



## Road Tripping

Explore early wagon roads  
of Deschutes County

See p. 2

## We Love Potatoes

We honor the history of the  
County Fair with "New to the  
Collection" gems See p. 4



# The Homesteader

Deschutes County Historical Society Newsletter—August 2020



From the front page of "The Bend  
Bulletin," August 26, 1920

## 19th Amendment text

The right of citizens of the  
United States to vote shall not  
be denied or abridged by the  
United States or by any  
State on account of sex.



## Oregon 2020 Commemorative Pin

Women of Oregon achieved  
the right to vote in 1912.  
Then in 1920 the U.S.  
Congress ratified the 19th  
Amendment, extending  
voting rights to women  
nationally. **\$12 each**

# 100TH ANNIVERSARY

# 1900 Road Map of Deschutes County

By Mike Berry



*Late 1800s freight wagon*

120 years ago the area now encompassed by Deschutes County was one of the most remote and sparsely settled regions in the country. At the dawn of the 20th Century a couple of north-south and east-west roads passed through the county to take travelers through to other areas. A few other roads were built to access the sparse settlements springing up in the region. With the introduction of irrigation projects a couple of years later, Central Oregon was about to explode with the growth that continues to this very day. The map on Page 3 gives a snapshot in time of a remote, unsettled Deschutes County just a few short years before the floodgates of development opened.

Crook County was originally a portion of Wasco County, which was at one time the largest county in the United States. At statehood in 1859 it encompassed all of Oregon east of the Cascade Mountains. It quickly began to get whittled down as more manageable-sized counties were carved out of the behemoth. Crook County was created in 1882 from Wasco County. Crook would get reduced in 1914 when Jefferson County was cut out of it and again in 1916 when Deschutes

was calved out of Crook.

In 1900 Crook County had a population of 3,964 and the county seat, Prineville, numbered 656 citizens. The 3,055 square miles in western Crook County that would eventually become Deschutes County totaled 312 people. The majority of them, 210, were in the Sisters/Camp Polk area, 21 lived in the Bend area and 81 were in South County.

The settlement of this section of Oregon was a backwash from the settlement of the Willamette Valley. Between 1834 and 1860, over 50,000 emigrants had come to Oregon to homestead "free" government land in Oregon. Many passed through Central Oregon on the way to the Willamette Valley. The vast majority of emigrants settled west of the Cascades in the promised land of the Willamette Valley. By the 1860s the choice lands west of the Cascades had been picked over, homesteaded, and carved up, making it harder to find good pasturage for raising cattle. A couple of mountain passes over the Cascade Range were discovered, and settlers found they

*- Continued on page 3*



**Deschutes  
Historical Museum**

129 NW Idaho Avenue  
Bend, OR 97703  
Open Tuesdays-Saturdays  
10:00 a.m. to 4:30 p.m.  
541.389.1813

## Museum Staff:

Kelly Cannon-Miller, Executive Director  
Vanessa Ivey, Museum Manager  
Rebekah Averette, Collections Manager  
Tracy Alexander, Membership Officer



## 2020 DCHS Board of Directors:

Sue Fountain, President  
Adrian Bennett, Vice President  
Jane Williamson, Secretary/Treasurer  
Marsha Stout, Past President

## Board Members:

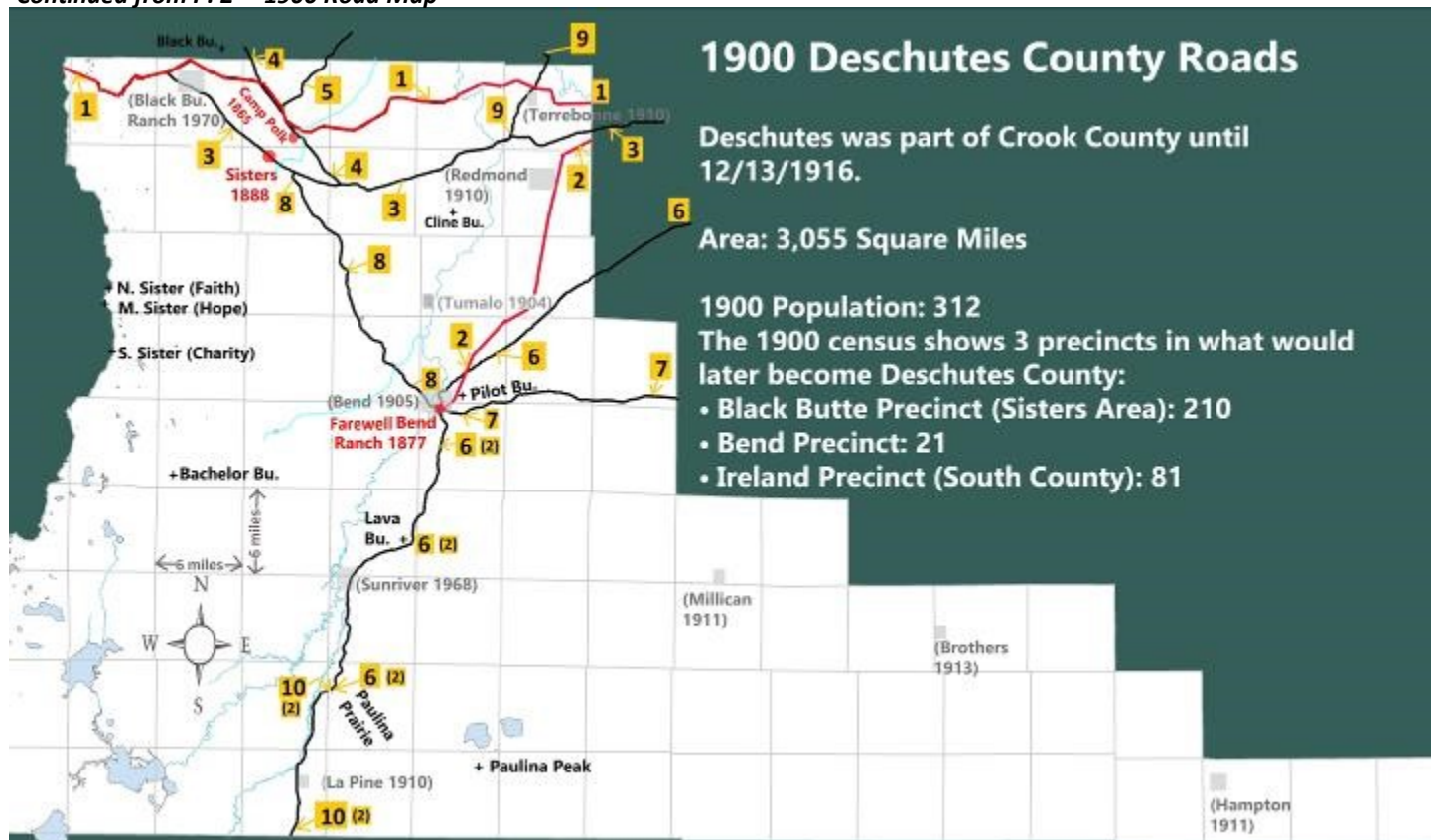
Mike Berry, Mark Capell, Paul Claeysens,  
Tony DeBone, Beau Eastes,  
Dan Ellingson, Greg Fulton,  
Karen Green, Andrea Hunnell-DuPree,  
Loren Irving, Heidi Kennedy, Bill Olsen,  
and Susie Penhollow,

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



[www.deschuteshistory.org](http://www.deschuteshistory.org)  
[info@deschuteshistory.org](mailto:info@deschuteshistory.org)





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|---|--|
| 1. 1865 – Willamette Valley and Cascade Mountain Wagon Road. Private toll road. | 6. 1885 – Powell Buttes and Paulina Creek County Road. |
| 2. 1867 – Huntington Road. Wagon road following old Indian trails.              | 7. 1892 – A. Aldridge County Road.                     |
| 3. 1879 – A. J. Warrin County Road.   | 8. 1892 – John Sisemore County Road.                   |
| 4. 1884 – Rankin Edgar County Road.   | 9. 1892 – B. W. Barnett County Road                    |
| 5. 1884 – Jerry Young County Road.  | 10. 1898 – B. J. Pengra County Road.                   |

could drive their cattle to Central Oregon to fatten on the grasslands in the Ochoco Valley and along the Deschutes River. The discovery of gold in 1862, farther to the east in the Canyon City area, helped fuel the desire to travel into the interior of the state for commerce and adventure.

This set of circumstances brings us to the building of the first wagon road to cross through Deschutes County. This article gives a brief overview of these early wagon roads. I will expound on a few of them in later issues of “The Homesteader.”

According to Deschutes County Road Department records, in 1900 there were 10 major roads within the portion of Crook County that became Deschutes County in 1916. The map above shows these roads, with the red roads representing “private roads” and the black roads being public roads. Red text denotes settlements that were in existence in 1900, and the gray text shows modern towns and settlements and the dates they came into being. The gray gridlines are townships, 36 square mile blocks of land surveyed by the General Land

Office to facilitate homesteading. These townships are nominally 6 miles square.

The roads above numbered 1 through 10 correspond to the yellow highlighted numbers on the map:

1. **The Willamette Valley and Cascade Mountain Wagon Road, 1865, aka the Santiam Wagon Road.**  
A group of businessmen and ranchers in Linn County incorporated the Willamette Valley and Cascade Mountain Wagon Road Company. They had cobbled together an assortment of Indian trails that climbed easterly into the Cascades to a pass that would facilitate a wagon road into Central Oregon.

For the most part, the wagon road follows US Highway 20 from Lebanon over Tombstone Pass to Fish Lake. It deviates southeasterly from US 20 to Sand Mountain, Big Lake (South of Hoodoo Ski Area), the Cache Creek Toll Station and then heads northeasterly to skirt along the southerly flank of Black Butte.

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# DCHS NEWS

It has been a month since the Deschutes Historical Museum reopened... and our visitors have nothing but good things to say, "Glad you are open," and "the displays are excellent and interesting."



The museum is still taking reservations, but don't let that stop you from dropping in unannounced. We are averaging ten visitors throughout the day, so there has been plenty of space to spread out.

Although most of our guests are from out of town, we've had a few locals stop in to take advantage of the research room—all to themselves.

So if you are looking for something to do with grandkids and friends, or just want to get out of the heat (we are air-conditioned) come on over to Idaho Ave, where history is cool and the past is a blast!

*Welcome back and we hope to see you soon.*

## "Timber Culture" Virtual History Pub now available to view online without a Facebook account!



If you missed last month's History Pub with Gwendolyn Trice, Founder and Executive Director of Maxville Heritage Interpretive Center, you can now view her presentation "Timber Culture" on the Deschutes Historical Museum's YouTube channel!

[CLICK HERE](#) for a direct link, or go to the YouTube website and search for Deschutes Historical Museum. There you will find a link to the DHM YouTube channel, with Gwen's talk, and so many other amazing links to our county's history!

## New to The Collection

### Deschutes Netted Gem Potato Sacks

New to the collection are these two, never-used potato sacks. Roy and Mary Bradetich raised Black Angus cattle and grew potatoes on their farm off Eagle Road in northeast Bend for over 40 years. Both were immigrants to the United States, Roy from Austria, Mary from Yugoslavia.

They met and married in Spokane before moving to Bend in the 1920s. Roy worked for Shelvin Hixon until 1942 when he quit to farm full-time. The Black Beauty brand represented both their cattle and their Deschutes Netted Gem potatoes. Roy passed in 1968; Mary and their son, Robert, ran the farm until 1977.



Appropriately, the bags enter the collection right when we should be celebrating the 100th Deschutes County Fair. Last year was the centennial anniversary of the fair's beginning in 1919; this year would have been the 100th. Regular followers of Deschutes County history, and those who have lived it, know that the fair is a descendant of the Redmond Potato Show, launched in 1906. By the 1950s Central Oregon led the west in potato production, with Deschutes Netted Gems winning awards and accolades at potato fairs and festivals around the country. The bags serve as a reminder of our agricultural roots in lieu of the county fair this year. Sadly, we can't help you with getting a corn dog, fry bread, frozen lemonade, or giant pile of curly fries. That will have to wait until next year.





## ***Continued from P. 3— 1900 Road Map***

It then arcs southeasterly to Camp Polk and then crosses the Deschutes River at Lower Bridge.

In 1866 a State charter allowed the wagon road company to charge a toll over the road. The western tollgate was east of Sweet Home and the eastern tollgate was at Cache Creek west of Sisters. The initial vision by the wagon company was to build the road from Lebanon to the east bank of the Deschutes River to facilitate moving cattle and freight across the Cascades. However, the owners then entered into a contract with the federal government of expanding the road west to Corvallis and east to the Snake River. Like a railroad grant, this allowed the company to not only build a private toll road, but to claim a checkerboard of 30 one-mile square sections of land for every 10 miles of road built. The fiasco that followed is worthy of a separate article to examine the fraud and sharp dealings that ensued.

### **2. The Huntington Wagon Road, 1867.**



The Huntington Wagon Road, also known as The Dalles-Klamath Agency Road, was built in the fall of 1867 by J. W. Perit Huntington who was the Superintendent of Indian Affairs in Oregon. The road was built to take supplies from The Dalles to the Klamath Reservation. It utilized the Klamath Trail which generally followed the Deschutes River and was used as a travel and trade route by eastside and Columbia River tribes between Klamath Lakes and Celilo Falls on the Columbia River. Huntington's party consisted of 70 men, including teamsters, soldiers and Native scouts. The Huntington party camped at two spots in Deschutes County in 1867. The first was a dry camp off of McGrath Road by the Boonesborough subdivision where a 1 mile segment of the road has been preserved on BLM land as an interpretive trail. Members of the Deschutes Historical Society mapped this encampment and the Deschutes Historical Museum has a display case of the items that were found. Their next camp was at the area known as "The Meadows" or "The Upper Meadows of the Deschutes" which is now the Sunriver area.

From there they continued widening and blazing the old trail through Deschutes County and on into Klamath. This road was not built as a public highway, but once the trace was opened up it became a well-used north-south route through the area. To the north of Bend the Huntington Road fell into disuse, but to the south other roads were established along the route as County Roads, including portions of the 1885 Powell Butte and Paulina Creek County Road (road #6 on the map) and the 1898 B. J. Pengra County Road (road #10 on the map). Just south of Bend, Huntington's party apparently followed the route of the 1853 Elliott "Lost Wagon Train" aka the Free Emigrant Road.

The next roads in Deschutes County were created as public County Roads through the statutory road establishment process. The law allowed settlers to petition the County Commissioners to create a road along a given route. The road was usually named after the chief petitioner. Surveyors laid out the location of the proposed road and Road Viewers ("three disinterested householders") inspected the proposed alignment and then determined if the establishment of the proposed road was in the public interest. Public hearings were also held and citizens who disagreed with the road's location could file a remonstrance against the road. Owners could also file for damages they would incur if the road was built as viewed and surveyed. "Damages" were payments for loss of revenue (such as crop production) or of improvements (fences, buildings, etc.). The County Commissioners weighed the pros and cons of the road and, holding the benefit to the public paramount to all other concerns, either established the road as a "public highway" or dismissed the proceedings.

### **3. The A. J. Warrin County Road, 1879.**

This 46 mile long road was the first County Road established within Deschutes County. It began just west of Prineville and ended at the Willamette Valley and Cascade Mountain Wagon Road. The road went from Prineville down the Crooked River to the O'Neil vicinity and crossed the Deschutes River at Tetherow Crossing. It then ran just south of the present day Fryrear Transfer Station, up Deep Canyon and then along what is now Jordan Road and US Highway 20 into Sisters. From Sisters it continued northwesterly to intersect the Willamette Valley and Cascade Mountain Wagon Road about 3 miles east of the Cache Creek Toll Station. Various sections of the road were called the Tetherow Bridge Road, the Redmond Sisters Road, the South Redmond Sisters Road and the Jordan Road. This was a very significant and well-used road, being a direct connection to the Santiam Pass from Prineville and the northern settlements in Deschutes County.

### **4. The Rankin Edgar County Road, 1884.**

The Edgar Road started on the Warrin Road at the top of Deep Canyon (near the intersection of Jordan and Cloverdale roads) and went through Camp Polk and northwesterly along Indian Ford Road and on into what is now Jefferson County. It circled around the east and north sides of Black Butte and then north into Camp Sherman, likely along Camp Sherman Road and Rankin Road, to a point on the west side of the Metolius River a mile and a half north of Allingham Ranger Station

*- Continued on page 6*

### 5. The Jerry Young County Road, 1884.

The Young Road began on the Edgar Road north of Camp Polk and traveled up Stevens Canyon into Jefferson County.

### 6. Powell Buttes and Paulina Creek County Road, 1885.



*Pilot Butte as seen from the Powell Buttes - Paulina Creek Road*

This road began at a County Road on the north flank of Powell Buttes. It went southwesterly to Bend, hitting the Deschutes River at Pioneer Park. It stayed on the east side of the river and, heading south, most likely used the same route pioneered by the 1853 Elliott Wagon Train and the 1867 Huntington Wagon Road. It crossed over Lava Butte Pass where Highway 97 crosses over the east flank of the Butte and then curved southwesterly to "The Meadows" (Sunriver) and continued south along the east side of the Little Deschutes River on what is now Huntington Road to its terminus at Paulina Creek in the Paulina Prairie.

### 7. The A. Aldridge County Road, 1892.

Aldridge Road started near the Maury Mountains in Crook County on Little Bear Creek, and ended 41.5 miles later at John Sisemore's Farewell Bend Ranch on the east bank of the Deschutes River. Sisemore's ranch later became the site of the Brooks Scanlon Mill and is now the Old Mill District. Aldridge Road made for a direct connection to the Bend area from the Maury Mountain settlements and, with the road that was surveyed concurrently with it, the John Sisemore Road, to the Santiam Pass and the Willamette Valley. Portions of the Aldridge Road east of Bend likely followed the tracks of the 1845 Meek "Lost Wagon Train" and the 1853 Elliott "Lost Wagon



*Tree blazed on 1892 Aldridge County Road*



*Circa 1845 Emigrant grave along 1892 Aldridge County Road*

Train". Both of these emigrant trains were comprised of around 200 wagons and probably left a very discernible trail across the landscape.

### 8. The John Sisemore County Road, 1892.

This road begins at the terminus of the Aldridge Road east of the Deschutes River and was surveyed and viewed the day after the Aldridge survey was completed. John Sisemore built a bridge across the river which the Sisemore Road utilized to cross to the west side of the Deschutes. Interestingly enough, the footbridge across the Deschutes in the Old Mill District is at the location of Sisemore's original bridge. Sisemore Road crossed Tumalo Creek at the same place that Shevlin Park Road does, and then cut across Bull Flat (Tumalo Reservoir) and intersected the 1879 Warrin Road east of Sisters. This road created the first direct route from the Bend area to the Santiam Pass.



*12 mile marker on 1892 Sisemore Road*



*Sisemore Road - Tumalo Creek Bridge at Shevlin Park-Photo courtesy of Bowman Museum*

### 9. B. W. Barnett County Road, 1892.

The Barnett Road began in Jefferson County north of the Crooked River. It crossed the Crooked River at a location called "Trail Crossing" that is about 2 miles upstream from the Rex T. Barber Veterans Memorial Bridge on US Highway 97. The road ran southerly to intersect the 1879 Warrin road at Tetherow Crossing on The Deschutes River. Barnett Road connected the settlements north of the Crooked River to the Santiam Pass.

### 10. B. J. Pengra County Road, 1898.

This road began at the southern terminus of the 1885 Powell Buttes and Paulina Creek Road and continued south along the route of the 1853 Elliott Wagon Train and the 1867 Huntington Wagon Road, to the south line of Deschutes County. In 1910 the town of La Pine was founded along this road, which was by then known as Huntington Road. Chief petitioner Bynon Johns "B. J." Pengra had been the Surveyor General for Oregon during the Lincoln Administration. He later established a ranch on the upper Deschutes River.

Many of these early roads fell into disuse as the county was settled and a more practical road system was developed. Some of the road segments are portions of other modern roads, like Huntington Road in South County, and many portions of the old unused roads have been vacated (legally extinguished). It is worthwhile to note that there were other roads crisscrossing the area in 1900, like some stage lines or roads used to access the Cascades, but these were roads of convenience that never had any legal standing.



## Remembering

# Louise Brogan

**August 29, 1925– June 5, 2020**

*By Susie Penhollow*

Louise was a great lady! My Mom, Millie Chopp, and Louise, worked on the chili feed together for many years. They were both wonderful women who enjoyed life and knew how to cook, work, and have fun. I volunteered to serve as dining room hostess for the annual chili feed, and that is where I met Louise.

When my Mom passed away in 1994, Louise asked me - in memory of my Mom - to help her cook the chili for the annual chili feed. How could I say no to her request? I really liked being a hostess and wasn't too excited about being a chili cook amongst the onions, garlic, and beef. We went shopping for all the ingredients, cooked the meat, washed and cut the vegetables to get them ready for the chili. It took many long hours of shopping, cutting vegetables, cooking and serving. I always learned something from her and she was a joy to be with. She was a great cook, and we would always sample the desserts she brought for the dining room. Louise was one of the very special women of that generation, and she will be dearly missed! I have so many fond memories of her. She was a delightful person.



*Above: The Chili Feed Kitchen Crew; Louise seated at left, and in the inset at right*

## Memorials

***Louise Brogan***

Wilma Merritt

***Margaret Cady***

Nancy Merrick

***Jim McCarthy***

Joan and Ken Hoernlein

Don and Mary Ellen James

Nancy McCarthy

## Virtual History

By Bonnie Burns

The Deschutes County Public Library, in celebration of their 100-year anniversary, initiated "Deschutes by the Decades". The series explores and reflects upon Deschutes County from 1920 to the present. The programs and activities celebrate an individual decade each month. The library webpage has all the details for your curiosity and edification. Each section of the decades has fascinating highlights recalling important events; the fashions, hairstyles, music, prom pictures.

To allow safe attendance of these presentations in the age of social distancing, Liz Goodrich, Programs Supervisor at the library, working with Deschutes Historical Museum Executive Director, Kelly Cannon-Miller, set up virtual enhancement presentations that can be viewed on YouTube. Starting with 1950, each presentation is recorded and posted online. The interviews are casual, informative, and include newspaper clips and photos not seen on the library pages.

You can watch the presentation about the 80s/90s on August 27 and the 2000s to present on September 24. "You can find 20s and 40s on our Facebook page if you scroll down, down, down, to the date of the program. We livestreamed those events. The livestreaming of the 30s failed technically," says Goodrich. If you need any further information, click on "Ask a Librarian" on their website. [www.deschuteslibrary.org](http://www.deschuteslibrary.org)

The following addresses with links are provided:

1950s <https://www.youtube.com/watch?v=c6L9wcOaugc>

1960s <https://www.youtube.com/watch?v=9nHBcwc5RAQ>

1970s [https://www.youtube.com/watch?v=Utw\\_8p06QYQ](https://www.youtube.com/watch?v=Utw_8p06QYQ)

### Also of interest:

**The 1918 Pandemic: When the Flu Hit Deschutes County** by Kelly Cannon-Miller, <https://www.youtube.com/watch?v=CtxSZOLY-m4>

SINCE 1975

## Thank You to Our Membership!

From Sue Fountain, Board President

Once again when the call went out for donations, you, the members of the Deschutes County Historical Society, responded in a positive way. In last month's Homesteader we wrote about the 45<sup>th</sup> anniversary of DCHS and asked for donations to commemorate this historical date. Many of you sent donations or raised your annual giving amount, and we are very grateful to you.

The museum is open, staff and volunteers are back to work, and board meetings are being held. We continue to look ahead as we work through this difficult time. Many of our programs are online for now, and I highly recommend them to you. Events that have been cancelled this year are on hold for next year. We remain as active as we can within the current restrictions, and we appreciate all of you for your support and understanding.



## Mark Your Calendars

### AUGUST

- 11 HISTORY PUB VIRTUAL PRESENTATION:  
OREGON'S NEW DEAL LEGACY  
Presented by Sarah Baker Munro, Author and Historian
- 26 CENTENNIAL OF THE RATIFICATION OF  
THE 19TH AMENDMENT
- 27 DESCHUTES LIBRARY CENTENNIAL  
VIRTUAL CELEBRATIONS: THE '80s AND '90s

### Rescheduled:

September 19-20: "The Little Woody" Walkabout

### Cancelled due to COVID-19 Restrictions:

August Historic Walking Tours

