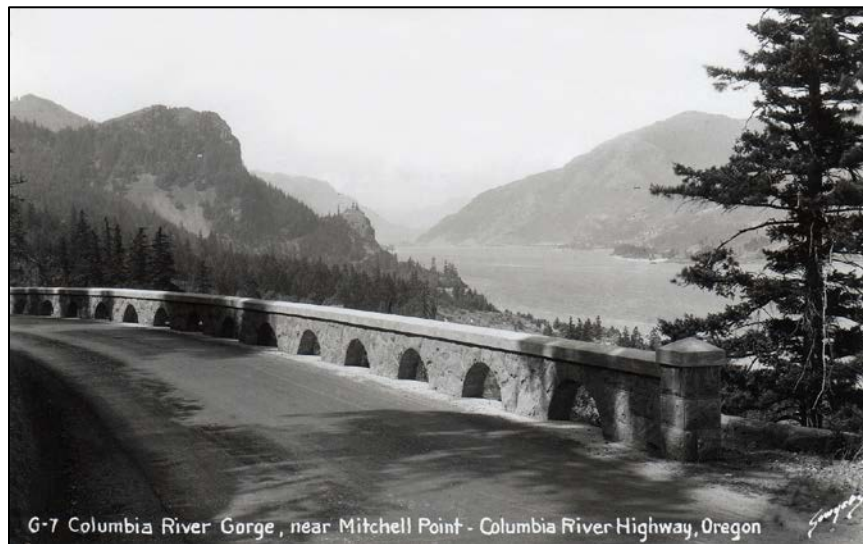
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Project Description:

The Historic Columbia River Highway State Trail Project, Segments E, F, G, and H, will connect abandoned pieces of the Historic Columbia River Highway between Viento State Park and Hood River to create the last uncompleted segment of the Historic Columbia River Highway State Trail between Cascade Locks and Hood River. Construction of Interstate 84 in the 1950s and 1960s destroyed much of the Historic Columbia River Highway between Cascade Locks and Hood River. Generally, what is left today are short pieces of paved roadway in alcoves south of Interstate 84, along with longer segments east and west of Mitchell Point, including a ledge associated with the roadbed of Mitchell Point Tunnel. One additional segment of the historic highway is at Ruthton Point, which is north of Interstate 84. Once this project is completed, the Oregon Department of Transportation and its partners will have fulfilled a long-term commitment (30+ years) to construct trail segments for non-motorized use between drivable portions of the Historic Columbia River Highway.

Summary of Resources Present:

Columbia River Highway Historic District



Looking west at Ruthton Point toward Mitchell Point, in Segment G. Photo Credit: David Sell Collection.

There are fragmented pieces of the Historic Columbia River Highway, once known as the “Columbia River Highway,” in Segments E, F, G, and H that are contributing features to the Columbia River Highway Historic District.

The Columbia River Highway National Register District is located along the south side of the Columbia River between the cities of Troutdale (14.2 miles east of Portland) and The Dalles (88 miles east of Portland). The Columbia River Highway was the first modern highway in the Pacific Northwest and the first scenic highway in the United States. The road became a trunk route from Portland’s large commercial center to eastern Oregon and points beyond. The highway’s alignment remains true to the plan that Samuel C. Lancaster, Samuel Hill, and others envisioned for its original configuration. The road was the pinnacle of early-20th-century rural highway design (1913-22) created to take visitors to the Columbia River Gorge’s most breathtaking and beautiful natural wonders and scenic vistas.

The highway is significant under National Register Criterion C for engineering and sensitivity to the natural landscape. It is significant under Criterion A for its role as the first scenic highway in America. The Keeper of the National Register listed the Columbia River Highway Historic District on December 12, 1983 (NRIS 83004168). The district includes all extant pieces of the highway in the 73.8 miles from the Sandy River in Troutdale to Chenoweth Creek in The Dalles, Oregon. This amounts to about 55 miles of road included in the district.

On May 16, 2000, US Secretary of the Interior Bruce Babbitt designated the Columbia River Highway National Historic Landmark District. However, the segment of the Columbia River Highway in the project’s Area of Potential Effects is outside of the National Historic Landmark district. The Columbia River Highway from Cascade Locks to Hood River (Historic Mile Post 48.8 to 65.8) does not possess a high enough level of integrity for inclusion in the Columbia River Highway National Historic Landmark District.

Locke/Galligan House



Locke/Galligan House near the time of construction.
Photo Credit: Ray Galligan.



Ray Galligan and the Locke/Galligan House.
Photo Credit: ODOT.

The Locke/Galligan House is two-and-a-half-stories. The main volume has a rectangular footprint and a central hall configuration. There are some additions. The house is in the Classic Revival style, with its porch columns, corner boards, eave brackets, dentil banding, and other design elements. It overlooks Mitchell Point Drive, which is a half-mile-long abandoned segment of the Historic Columbia River Highway that is east of Mitchell Point, west of Hood River. The house is located in Section F of the project.

In 1884, Edgar Locke moved from Bariboo, Michigan, to Hood River, Oregon, with his wife Nellie Bayles, and his young daughter, Margaret. The family purchased over 300 acres on the south shore of the Columbia River west of Hood River, at the foot of Mitchell Point. Edgar earned a reputation as a skilled orchardist. According to his obituary, his fruit trees often attracted the attention of the passengers on the Oregon-Washington Railroad & Navigation Company trains that passed through his property.

The first thing that Edgar did upon arriving at the new homestead was to build a small wood frame house to shelter his family through the harsh Gorge winters to come. The original house stood until 1908, when Edgar disassembled it and used much of the wood to build the prominent house that remains today along what was once The Dalles-to-Sandy River Military Road. When Hood River County constructed the Historic Columbia River Highway east of the new Mitchell Point Tunnel in 1915, the new road followed the military road's alignment. Descendants of the Lockes, including the Galligans, owned the house until recently. The surrounding property has changed dramatically over the years. This is especially true following the construction of Interstate 84, beginning in the 1950s. Regardless, the segment of the Historic Columbia River Highway in front of the Locke/Galligan House remains.

Wygant State Park Stone Pylon

One other historic built resource of interest in the project area is a rustic-style mortared stone pylon at Perham Creek, along Segment E of the project. The stone pylon was the masonry base for a flag sign for Wygant State Park, which is a roadside wayside along the Historic Columbia River Highway. The stone pylon dates from the mid-1930s. The National Park Service provided designs for park improvements at Wygant State Park, along Perham Creek, including amenities for day-use recreation. (Wygant State Park is now known as Wygant State Natural Area.) The stone pylon's design takes its cues from rustic-style architecture that the National Park Service promoted in the volume, *Park Structures and Facilities* (1935). A stone pylon of the same design appears in the National Park Service volume. It was for Cape San Sebastian State Park, south of Gold Beach, along the Oregon Coast Highway.



Photo of Stone Pylon at Wygant State Park.
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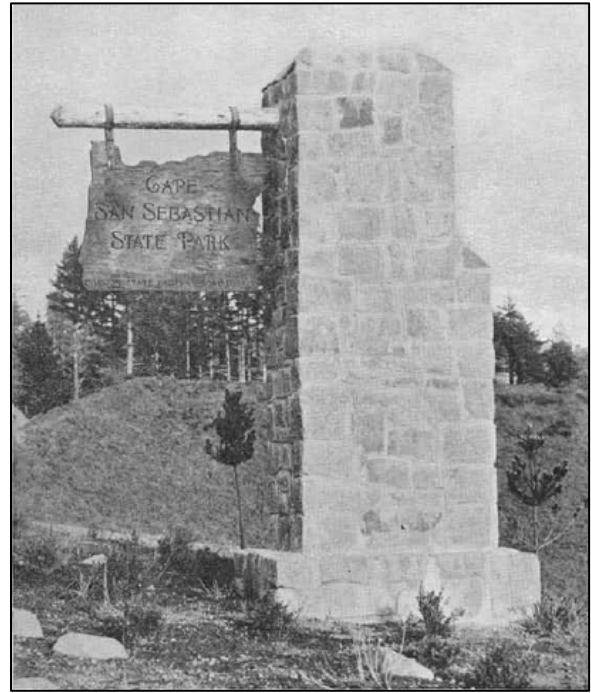
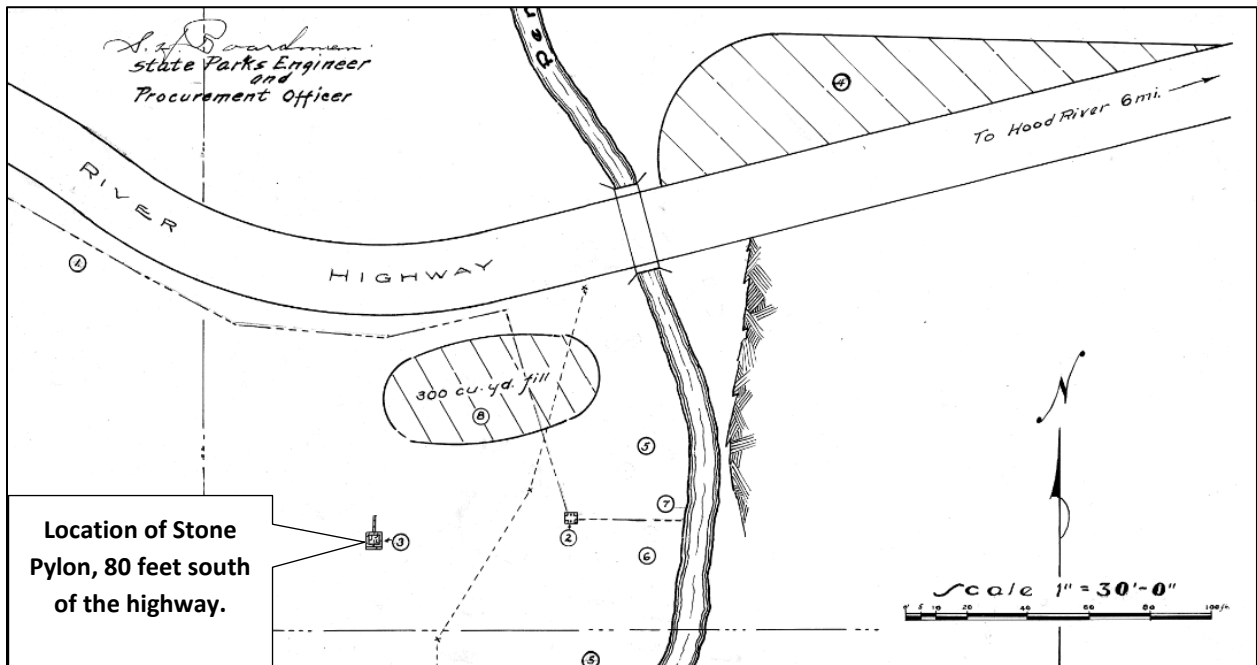
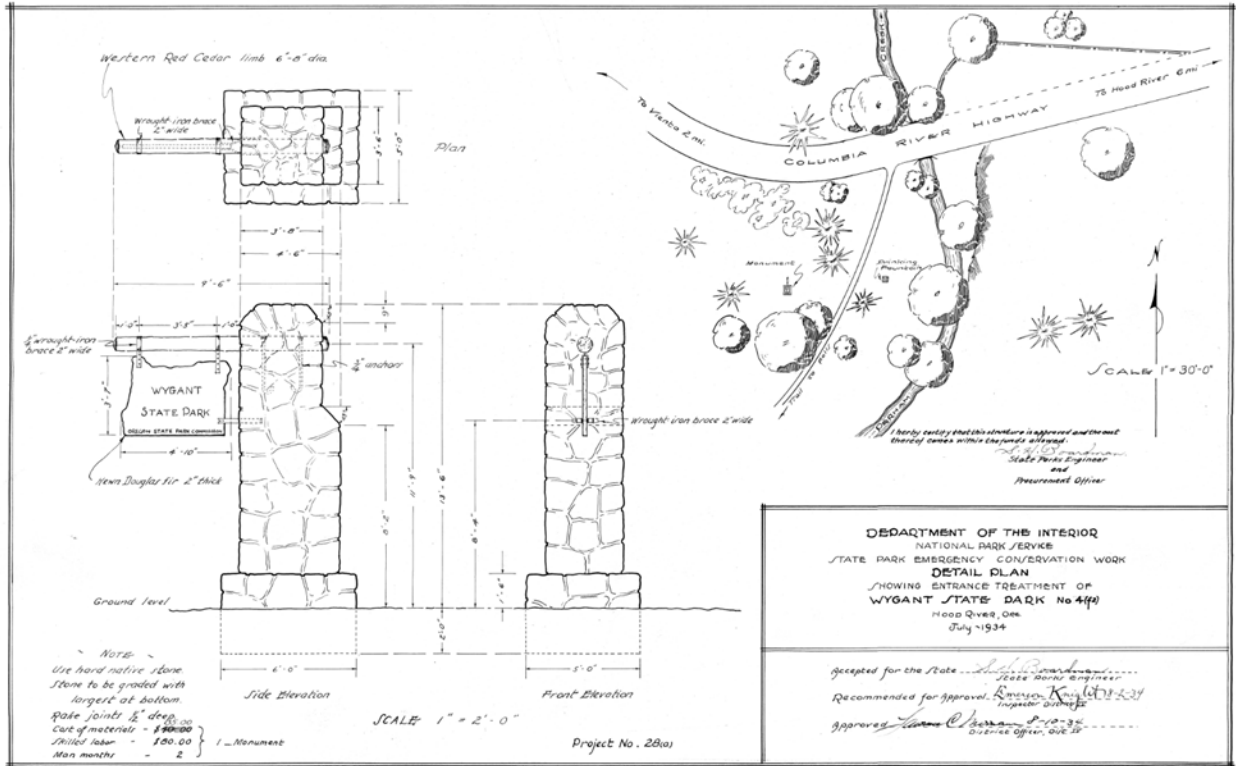


Photo of Stone Pylon at Cape San Sebastian State Park
in Oregon (from *Park Structures and Facilities*, plate
A-10).



Excerpt from plan sheet from 1934 showing the location of the stone pylon at Wygant State Park.



Plan sheet from 1934 showing the stone pylon for the sign for Wygant State Park, at Perham Creek.

Section 106 Level of Effect:

Columbia River Highway Historic District

The project components involve connecting extant disparate abandoned segments of the historic highway. It will also include the boring of a new tunnel through Mitchell Point. Finally, the undertaking will sweep out and restore the partially restored historic highway segment at Ruthton Point. Application of Section 106 Criteria for Identification and Evaluation of Historic Properties (36 CFR 800.4 and 5) indicates that the Historic Columbia River Highway State Trail Project, Segments E, F, G, and H, will have No Adverse Effect to the Columbia River Highway Historic District.

Locke/Galligan House

Project work near the house, in Segment F, may include some pavement and signs along Mitchell Point Drive (the historic highway segment in front of the house). Application of Section 106 Criteria for Identification and Evaluation of Historic Properties (36 CFR 800.4 and 5)

indicates that the Historic Columbia River Highway State Trail Project, Segments E, F, G, and H, will have No Effect to the Locke/Galligan House.

Wygant State Park Stone Pylon

Application of Section 106 Criteria for Identification and Evaluation of Historic Properties (36 CFR 800.4 and 5) indicates that the Historic Columbia River Highway State Trail Project, Segments E, F, G, and H, will have No Effect to the Wygant State Park Stone Pylon.

References:

Cornforth Consultants. "Exploration Plan, Historic Columbia River Highway Trail Segment E, Hood River, Oregon. Report No. 2326. June 2014.

Hadlow, Robert W., Amanda Joy Pietz, Hannah Kullberg, Sara Morrissey, Kristen Stallman, Myra Sperley, and Linda Dodds. "Historic Columbia River Highway Oral History, Final Report, SR 500-261." Oregon Department of Transportation, August 2009.

National Park Service, *Park Structures and Facilities*. Washington, DC: Government Printing Office, 1935.

National Historic Landmark Nomination, Columbia River Highway Historic District, Multnomah, Hood River, and Wasco counties, Oregon, National Register #83004168, by Robert W. Hadlow, Oregon Department of Transportation, 2000.

National Register of Historic Places Nomination, Columbia River Highway Historic District, Multnomah, Hood River, and Wasco counties, Oregon, National Register #83004168, by Dwight A. Smith, Oregon Department of Transportation, 1983.