



Traveling Central Oregon's Highways

Following an 80 year-old travel guide See p. 2

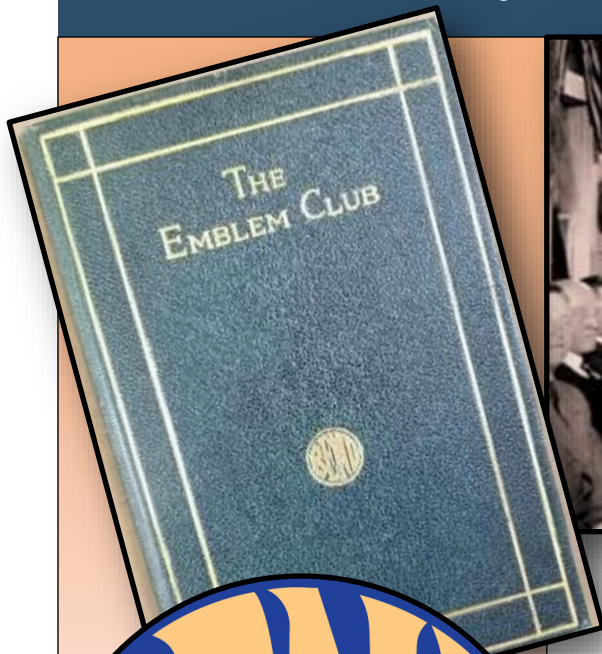
Photos of a County in Lockdown

The COVID-19 shutdown in images See p. 3



The Homesteader

Deschutes County Historical Society Newsletter—June 2020



Bend Emblem Club Dream Comes True 107 Years Later



**Population:
100,000!**

The Bend Emblem is iconic and ever-present around town, and stories about the club's escapades during its short life are some of our favorite things to talk about. It is a constant surprise to even longtime residents that there was a club behind the creation of what today often gets called the "Bend Bug." Founded in 1912 by William Cheney, the club was equal parts chamber of commerce and fraternity, its membership made up of the movers and shakers of early Bend. The camaraderie of the club makes it easy to look past their main goal, expressed clearly in the oath they all swore to uphold: **I agree to wear this emblem constantly, every day and upon every occasion until Bend has a population of 100,000.** Population growth from then meant economic growth and business success. It meant the success of homesteaders, mills, and small businesses.

News last week reached the city that, in July 2019, Bend's

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Inspiration from 80 Years Back: Touring Oregon with help of the Federal Writers' Project Guidebook from 1940

Written and photos by Beau Eastes

Writers just don't get to craft prose like this anymore:

"(Oregon) has something that inspires not provincial patriotism but affection," penned T.J. Edmonds, the state director for the Oregon Writers' Project, in 1940 in the preface of the epic 549-page guidebook, "Oregon: End of the Trail."

"California has climate, Iowa has corn; Massachusetts has history; Utah has religion; New York has buildings and money and hustle and congestion; but that 'lovely dappled up-and-down land called Oregon' has an ever-green beauty as seductive as the lotus of ancient myth." The guide describes Bend – population 8,848 at the time – as "in a varied region of snow peaks, desert and evergreen forests" and despite its two sawmills "has none of the ugliness of some mill towns."

One of 50 guidebooks produced between 1937 and 1941 as part of the Federal Writers' Project – one for all 48 states at the time and Alaska (not yet a state) and Puerto Rico – the Oregon guide is a fascinating blend of whitewashed history, Chambers of Commerce-style propaganda, insightful travelogues and genuine awe and appreciation for one of the most geographically diverse states in the union. If you have any interest in what Oregon looked like on the eve of World War II – or at least what state and federal officials deemed appropriate – hunting down a copy on eBay or Amazon is well worth the effort.

Where the guide really shines is in its multiple tours highlighting different sections of the state. This is the heart of the book – writers compiled 35 different tours that take up nearly 250 pages – and a spectacular way for modern-day readers to take a road trip back into time.

Pre-pandemic, inspired by the Deschutes Historical Museum's current "Cruisin' 97: Travel and Tourism, 1930-60" exhibit and



Train car at Depot Park in Wasco, OR

a recent late-night eBay purchase of my own copy of "Oregon: End of the Trail," I took the long way home from Portland and followed the northern section of the guide's "Tour 4" from Biggs Junction to Bend.

CRUISING ON HIGHWAY 97

Officially starting in Maryhill, Washington, across the Columbia River, "Tour 4" is alone worth the cost of a used copy of the Oregon guidebook for its outrageously awesome preamble.

"The history of this road is implicit in the men and beasts that made it: the moccasined Indians, explorers and trappers; the hard-hoofed covered-wagon oxen; the milling cattle, driven by picturesque cowboys; the jerk-line teams of the freighter; the horse of the stagecoach, four and six; the cavalcades of Indian fighters; the booted loggers, miners and all the host of adventures of Old Oregon."

Run-on sentences and casual racism be damned, I'd never been so excited to go to Biggs before in my entire life after reading that exert. Wanting the full "Tour 4" experience, I crossed the Sam Hill Bridge from Oregon to Washington and looked for remnants of the Maryhill Ferry that took cars across the Columbia for a \$1 each in 1940. There wasn't much left to see, but gazing upon Oregon from across the river

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**Deschutes
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Complete minutes of the meetings of the Board of Directors are on file with the Museum office.



www.deschuteshistory.org
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Capturing History Through Photographer's Lens

Early in the COVID quarantine historical societies worked hard to remind our communities that the history of the moment is only recorded if done purposefully. Encouraging folks to keep journals, write letters, save things that will disappear when the moment passes and some level of normalcy returns and pass them to the care and keeping of local museums.

DCHS wanted to take a more proactive stance on documenting the moment and reached out to local photographer Gary Calicott, who specializes in event photography and capturing life "in the moment." Would he be willing to don his mask, grab his hand sanitizer, and break the stay at home orders for us? We generated a list of what we thought we wanted him to capture and set him loose, making sure to reach the county and not just Bend. "One of the things that struck me was the varying degrees of reaction and enforcement between our communities," Calicott remarks.

Here is a sample of what his lens captured over the past few weeks. If you need a photographer for portraits, or in the future when things like family gatherings and events return, we highly recommend Gary. Check his website here: www.garycalicottphoto.com



The Tower Theater, a hand washing station outside the closed Downtown Bend library, and directional sign on the Drake Park footbridge.



Above and Left: Redmond City Hall and Robert's Field Airport



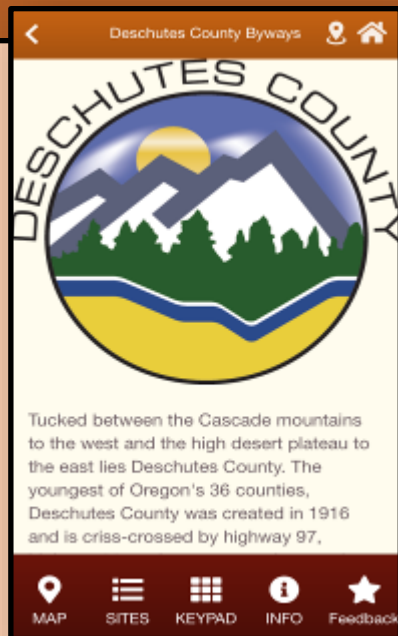
Above and Left: Closed parks, playgrounds, and the end of the Pilot Butte Drive-in in Bend.



Above and Right: Three Creeks campus and Movie House in Sisters, Sisters Elementary School Marquee



DCHS NEWS



“Deschutes County Byways” Launched New Addition to Museum App

Just in time for some summertime travel while social distancing in the safety of your own vehicle, there is a new way to explore our beautiful state. “Deschutes County Byways” is the latest addition to the Deschutes County Historical Society’s travel app, “Historic Deschutes.”

Made possible by a generous donation from the Deschutes County Historic Landmarks commission, “Deschutes County Byways” highlights some of the county’s treasured sites and structures of historical interest dotted along its back roads and less-traveled routes.

The new tour, which joins “Cruisin’ 97 Guided Tour” launched last year, includes wagon roads, homesteads, cemeteries and more, with updates planned throughout the year.

The Deschutes Historical Museum App is available for free through Google Play Store and Apple Store.

Continued from Page 2—Inspiration from 80 Years Back

seemed like the right way to start the trip.

Rolling through Biggs and up the walled canyon known as Spanish Hollow, my first stop was Wasco, which was originally in Wasco County. Wasco County encompassed 130,000 square miles when it was originally created in 1845, stretching from Cascades to the Rockies in what is now Idaho and Montana. Home to the Wasco Railroad Depot & Museum, the town is no longer on Highway 97, but makes for a nice quiet spot to stay if you’re exploring Cottonwood Canyon State Park or are a cyclist looking to ride Sherman County’s backroads.

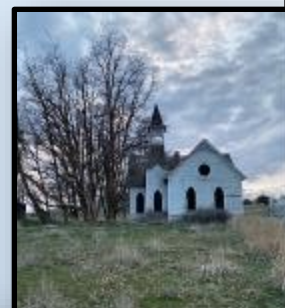
My next destination was De Moss Park, about 5 miles south of Wasco and 4 miles north of Moro. The guidebook tells of how the park was named for a family of roving musicians who started their own health resort and town in the area. The De Mosses were so popular during their time that they were the official songwriters of the 1893 world’s fair in Chicago. Not much was left of the De Mosses’ health resort and town site in 1940 and now there’s only an abandoned stage and historical kiosk that hints at a tragedy that claimed three members of the DeMoss family.

Moro, now the largest town in Sherman County, is a great spot to grab lunch and even check out the Sherman County Historical Museum, but I was on a mission to get to Grass Valley. Established by a New Hampshire physician in 1878, Grass Valley is home to a pair of truly eerie yet darkly beautiful buildings that are more than 100 years old. The Old Methodist Church, built in 1903, sits behind the current Baptist Church, just off the highway. The original Grass Valley Grade School, constructed the same year, is perched on a hill overlooking the town.

With the sun setting, I rolled through Shaniko, Madras, and Redmond before I pulled into Bend, “an extensive recreational territory,” according to the guidebook from 80 years ago. The guide focuses on Bend’s rapid growth, abundance of outdoor activities, and pristine parks, as well as the Shevlin-Hixon and Brooks-Scanlon lumber mills.

MORE TOURS

“Tour 4” of the Oregon guide, which continues all the way to Klamath Falls, is just the tip of the iceberg for anyone who enjoys walking, biking or driving through the past. “Tour 4B” takes travelers around Century Drive, from Bend to “Bachelor Butte” to what’s now Pringle Falls Campground. (There’s a wild and unsubstantiated story about how Devil’s Lake got its name in the book.) “Tour 7” routes daytrippers from Vale to Albany past Bend’s Terrance H. Foley State Park – you know it now as Pilot Butte State Park. The entire book is full of worthwhile historical nuggets and it still serves its original purpose as a travel guide that gets you excited about exploring different parts of our amazing state. More often than not you end up shaking your head in agreement with authors long gone that captured Oregon’s spirit over 80 years ago.



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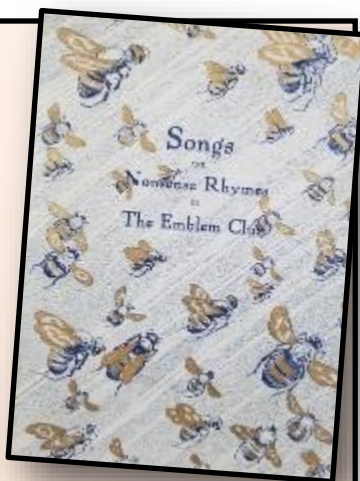
Emblem Club of Bend

population hit that remarkable figure. Population growth is a touchy and emotional subject. Nostalgia for a Bend of the past is strong, but it is worth revisiting the goals of the Emblem Club. The population of Bend in 1910 was only 536. With the arrival of the railroad in 1911, the population had crept to just over 1,000 by the time the Emblem Club set their target of 100,000. What a lofty goal! Just where did that goal come from? What gave them such confidence?

Newspaper accounts between 1915 and 1919 reveal the answer lay in Spokane, Washington and railroad tycoon James Hill. When the Great Northern Railway arrived in Spokane in 1892, the city's population spiked as the economy formed around a railroad hub serving the farmers of Eastern Washington. In 18 short years, the population of Spokane grew from just over 19,000 to 104,000 by 1910. When Hill's Great Northern Railway won the Deschutes River Railroad War and steamed into Central Oregon in the fall of 1911, the promise of such a boon seemed all but assured for Bend as well. By their calculations, Emblem Club members believed they would reach 100,000 by 1937.

Many factors derailed their plans--World War I, the failure or delay of local irrigation projects, the failure of dry land farming in parts of the county, and eventually the Great Depression. Spokane's luck did not hold, either. After 1910 economic downturns caused Spokane to lose population just when Bend sought it out.

The story reinforces how the Western frontier offered America a land of dreams, real or not, and nobody dreamt bigger than the Emblem Club. Reaching into their own history and pulling forth their club toast, we offer them congratulations, 107 years later, for a dream realized.



THE EMBLEM CLUB TOAST

Here's to everybody, everywhere,
who is trying to be brave, to be
honest, to be kind, and to be cheerful.



In Memoriam: Denis Berrigan

Long-time Bend resident Denis Berrigan passed away on April 26, 2020. Denis lived in his family home near Riverside Boulevard for most of his life, and he was a local authority on Bend history. Members of the DCHS often turned to him for verification of past happenings in Bend. He was a frequent visitor to the Riverside Market in all of its various iterations. He remembered when it was just called "the little store." His interest in local history continues with his wish that donations be made in his name to the Deschutes Historical Society.

Memorials

Denis Berrigan

Kim and Carolyn Boddie
Karen Duncan
Rita and David Dutton
Sue Fountain
Mike and Susie Penhollow
Gretchen Williver

Jim McCarthy

Vernon and Karen Kubick
Patricia McCreight
Victoria Skocdopole
Nancy Snyder
Gene and Helen Thomas
John and Sharon Thomas

A Message from Executive Director Kelly Cannon-Miller:

Re-Opening and the Summer of COVID-19

When the Deschutes Historical Museum gets to reopen again remains an elusive date on the horizon. While I write this, Oregon is nearing the end of Week 2 of Phase 1, and officials somewhere will decide when Phase 2 begins based on the numbers of cases during that first phase. Guidelines for opening museums and cultural centers are being finalized. In the meantime, staff continues to gather and document this historic event and field our usual research and information requests.

Among the programming announcements dramatically changed: 2020 is the historical society's 45th birthday. Like a lot of birthday parties this year, we'll have to do our birthday wishes virtually and the party planned for 4th of July sidelined. But there is good news to report. DCHS received a Payroll Protection forgivable loan and you, our members, have once again stepped in to provide well-timed donations or increased your membership dues. A grant from the Oregon Community Foundation in the amount of \$10,000 will keep our momentum moving forward. But the bedrock for our survival comes from Shirley Ray--her bequest gift reported to you in 2018 will save history for the future. COVID-19 would be a much different story for the society without her legacy gift. It's going to be bumpy, and it definitely won't look pretty on the profit and loss at the end of the fiscal year, but we can make it through this.

Here's what we know:

- The museum will reopen when allowed and follow state guidelines accordingly.
- History Pub will return in virtual form for June, July and August--details on how to tune in and watch are still being coordinated.
- History talks in partnership with the Deschutes Public Library have continued during quarantine online and are available through the library's YouTube channel online, and will continue virtually throughout the summer. Find those by visiting www.deschuteslibrary.org and follow the links provided.
- With our traveling exhibits sidelined, the museum is digging into our medical collections to form a new exhibit for the summer on how medicine and past epidemics have shaped local history.
- This is a great time to discover our Historic Deschutes app, which has been updated with a new tour, Deschutes County Byways. Find it in the Apple Store or Google Play as Historic Deschutes by OnCell.

***Thank you, members, for your support.
Onward!***

Mark Your Calendars

JUNE

**25 DESCHUTES LIBRARY CENTENNIAL
CELEBRATIONS: THE 70s**
[Visit the DPLS YouTube Channel](#)

30 HISTORY PUB:
Virtual presentation TBD
McMenamins Old St. Francis



**STAY TUNED FOR
RE-OPENING PLANS!**

Postponed:

Bend Beer Chase: September 26
Bend Festival of Cars returns 2021



Photo by Gary Calicott