



Journey Through Time

Tour Route Management Plan

Journey Through Time Management Plan



This project was undertaken by Michael Wetter & Associates of Salem, Oregon, on behalf of the Travel Information Council, the Oregon Department of Transportation, and the North Central Region.

The Journey Through Time Tour Route has been incorporated into the Tourism Strategic Plan for the North Central Oregon Regional Strategy Board (Gilliam, Grant, Morrow, Sherman, Wasco and Wheeler Counties) and is considered a major component of that Plan, also produced by Michael Wetter & Associates.

Michael Wetter, principal, Michael Wetter & Associates, served as project manager on development of the Journey Through Time Tour Route. Michael Teskey, of CommunityFirst! partners in Boulder, Colorado, assisted with resource evaluation and community meetings. Lyn Jensen of OutPost Publications in Canyon City, Oregon, researched and wrote substantial sections of this document.

March 1996

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Journey Through Time

Cultural and Natural History Corridor

Management Plan

Summary and Background

Introduction

The Journey Through Time Tour Route is a partnership effort among residents, community leaders and governmental agencies to highlight and share special features of a 286 mile route through North Central Oregon. Partners include the Oregon counties of Baker, Grant, Sherman, Wasco, and Wheeler; Klickitat County in the State of Washington, and their municipalities, historical and civic organizations, museums and businesses.

The North Central Oregon Regional Strategies Board, Clyde Holliday State Park, John Day Fossil Beds National Monument, Wallowa-Whitman and Malheur US National Forests, Historic Baker City Inc., Maryhill Museum of Art, area Chambers of Commerce and many other organizations involved in the tourism industry are participating in this project.

It is the hope of these organizations that the Journey Through Time Tour Route will serve to enhance and protect the valuable heritage resources along this unique corridor, and that it will create a source of economic vitality for the region.

The Journey Through Time Tour Route is a key component of the Tourism Strategic Plan developed for the North Central Regional Strategies Board in 1995. This route is envisioned as an efficient means of drawing visitors further into the region of North Central Oregon and will serve as a primary destination for many visitors.

The Journey Through Time stretches from Baker City along Highway 7 to US 26, then along Highway 19 to Fossil, along Highway 216 to Shaniko, and along US 97 through Biggs to a terminus just across the Oregon/Washington border at the Maryhill Museum of Art. The Journey Through Time links to Washington-designated scenic route at its north end.

An alternate route is being developed from Service Creek, down Highway 207 to Mitchell, to the Painted Hills Unit of the John Day Fossil Beds National Monument, then East on Highway 26 to rejoin the main route at Picture Gorge. Spurs to Sumpter, Granite and Canyon City will also be included.

The Journey Through Time Tour Route celebrates an area uniquely rich in history. The route provides the traveler with an experience of that history: a history of the land, a history of the people, and a history of the industry and commerce.

The Journey Through Time is a story of massive gold discoveries, of fortunes made and lost, of Chinese laborers and their culture, of towns that boomed and busted, of places once more populated than any in Oregon; of timber, agriculture and pioneer settlers. The story told by this route includes the story of the earth's history, of sea beds where there is now desert, and of creatures that once roamed abundantly but are now extinct.

A Few Highlights

A sampling of the route's highlights:

1. The Maryhill Museum in Klickitat County, Washington, offers an impressive view of the Columbia River Gorge. Maryhill is a national caliber museum with a fascinating past and a unique facility.
2. The award-winning Sherman County Museum in Moro tells the history of the area.
3. Picture Gorge, where the John Day River rushes through a dramatic gorge of 200-foot basalt cliffs formed by volcanic lava flows is visually striking. It is made even more significant by the ancient pictographs which mark its canyon walls.
4. Parts of the John Day Fossil Beds National Monument are the only place on earth where there is a visible, fossilized record of 50 million years of geological activity.
5. Blue Basin, a dry badlands canyon striped horizontally in shades of blue, has a two-mile self-guided hiking trail with interpretive signs.
6. Cathedral Rock, a cathedral-sized, pastel-hued rock palisade, slid down from a high bluff to the west. Coming to rest, it forced the John Day River around it.
7. Kimberly is a picturesque junction where the rushing North Fork, Middle Fork and South Forks of the John Day River meet.
8. Fossilized mammoth bones were discovered in the town of Fossil a century ago. The public fossil-digging beds are a treasure.
9. There are more fossils, trails and interpretive exhibits at the John Day Fossil Beds National Monument / Clarno Unit, and the University of Oregon's Hancock Field Station, known for its field studies in paleontology and geology, is nearby.
10. From various locations along the route, there are spectacular mountain views of the Strawberry Range, and, from the high plains, of Mt. Jefferson, Mt. Hood and Mt. Adams.
11. Unusual rock formations line the route, like sculpted river canyon walls, turrets and columns whipped by the wind.
12. The route crosses the Columbia River Gorge.
13. Deep wagon ruts of the Oregon and Barlow Trails are clearly visible.
14. An old military road from Canyon City to The Dalles, built in the 1870s, is visible from the route.

15. The route crosses the sites of Native American salmon harvests, rendezvous, ancient pictographs dyed on rock walls and tribal trade routes.
16. Railways, stagecoach routes, a ferry crossing, historic towns, hotels and museums bear testament to a colorful era of blacksmith shops, dance halls, saloons, liveries and red light districts.
17. The former Rajneeshpuram, where a religious sect controlled a town in the 1980's, is near the route.
18. Chinese laborers once toiled to mine gold. Evidence of their culture still exists.
19. Time-honored Old West traditions continue. These include branding by fire, shearing by hand and riding the range on horseback.
20. Mill sites and mill towns exemplify the historical and current timber industry.
21. Shaniko was once considered the largest wool shipping center in the world.
22. The Kam Wah Chung Museum is internationally significant as one of the best representations of the lives of 19th century Chinese immigrants. The Kam Wah Chung is a former Chinese store, medical center, religious shrine, and meeting place.
23. The epic adventure of the Oregon Trail is depicted with full scale models and living history presentations at the Oregon Trail Interpretive Center at Flagstaff Hill.

History of the Route

For untold centuries Native Americans utilized portions of this route as hunting and fishing grounds and as a trade rendezvous site with other tribes. EuroAmericans came into the area in the early 1800s for fur trapping.

Settlement exploded in the 1860s with the discovery of gold. Towns were quickly established and fortunes were made and lost. Literally thousands of miners and Chinese laborers mined streams, caverns and tunnels throughout the eastern portion of the route. Some of these early towns are still thriving, with considerably smaller populations, and others are marked by weather-worn rock foundations scattered on prairies and high mountain valleys.

An 1890s entry in the Grant County historical records claims that the area was considered suitable for seasonal livestock but "too rugged" for year-round human habitat. The development of good roads and housing has, of course, changed that view.

Roads were quickly established from Canyon City, once Oregon's largest municipality, to other bustling towns, including those on the Columbia River. Highways 26, 19, and 218 mark this route. Soon freight wagons and stagecoaches ran these routes. Stagecoaches still operated as late as 1929 from Austin Junction to points south, along portions of the Journey Through Time on Highways 7 and 26.

Emigrants on the Oregon Trail crossed the proposed Journey Through Time Tour Route on its east end, and again on the west, where they established an overland trail to the Willamette Valley.

In the 1890s and through the 1930s the Sumpter Valley Railway wound through the timber belt of the Blue Mountains carrying logs, livestock, passengers and gold on a route 80 miles long between Baker City and Prairie City. Highways 7 and 26 parallel this railway route, springing from old wagon and stagecoach roads which followed the rails.

For the past several years a concerted effort by a group of residents, US National Forest staff and historians has resulted in the resurrection of a portion of the Sumpter Valley Railway, which now steams along parallel to portions of Highway 7 through a state designated Wildlife Refuge. Other interpretive sites have been created as well.

Mill towns sprang up along the tracks of this narrow-gauge, steam-operated railway, generating prosperity based on agriculture, gold and timber. Massive stream-eating dredges churned through the mountains, throwing up thousands of tons of soil to be sifted for its gold. Millions of dollars in gold were carried out of this region by train, wagon and pack animal.

At the west edge of the route was the southern terminus for the Columbia Southern Railroad which hauled sheep at the turn of this century from what was billed as the wool center of the world. Related industries sprang up from the railroad. Besides sheep and wool, the railroad moved wheat, which today is still the primary crop grown along this portion of the route. Freight wagons hauled by several teams of horses or mules at once also headed north along Highway 97 to reach freight barges on the mighty Columbia River.

Between 1930 and 1960 paved roads slowly replaced winding, unimproved roads. Early automobiles chugged along the new roads. Additional roads were also constructed, further improving access to the area for the growing population. State highways 26, 7, 19 and 97 in particular continue to serve as major trucking routes.

With the establishment of the John Day Fossil Beds National Monument Visitors Center, tourism traffic increased along Highways 26, 19, 218 and 97. With the opening of the Oregon Trail Interpretive Center in 1993 traffic along all portions of this route has increased substantially. Visitors, particularly those from points west, often travel along Interstate 84 to the Interpretive Center and then look for alternate routes for their return.



Project History and Organization

Project History

The Journey Through Time Tour Route was first conceived in the Spring of 1995 by the Grant County Chamber of Commerce Tourism Committee. A Tourism Assessment for Grant County, completed that spring by the Oregon Tourism Division, Rural Development Initiatives and Michael Wetter & Associates, yielded the following findings:

1. Grant County contains an extremely high concentration of developed and undeveloped heritage tourism resources. In fact, the study found that the Grant County heritage resource was significant on a statewide basis and could be the foundation for an effective heritage tourism strategy for the region.
2. The area contains the John Day Fossil Beds National Monument, one of only four National Park Service managed properties in Oregon. There is opportunity to better capitalize on the park for tourism development.

3. Any heritage tourism development in Grant County should connect with Baker City, where heritage tourism development has gained considerable momentum. This makes especially good sense since a major heritage tourism attraction, the Sumpter Valley Railway, connects Baker City with Prairie City and creates a natural link between Baker City and Grant County.

The Tourism Committee reasoned that a heritage-based route with a terminus at Baker City would draw heritage-oriented visitors out of Baker City and through North Central Oregon.

The Oregon Department of Transportation has chosen the Prairie City to Fossil portion of the route as the demonstration area for a new Oregon Travel Signing System. The travel signing system has installed interpretive markers in some locations along the route, kiosks in Prairie City and in Fossil, and has signed the route as the *Journey Through Time State Tour Route*. With signing in place through most of the route, a major component of the tour route is already accomplished.

Organization

An informal organization to coordinate promotion and development of the route has been formed. The Tour Route has been divided into three sections, with coordinators and teams assigned to each section. Team leaders coordinate their efforts with leaders representing other parts of the route.

The Journey Through Time Heritage Association is focusing immediate efforts on coordination of a 286-mile Celebration to call attention to the tour route. The "Journey on the Journey Through Time Celebration" is set for Sept. 21-29, 1996. Each community along the route is committed to living history, music and theatrical performances, Old West festivities, dining events, special museum events and business promotions during the Celebration. Brochures, articles for mainstream travel magazines and media kits are under development.

This celebration will occur over two weekends and the week in between, and coincides with Oregon Archaeology Week. Therefore, visitors will have an opportunity to tour the route in a leisurely fashion while enjoying music, living history performances and special events during the festivities. Committees representing the western, central and eastern portions of the Journey Through Time Tour Route are coordinating plans for the celebration.

In 1995, the North Central Regional Strategy Board contracted with Michael Wetter & Associates for the development of a Tourism Strategic Plan for Gilliam, Grant, Morrow, Sherman, Wasco and Wheeler Counties. The Tourism Strategic Plan was adopted by the North Central Regional Strategies Board in January 1996.

As part of the planning effort, Michael Wetter & Associates and the North Central Region are working to establish a staffed tourism organization for the region. The organization will serve the entire region in implementing the North Central Oregon Strategic Plan for Tourism. The Journey Through Time Tour Route is a key component of the strategic plan. Michael Wetter & Associates will continue a coordinating role until a full time staff is hired in January 1997.

Vision, Goals, Objectives

Vision

The Journey Through Time Tour Route has developed a reputation as a rich, meaningful, and exciting heritage experience. Interpretive markers and displays located at key sites along the route's entire length tell in vivid detail the stories of those who pioneered this land, of how they made their living, and of the fortunes that were made or lost. This history provides a rich background for an understanding of the region's main industries—timber and agriculture— which are also interpreted for the visitor. Visitors spend days in the area learning about the earth's past with naturalists, and hunting for their own fossils near the town of Fossil.

The Journey Through Time Tour Route draws repeat customers out of Portland, Boise, and other population centers in the Pacific Northwest. In addition, the Journey Through Time route serves as an alternate route to I-84 from Baker City to Biggs. Many prefer it as a scenic and engaging alternative to the interstate freeway.

Each of the towns along the Journey Through Time Tour Route actively showcase their heritage and rural lifestyle. Antique stores, gift shops, restaurants, bed and breakfasts, and motels are thriving. Local business people offer unique experiences like the chance to tour a historic town by horse-drawn carriage, take a ride on an historic train, pan for gold, or spend a few days living on a ranch. Visitors leave with a better understanding of rural issues and local people feel that the route is helping them preserve and improve their quality of life.

Goals

1. **Create Jobs.** To create economic opportunities for the towns along the Journey Through Time Tour Route.
2. **Maintain Rural Lifestyles.** The rural lifestyle is the reason why many residents live in the area. The area would like to support its traditional industries of agriculture and timber, maintain the small, friendly feeling of its towns, and continue to have available open, uncrowded, space to live.
3. **Protect Important Values.** To preserve the heritage of the area, which will be lost or degraded if it is not protected. The region's heritage is an integral part the area's identity and character and is important to both the area's present and future.

4. **Build Identity for the North Central Region.** To help create an impression, with non-residents, of the qualities and features that make the North Central Region unique.

Objectives

Create Jobs

1. **Attractions.** Develop attractions within communities so that visitors spend time and money within the communities.
2. **Interpretive Information.** Provide interpretive information in each community that tells the story of what makes the community special. This will encourage visitors to spend time in each community along the route.
3. **Business Opportunities.** Provide area businesses with an opportunity to advertise to tour route users.
4. **Downtown Revitalization.** Conduct downtown revitalization efforts in area communities to help merchants better capitalize on visitation and to help downtowns become attractive for visitor activity.

Maintain Rural Lifestyle

1. **Interpret Industry.** Provide interpretation of agriculture and forest products to create a greater understanding of these industries among out-of-area visitors.
2. **Support Authenticity.** Showcase the rural lifestyle in its authentic form, to give people an experience of why it is valuable and should be preserved.
3. **Attract Quality Visitors.** Promote to quality visitors who will spend time and money in the area. Quality, not quantity.

Protect Important Values

1. **Protect Historical Attractions.** Conduct historic preservation efforts to protect the region's valuable heritage attractions.
2. **Educate Visitors.** Educate visitors about sensitive resources, such as fossil beds and petroglyphs, so that they do not violate these important elements of the route.

Build Identity for the North Central Region

1. **Market heritage.** Conduct marketing efforts that emphasize the heritage theme.
2. **Develop heritage.** Develop attractions that reinforce the heritage theme.

3. **Emphasize the authentic.** Key promotion and development efforts to authentic aspects of the area's history, rather than fabricating new attractions.

Enhancement and Management Strategies

Economic development interests in the region have undertaken a number of key strategies to gain economic benefit from the tour route designation and to preserve unique offerings along this route.

Overall Enhancement Efforts

1. Almost every community along the Journey Through Time Tour Route has initiated efforts to preserve or showcase local historical points of interest. Downtown restoration, preservation and beautification projects are underway or recently completed in Baker City, Sumpter, Austin Junction, Prairie City, Canyon City, Mt. Vernon, Dayville, Spray, Fossil, Shaniko, Grass Valley, Moro and Maryhill. New festivals are planned, storefronts are being improved and efforts such as murals and walking tour brochures are underway. As part of a planning process initiated by the North Central Region, many communities have received, and will continue to receive, assistance from the Oregon Downtown Development Association.
2. Each of the counties in North Central Oregon has embraced tourism as a key industry through the Regional Strategies Board. Gilliam, Grant, Morrow, Wheeler, Sherman and Wasco Counties have approved a Tourism Strategic Plan for the six county North Central Oregon Region which cites the Journey Through Time Tour Route as a key component of the Strategy. In addition, some of the counties of the North Central region are active members of the Eastern Oregon Visitors Association and Oregon Trail Marketing Coalition.
3. Hospitality workshops for local businesses have been conducted in Morrow and Grant Counties and are under consideration in other places along the route.
4. Visitor kiosks were completed in 1995 at Prairie City and Fossil. These kiosks describe the Journey Through Time Tour Route through historical photos, maps, and points of interest. Free brochures are under development and will soon be available to the public to further detail this tour route and provide information on dining, lodging, museums, etc. Similar kiosk information -- detailing the Journey Through Time Tour Route -- are under development for the communities of Moro and Baker City.
5. Several Bed and Breakfasts have sprung up on or near the route.
6. Farm/Ranch recreation opportunities were developed in 1995 through a partnership between the Grant County Tourism Committee and the Oregon Department of Agriculture. Workshops have been completed and follow-up activities are currently underway throughout the region to promote farm and ranch stays, working dude ranches, retail farm stands, fee hunting, and other agri-tourism opportunities.

7. Loop tours are being developed to provide side trips from the Journey Through Time Tour Route. These loops include the Middle Fork of the John Day River, Sumpter to Greenhorn Gold Loop, Logan Valley and the Aldrich Range.
8. A new merchant's association has been formed in Prairie City. In Canyon City merchants and volunteers contributed matching funds and labor for placement of a sign depicting the town's history.
9. Public awareness of the natural resources industries has been initiated and will be integrated into the route development.
10. Cultural resources are being developed with attention to their carrying capacity. Further, the undeveloped potential of other facilities is under consideration. For example, the City of John Day is currently soliciting requests for proposals to study the feasibility of expanding the Kam Wah Chung Museum.
11. Land use patterns will be maintained by the counties.
12. The Journey Through Time Tour Route connects directly to a Washington State designated Scenic Tour Route. This connection serves to attract visitors who wish to travel further. The Maryhill Museum of Art will distribute Journey Through Time brochures at its facility.

Points of Interest and Specific Enhancement and Protection Projects

Maryhill Museum of Art

- ⇒ Resource: Maryhill Museum of Art.
- ⇒ Location: Near Highway 97 in Washington State.
- ⇒ Management: Non-Profit Organization
- ⇒ Condition: Excellent
- ⇒ Enhancement: None needed.
- ⇒ Protection: Curatorial capabilities are in place.

This historic mansion showcases sculptures by Rodin, a Native American gallery, rare chess sets, Queen Marie of Romania Royal Regalia, Russian Icons, European & American paintings, a gift shop, cafe and picnic grounds. A ghost town and replica of Stonehenge are nearby.

Biggs

- ⇒ Resource: Community.
- ⇒ Location: Highway 30.
- ⇒ Management: Municipality
- ⇒ Condition:
- ⇒ Enhancement: Wastewater treatment.
- ⇒ Protection: None needed.

Biggs' tourist accommodations straddle Hwy. 30, which runs between I-84 and the original route of the Oregon Trail. About one mile west of town is an historical marker and viewpoint. It was at this point that most of the emigrants had their first view of the

Columbia River. Mt. Hood's 11,235 ft. peak is also clearly visible. Original Oregon Trail ruts are an easy hike, located about one mile from a historical marker.

The property owners in Biggs have come together to form a service district for the purpose of constructing a wastewater collection, treatment and discharge facility. This will allow for existing businesses to expand as well as for anticipated rapid growth of new business interests in Biggs. Proposed new businesses include a motel and an RV park.

Wasco (Pop. 385)

- ⇒ Resource: Community.
- ⇒ Location: Highway 97.
- ⇒ Management: Municipality.
- ⇒ Condition:
- ⇒ Enhancement:
- ⇒ Protection: None needed.

The town is named after the county, and the county is named for a tribe of Indians, roughly shortened from Was-co-pam. The Wasco Indians were a Chinook tribe, formerly living on the south side of the Columbia River, near the present-day city of The Dalles. Was-co meant maker of basins, believed to refer to the intricately-sculpted rock canyon walls near the Columbia River. Sherman County and the town of Wasco were carved from Wasco Co. in 1889.

A small wheat-growing community, Wasco is the site of Sherman County's only airport. Although now used for commercial crop-spraying aircraft, it has the capability of being used by commercial aircraft. The Oregon Trail passes north of Wasco. The historic McDonald Crossing of the Trail is on the John Day River approximately 13 miles east of Wasco. A kiosk is located at the crossing. Wasco offers a full service restaurant as well as a community grocery store.

Oregon Trail and Barlow Road

- ⇒ Resource: Oregon Trail and Barlow Road Cut-off
- ⇒ Locations: Baker City (Oregon Trail) and Moro, Oregon (Cut-off to the Barlow Road)
- ⇒ Management: BLM, Baker City and Baker County partnership; Town of Moro and Sherman County.
- ⇒ Condition: Outstanding views of ruts of emigrant's wagons are in good condition.
- ⇒ Enhancement: Include in marketing efforts.
- ⇒ Protection: None needed.

The Oregon Trail has proven to be an extremely important visitor industry resource. Baker City has very effectively capitalized on this resource through the Oregon Trail Interpretive Center. As a result, during the 1993 sesquicentennial, the Journey Through Time Tour Route area saw a 30% increase in visitor traffic.

Because of the power of this resource as a heritage attraction, and because Baker City is at an important strategic location as the eastern portal for the route, the Journey Through Time Tour Route complements the Oregon Trail theme.

The two locations where this theme can be most effectively used are Baker City and at the town of Moro. Baker is already providing an Oregon Trail experience through the Oregon Trail Interpretive Center and marketing efforts are in place to support this effort through the Baker County Visitors and Convention Bureau and the Eastern Oregon Visitors Association.

The Sherman County Historical Museum, located at Moro, was the 1994 recipient of the prestigious Albert B. Corey award for recognition of a volunteer-based historical organization. This museum contains countless early settler artifacts, including an exhibit, "Oregon Trails, Rails and Roads in Sherman County."

With these resources in place, no further development of the resource is currently necessary, and the resource does not require protection efforts. The Journey Through Time Tour Route project will focus on weaving the Oregon Trail theme into its interpretive and marketing materials.

Moro (Pop. 295)

- ⇒ Resource: Community.
- ⇒ Location: Highway 97.
- ⇒ Management: Municipality.
- ⇒ Condition:
- ⇒ Enhancement: Kiosk under development, downtown revitalization efforts.
- ⇒ Protection: None needed.

Moro, the smallest county seat in the state, has an 1899 county courthouse. Historical records indicate that Henry Barnum was the first resident in this immediate area. He settled near the present town site in 1868, where he later established a trading post. There are several versions as to how the town was named. One states that it was named for Moro, Illinois, by Judge O.M. Stone who formerly lived in that eastern town. Moro has a full service grocery store, a 12 unit motel and a restaurant as well as being the location of the Sherman County Fairgrounds and RV Park.

A kiosk highlighting the Journey Through Time Tour Route is under development for Moro's downtown, to be located near the Sherman County Historical Museum. The kiosk will include maps, historical photos and points of interest.

Award-Winning Sherman County Museum

- ⇒ Resource: Sherman County Museum.
- ⇒ Location: Highway 97 in Moro.
- ⇒ Management: Non-Profit Organization
- ⇒ Condition: Excellent
- ⇒ Enhancement: None needed.
- ⇒ Protection: Curatorial capabilities are in place.

Moro is home to the Sherman County Museum, which was recently named the 1994 winner of the prestigious Albert B. Corey Museum Award. This award is for recognition of a small, primarily volunteer-operated historical organization that displays the best qualities of vigor, scholarship and imagination in its work. A maximum of one Corey Award per year is made to a deserving museum in North America so this award to the Sherman County Museum is a great recognition of achievement for this facility and its volunteer staff.

Grass Valley (Pop. 160)

- ⇒ Resource: Community.
- ⇒ Location: Highway 97.
- ⇒ Management: Municipality.
- ⇒ Condition:
- ⇒ Enhancement: Rest area, farm equipment museum, downtown revitalization.
- ⇒ Protection: None needed.

The community of Grass Valley was named for the abundant rye grass grown here. According to Oregon Historical Society records, a century ago the grass grew so tall that it reached a man's head as he rode horseback through this picturesque valley. The Grass Valley Canyon begins at Grass Valley, meandering north and eventually joining the canyon of the John Day River. The town was incorporated as the result of a popular vote in 1900.

Grass Valley offers the only publicly accessible gasoline and diesel station between Madras and Biggs as well as a full service grocery store and restaurant facilities. The Oregon Department of Transportation has recently expressed an interest in placing a rest stop at or near the City of Grass Valley. This would greatly increase the number of vehicles stopping in the community and would therefore enhance opportunities for tourism activity. Although this project is only in the preliminary discussion stage, the City and County are anticipating working with ODOT to make this proposal a reality within the next few years.

A local resident who has a significant inventory of antique farm machinery has expressed interest in opening an outdoor farm equipment museum in Grass Valley along Highway 97.

Mountain Views

- ⇒ Resource: Mountain Views. Unsurpassed and unobstructed vistas of Mt. Jefferson, Mt. Hood and Mt. Adams.
- ⇒ Location: Highway 97.
- ⇒ Condition: Good.
- ⇒ Management: Private agricultural land adjacent to highway.
- ⇒ Enhancement: A pull-out with interpretive sign is needed.
- ⇒ Protection: Awareness among land owners.

This is part of the Buck Hollow Watershed Project area, which is a collaboration of area landowners, the Bureau of Land Management, and the Soil & Water Conservation Districts of Sherman and Wasco Counties. The North Central Regional Strategy tourism effort will work with this organization to identify ways to keep the key views open.

Shaniko (Pop.30)

- ⇒ Resource: Community.
- ⇒ Location: Highway 97.
- ⇒ Management: Municipality.
- ⇒ Condition:
- ⇒ Enhancement: Sewer system needed.
- ⇒ Protection: None needed.

Shaniko dates from 1900, when a spur of the Columbia Southern Railroad was extended south from the Columbia River Gorge to haul sheep and wool to market. The vast grasslands were home to thousands of cattle and sheep in the late 19th century. The boom gave Shaniko the title of "Wool Shipping Center of the World" for a brief decade. The usual assortment of frontier establishments were here: hotels, saloons, brothels and dry goods stores. Some of the last big battles between the cattlemen and the sheep ranchers were fought on the open range outside Shaniko.

The town takes its name from August Scherneckau, the operator of the store and stage stop. The town had nearly faded from existence until 1985, when Jean and Dorothy Farrell from Eugene purchased the hotel and restored it. The hotel, built in 1900, was known as "Southern Queen of the Highland Hostelryes." The dining room is a miniature museum of North Central Oregon with a beautiful backbar of an early saloon. In recent years Shaniko has been developing a "ghost town" theme and several Old West styled buildings have been relocated here or reconstructed.

⇒ **Fossil (Pop. 470)**

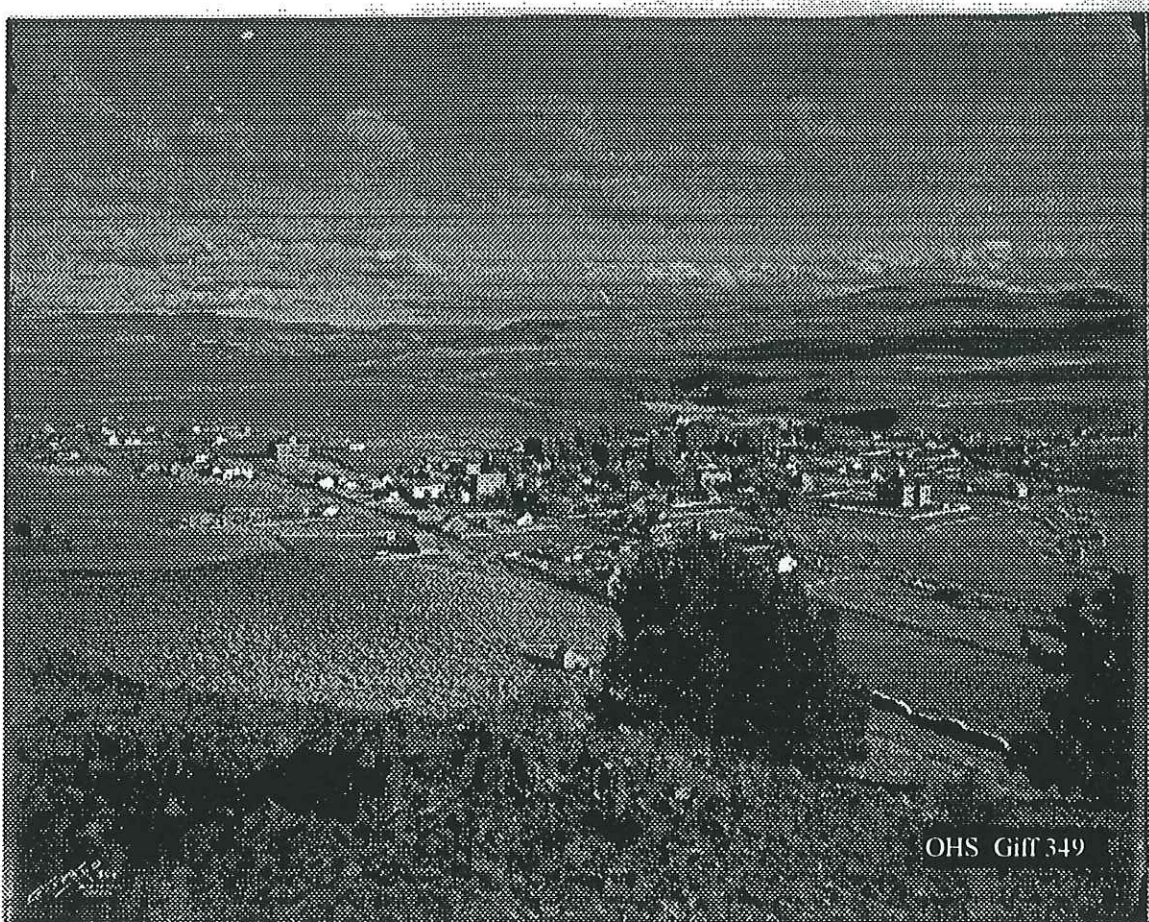
- ⇒ Resource: Community.
- ⇒ Location: Highway 19 and 218.
- ⇒ Management: Municipality.
- ⇒ Condition:
- ⇒ Enhancement:
- ⇒ Protection: None needed.

The eight-square-block downtown area is a mix of old brick and wooden false front stores. Fossil Museum, occupying the red brick IOOF hall on First Street, offers pioneer goods, farm equipment and other artifacts. Fossil was named for the numerous fossils discovered when the town was laid out in 1867. Scenic float trips along the John Day River have river access near here.

Public Fossil Beds

- ⇒ Resource: Public Fossil Beds.
- ⇒ Locations: Near Fossil, Oregon.
- ⇒ Management: None
- ⇒ Condition: Primitive
- ⇒ Enhancement: Identify entrepreneurs and develop and market public fossil digging.
- ⇒ Protection: Work with archaeologists to make sure that the resource is not depleted.

This project will work with local business people to develop a "fossil industry" in the Town of Fossil area. This would include sites where visitors can dig their own fossils, along with staff that can help identify them. Visitors would be able to mount their finds for home display, or do other crafts or science related projects. Visitors will get a hands on experience and leave with a valuable remembrance of their visit to the Journey Through Time Tour Route area.



There is an existing fossil dig site behind the Fossil High School. However, this site is not staffed or developed. If it were promoted or developed, it could be disruptive to school activities. Therefore, other sites will be sought.

This strategy would create greater awareness of fossils as an important resource and would encourage people to enjoy but not destroy the resource. Work with paleontologists will need to be completed to ensure that the fossil digging enterprise will be sustainable and not deplete the resource.

As part of the North Central Oregon Regional Strategy planning efforts, Michael Wetter & Associates will work with local economic development advocates to locate entrepreneurs that are interested in initiating a fossil digging enterprise. The plan will be tied in to the overall marketing and development strategy for the Journey Through Time Tour Route.

Julia Henderson Pioneer Park

- ⇒ Resource: Park.
- ⇒ Location: Highway 19.
- ⇒ Management: County.
- ⇒ Condition: Good
- ⇒ Enhancement: None needed.
- ⇒ Protection: None needed.

Scenic site of the Annual Eastern Oregon Pioneer Picnic held on the 3rd weekend of July. An interpretive marker tells the story of the park.

Service Creek

- ⇒ Resource: Community.
- ⇒ Location: Highway 19.
- ⇒ Management: Municipality.
- ⇒ Condition:
- ⇒ Enhancement:
- ⇒ Protection: None needed.

Originally named "Sarvis" after a pioneer settler, postal authorities changed the town's name 50 years ago without consulting local citizens. Many still call the town Sarvis. There is excellent access to the John Day River here for whitewater rafting trips.

John Day River Interpretive Site

- ⇒ Resource: Interpretive site.
- ⇒ Location: Highway 19.
- ⇒ Management: ODOT.
- ⇒ Condition: Good.
- ⇒ Enhancement: None needed.
- ⇒ Protection: None needed.

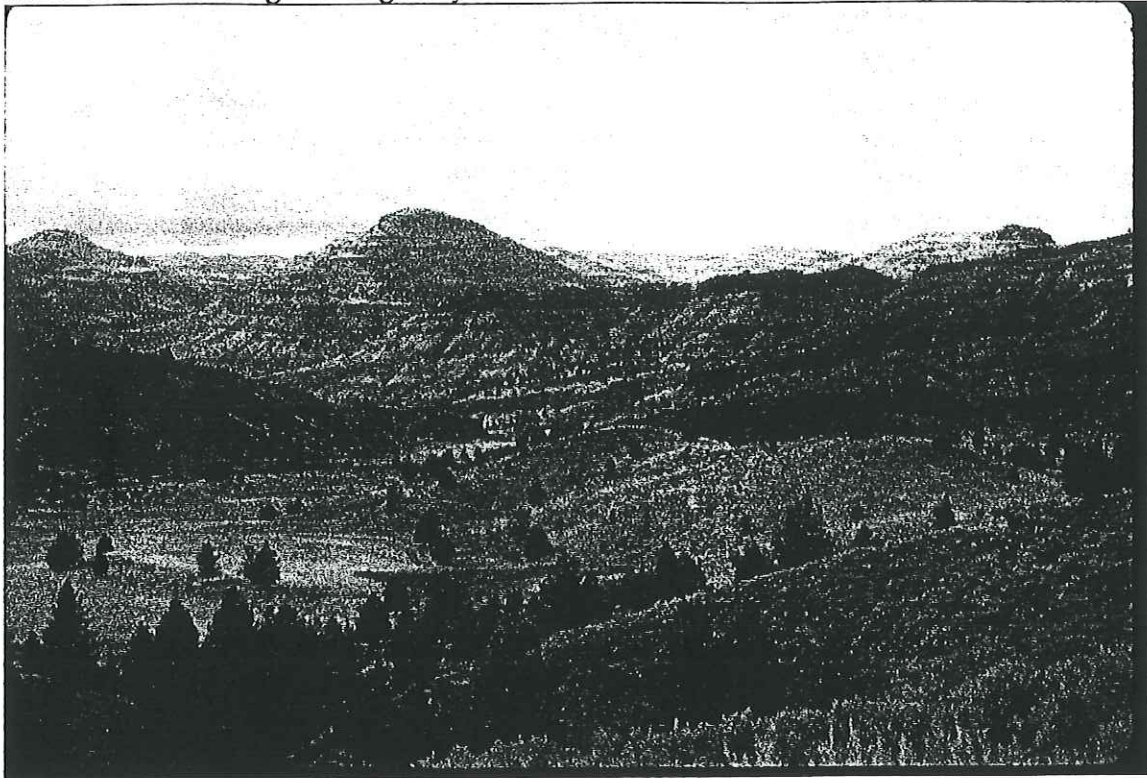
An interpretive marker provides information about the John Day River.

John Day Fossil Beds National Monument

- ⇒ Resource: John Day Fossil Beds National Monument.
- ⇒ Locations: Near Dayville and Fossil.
- ⇒ Management: National Park Service.
- ⇒ Condition: Excellent.
- ⇒ Enhancement: Promotion.
- ⇒ Protection: National Park Service has programs in place.

The John Day Fossil Beds National Monument is one of only four National Park Service-managed properties in Oregon. The National Monument is dispersed through several locations, or "Units" in the area. The Blue Basin and Clarno Units are directly on the route. The Painted Hills Unit is just off the route, nine miles west of Dayville.

The current visitor center is at the historic Cant Ranch, which is on the tour route just north of Picture Gorge on Highway 19.



As part of the North Central Oregon planning project, work will be undertaken with the National Park Service to build on programs for children and families. This is an existing strength of the John Day Fossil Beds National Monument. Children love fossils and prehistoric lore. School groups are frequent visitors. A nearby Oregon Museum of Science and Industry camp, Camp Hancock, brings many young people to the area.

A "Fossil Kit" for the region's schools has just been developed by Fossil Beds National Monument staff and is available for loan throughout the region.

Merging of the Waters

- ⇒ Resource: Merging of the Waters
- ⇒ Location: Kimberly
- ⇒ Management: Private Landowners, Government
- ⇒ Condition: Natural condition.
- ⇒ Enhancement: Interpretive Sign is needed.
- ⇒ Protection: Education as part of promotion; Riparian restoration.

The North Fork, Middle Fork and South Fork of the John Day River meet at this location. This would be an excellent site for an interpretive sign indicating that the John Day has the greatest number of miles of scenic waterway designation in the continental

United States. Information could be provided about the three forks of the river and their origination and lengths.

Also at this site begins a narrow valley of mild climate, where fruit crops cover hundreds of acres. Efforts are underway to work with farmers and ranchers in the area to develop Farm/Ranch recreation opportunities. Local supporters of the project will work with orchardists in this area to provide farm stays, open bed and breakfasts, or to market fruit directly to visitors.

As part of the North Central Regional Strategy Tourism planning process, efforts are being made to identify riparian areas that need restoration and to provide visitors with opportunities for working vacations. Visitors would pay to help restore the riparian areas and learn about the eco-systems of the area from area naturalists. A few miles north of this site, the privately-owned Longview Ranch partnered with the state to conduct miles of riparian restoration and serves as a model for this type of endeavor.

Spray (Pop.155)

- ⇒ Resource: Community.
- ⇒ Location: Highway 19.
- ⇒ Management: Municipality.
- ⇒ Condition:
- ⇒ Enhancement: Interpretive signing needed.
- ⇒ Protection: None needed.

The community of Spray lies in the curve of the John Day River. The river is tree-lined against the sage and juniper backdrop of nearby hills. Spray is known for its upland bird and game hunting, along with fishing on the river. The town is a former stagecoach stop and ferry crossing site. It currently operates a Pioneer Museum. South of Spray is the junction of Kimberly, well known for its fruit orchards and fields of clover and mint -- a fragrant journey in the springtime. There are BLM campsites at Lone Pine and Big Bend Parks east of Kimberly.

Interpretive Signing is needed to tell the story of how the ferry was needed to help freight wagons, which were traveling from gold mines in eastern Oregon up to the Columbia River, cross the John Day River.

Military Road

- ⇒ Resource: 1870s Military Road
- ⇒ Location: Road visible 5 to 6 miles west of Dayville. The location just east of Picture Gorge is an asset.
- ⇒ Management: Private lands, BLM
- ⇒ Condition: Ruts in good condition.
- ⇒ Enhancement: Interpretation is needed.
- ⇒ Protection: Work with landowners.

This site has clear markings of an old military route, worn from wagons. During the Bannock Indian Wars of the late 19th Century, settlers in this part of eastern Oregon demanded government protection. Posts were established along this route, with a main

command located south of what is now Prairie City. The Military Road was used strictly by the militia, according to historic records, and civilians negotiated with the government for construction of a parallel road which somewhat follows modern-day Highways 26 and 19.

Work is needed with landowners to ensure that they are aware of the value of the resource.

Thomas Condon Visitors Center

- ⇒ Resource: Thomas Condon Visitors Center.
- ⇒ Locations: Near Dayville.
- ⇒ Management: National Park Service.
- ⇒ Condition: Doesn't exist yet.
- ⇒ Enhancement: Support development.
- ⇒ Protection: None needed.

This project supports development of the John Day Fossil Beds National Monument proposal for a Thomas Condon Visitor Center. The proposed \$20 million center would provide a facility for visitor orientation, information and interpretation as well as paleontological resource management, research and education.

About \$1.3 million has been spent for design work and exhibits. The facility is ranked fourth in line on the list of park service priorities for the Oregon and Washington region. Improvements at Crater Lake are at the top of the list. A "Friends of the Thomas Condon Visitor Center" committee has been formed to support development of the center.

Picture Gorge

- ⇒ Resource: Ancient pictographs created by Native Americans are easily visible. Narrow canyon with John Day River rushing through. Tall canyon walls formed by lava flows.
- ⇒ Location: West of Dayville at the entrance to the Painted Hills area
- ⇒ Management: John Day Fossil Beds National Monument
- ⇒ Condition: Some theft and vandalism, but minimal.
- ⇒ Enhancement: Interpretive signing
- ⇒ Protection: Efforts by archaeological team are underway.

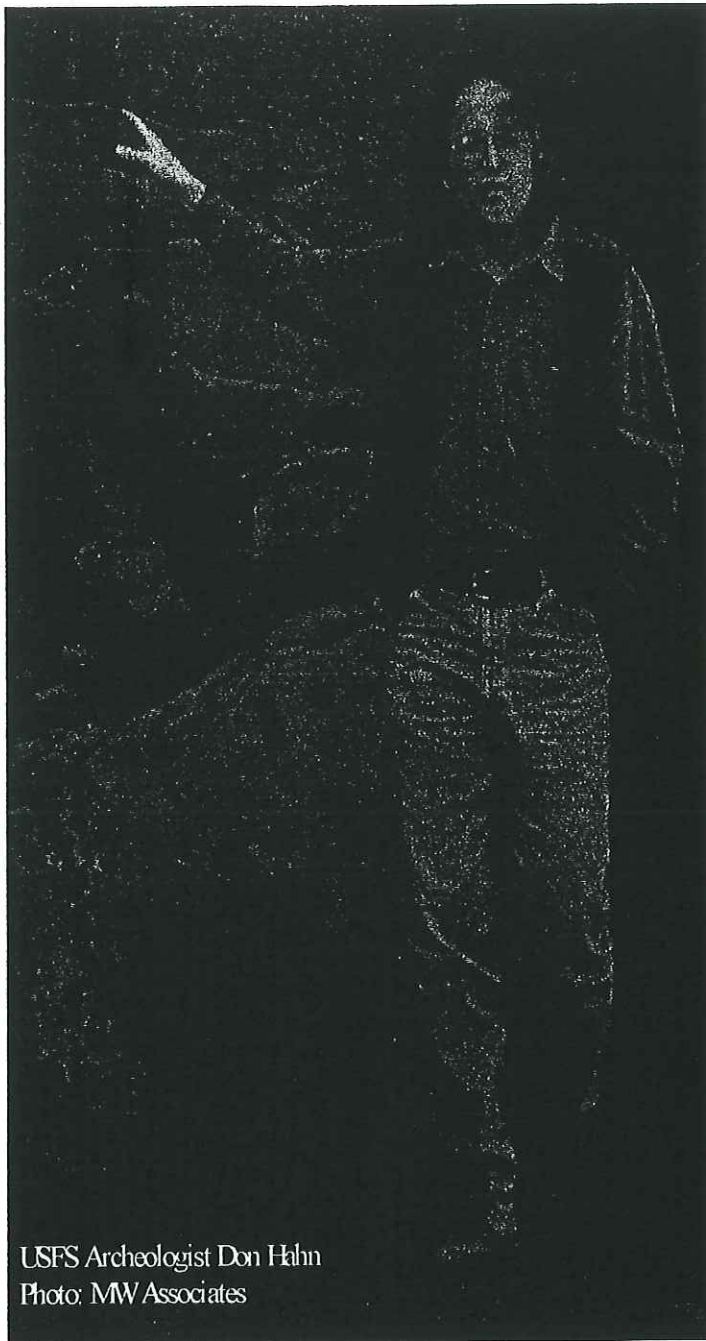
A sign already on-site clearly identifies Picture Gorge, but additional information about its history as a Native American trade crossing is needed. The same applies to the pictographs. Some are visible from the roadway, or by climbing down the bank to the river and peering down the gorge.

A pullout area already exists, although the roadway is narrow and curvy at this point and somewhat dangerous, especially in the winter when ice can form in this area.

A side tour loop through Bear Valley will be developed, where research shows more than 3,000 rendezvous sites for different tribes through the centuries. A stone camas oven, dating back approximately 700 years, was discovered in 1995 at Bear Valley by

Malheur National Forest archaeologists. It is the first found south of the Columbia Gorge and is the first found on the northern edge of the Great Basin.

A partnership between National Monument and Malheur National Forest archeologists has been initiated to interpret and preserve the pictographs. The archeologist team is working to stem vandalism and to increase public awareness to the sensitivity of this resource. Additional interpretive information in this area would be of value.



USFS Archeologist Don Hahn
Photo: MW Associates

Dayville (Pop. 145)

- ⇒ Resource: Community.
- ⇒ Location: Highway 26.
- ⇒ Management: Municipality.
- ⇒ Condition:
- ⇒ Enhancement: Downtown revitalization.
- ⇒ Protection: None needed.

A few miles outside Dayville is the Mascall Overlook, where four distinct geological ages are visible: Columbia, Rattlesnake, John Day, and Clarno. Many consider this overlook to be the best view of Oregon's fossil beds. The town of Dayville is described as "a pretty little cow town." Here, at the turn of this century, popular horse racing events attracted visitors from distant points. The Dayville Hotel, no longer in business, still makes a good photo subject. Horse races, team roping and a parade occur each July 4, with team roping in the downtown roping arena taking place on all major summer holidays.

Mt. Vernon (Pop. 625)

- ⇒ Resource: Community.
- ⇒ Location: Highway 26.
- ⇒ Management: Municipality.
- ⇒ Condition:
- ⇒ Enhancement: Considering park on the river, downtown revitalization.
- ⇒ Protection: None needed.

Mount Vernon was named after a famous race horse who was boarded just east of here in a small stone barn built especially for him. Southwest of Mt. Vernon is the Cedar Grove Botanical Area, which contains a small grove of Alaska Cedars that are unique to the area and the last remnants of a prehistoric forest. West of here is the Clyde Holliday State Park, a hiker/biker and river fishing camp facility.

Canyon City (Pop. 660)

- ⇒ Resource: Community.
- ⇒ Location: Highway 395.
- ⇒ Management: Municipality.
- ⇒ Condition:
- ⇒ Enhancement: Downtown revitalization
- ⇒ Protection: None needed.

Two miles south of John Day is the former gold rush town of Canyon City. Once a town of 5,000 people, in the 1860s approximately \$26 million worth of gold was mined near this once-bustling community. Canyon City is the county seat of Grant County. The Grant County Historical Museum is located in the heart of town, with exhibits on gold mining and early settlers. The 1876 Episcopal Church is on the National Historic

Registry. The 1870s Sels Brewery, old bank and stagestop buildings still stand in the historic downtown.

Sels Brewery Renovation

- ⇒ Resource: Sels Brewery
- ⇒ Location: Canyon City
- ⇒ Management: Whisky Gulch Gang
- ⇒ Condition: Good condition, needs some renovation.
- ⇒ Enhancement: Develop into an operating microbrewery
- ⇒ Protection: None needed.

The Whisky Gulch Gang is seeking grants for renovations of this historic brewery. Once renovated, the brewery will offer tours for the period from Memorial Day through Labor Day. Long term plans possibly include converting the facility into a working microbrewery.

John Day (Pop. 1,900)

- ⇒ Resource: Community.
- ⇒ Location: Highway 395 and 26.
- ⇒ Management: Municipality.
- ⇒ Condition:
- ⇒ Enhancement: Downtown revitalization, traffic congestion in the summer.
- ⇒ Protection: None needed.

The largest community in Grant County, John Day was founded as a trading point on the old Dalles Military Road in the 1860s and once served as a Chinatown during the Gold Rush heyday at adjacent Canyon City. John Day was a pioneer whose trip West in 1810 was filled with misfortune. John Day was a member of the Jacob Astor party in Idaho. When the party split up to hunt for food, John Day and a companion became lost and nearly perished. The next spring they resumed their trip and reached the Columbia River. They were robbed of their belongings and their clothes. They were found by some trappers, nearly starved and naked. They were rescued and delivered to Astoria. The river and this area were named in honor of this unfortunate traveler who never set foot in the immediate area, and whose main achievement was surviving the hardship of his trip West.

The downtown area includes a 19th Century church on the same grounds as the Grant County Chamber of Commerce. The Kam Wah Chung Museum also downtown. In the 1880s there were twice as many Chinese in John Day as Caucasians, and the museum building was once a mercantile, herbalist's office and Chinese social center.

Gold Mining Heritage

- ⇒ Resource: Gold Mining Heritage
- ⇒ Location: Canyon City/John Day
- ⇒ Management: Various.
- ⇒ Condition: Undeveloped.
- ⇒ Enhancement: Develop gold panning opportunities.
- ⇒ Protection: None needed.

A gold rush occurred in the John Day Valley in 1862-1880 and during that period more than \$26 million was taken from Canyon Creek and its environs. At its heyday Canyon City boasted more than 5,000 residents and was once more populated than the settlement of Portland. While Chinese laborers served in the mines, most actually resided at a Chinatown, at what is present day John Day. Nonetheless, during the Gold Rush era an influx of Chinese, prospectors, merchants, and emigrants filled the town and a local jargon quickly became popular, known as "Chinook." This local dialect contained a heady mix of English and Chinese words and was so prevalent that late 19th Century newspaper accounts sometimes slipped into the early terminology.

Open gold mines are still clearly visible on the mountainsides surrounding town, and some residents still pan and sluice for gold as their only livelihood. Placer mining took place for a short time earlier this century, but didn't last long. Placer ditches are also evident above the canyon, clearly visible from Hwy. 395.

A resident who owns open gold mines just south of town is offering visitors the opportunity to pan gold in Canyon Creek. For a small daily fee, findings belong to whoever discovers them! Another resident, an active member of the Gold Prospectors of America Association, is seeking funding for the purchase of hand-operated gold seekers, comparable to metal detectors, and would like to offer these devices for rent on a per day basis to visitors. Gold pans are still readily available at local hardware stores.

Many of the early prospectors are buried in the old cemetery above town. Excluded from the cemetery's walls are two prostitutes and two horse thieves, according to historic records. A sign near their graves outside the main cemetery tells these stories.

Canyon City's downtown, although devastated by three fires and a flood, still reflects the Gold Rush era. Several stone buildings remain, including the 1870s Sels Brewery, which is open to the public annually by a local civic group, the Whisky Gulch Gang, during the town's '62 Days Gold Rush Celebration.

The Canyon City Council is involved with a local tourism committee in seeking historic district designation for its downtown, and the Whisky Gulch Gang has expressed interest in a feasibility study on restoring the Sels Brewery to its original use by establishment of an on-premise microbrewery.

The 1876 St. Thomas Episcopal Church, in downtown Canyon City, is on the National Historic Registry and is an anchor for Canyon City's effort to seek designation as a historic district. Grassroots efforts for living history events are underway by a few citizens as a means of informing the public about the town's history.

Chinese History

- ⇒ Resource: Kam Wah Chung Museum
- ⇒ Location: John Day
- ⇒ Management: City of John Day, Oregon State Parks, Grant County Parks & Recreation Dept.
- ⇒ Condition: Threatened.
- ⇒ Enhancement: Expand with ancillary attractions.
- ⇒ Protection: Get curatorial assistance.

Over a century ago, two Chinese immigrants came as greenhorn miners to the newly discovered gold fields at Canyon City. Breaking social and racial barriers of the West, they stayed on in Chinatown (now John Day) long after the 1862 Gold Rush ended. Ing Hay and his business partner, Lung On, established a successful herbalist practice and drygoods general store which became the very center of the Chinese community.

The Kam Wah Chung Co., built in 1866-7, served as store, opium den, healing center and shrine for Chinese who labored in the gold mines. The Chinese were protected

in this building, which was built like a fortress to ward off cowboys who periodically galloped through Chinatown with guns blazing.

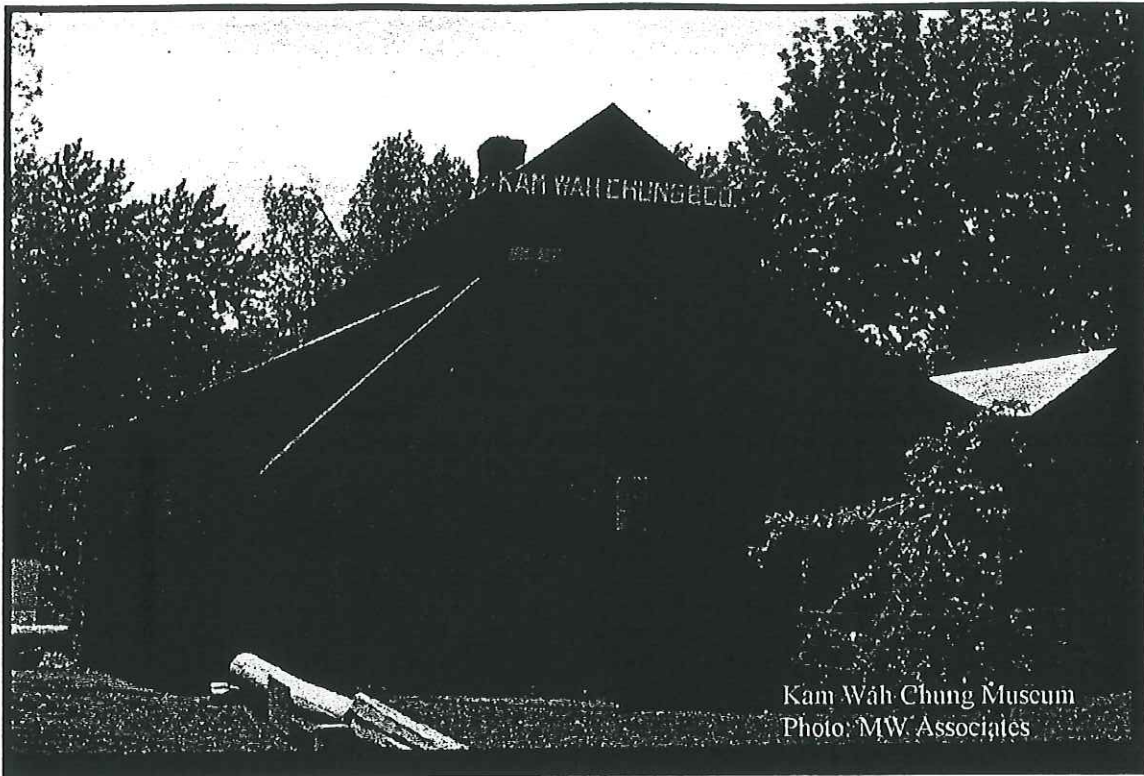
The Kam Wah Chung holds tremendous historic significance. Upon Ing Hay's death in 1952, the building was locked and remained untouched for almost 20 years. Its stone structure allowed contents to be preserved perfectly. Contents include personal and household goods, mercantile items, priceless antiques, Chinese artifacts and more than 500 Chinese herbal medicines.

The Kam Wah Chung is the last direct link between Old China and the frontier of the gold camps and boom towns, to which these men had been drawn as youths.

A group of concerned citizens, community leaders, and State Parks staff have begun an effort to expand the Kam Wah Chung Museum by studying renovation of an existing county-owned Parks and Recreation Department building next to the museum. The adjacent building currently serves as a bathhouse for the city's municipal pool. To date, \$20,000 in grants for this effort have been obtained from the Oregon Dept. of Parks and Recreation and from the US Forest Service. A feasibility study for these plans will get underway during the spring of 1996.

The Kam Wah Chung & Co. building and its contents am the greatest single surviving group of original materials dating from the 19th Century influx of Chinese immigrants into the American West.

*--Jeffrey Barlow & Christine Richardson
China Doctor of John Day*



An annual Chinese New Year's parade in John Day, has been poorly attended due to lack of publicity. A few residents dress in Chinese outfits and the parade consists of about six entries. There are no other events in conjunction with this parade. Obviously, the potential is tremendous to turn this into a broader festival.

Plans to expand the Kam Wah Chung via an interpretive center next to the existing building offer great opportunity to further tell the story of the Chinese influence on Eastern Oregon.

There are currently no other exhibits in Eastern Oregon depicting the Chinese influence, which include miles-long trenches hand-dug by the Chinese throughout the region (the Eldorado Ditch, stretching dozens of miles, is clearly visible near Unity), nor are there any displays about the infamous 1887 Chinese massacre in Wallowa County. Along the Middle Fork of the John Day River rocks piled larger than cabins were turned over by Chinese laborers by hand, where they re-sifted mine tailings left by white prospectors.

The success of the gold mines, which led to the creation of early towns, depended upon Chinese labor. The story of the Chinese impact on Eastern Oregon has been left unsaid.

Old West Traditions

- ⇒ Resource: Old West traditions
- ⇒ Location: Throughout the Length of the Route.
- ⇒ Management: Various
- ⇒ Condition: Intact.
- ⇒ Enhancement: Farm/Ranch recreation program.
- ⇒ Protection: None needed.



A unique glimpse into the Old West. Shoot-outs, stagecoaches, saloons and the Wild West are still visible in the region, where visitors can walk the sidewalks or boardwalks and relive the past. Hotels reflect an earlier era, a time when ranchers and miners would come to town frequently.

Area museums showcase this era and traditional methods of ranching are still visible to those traveling this route. Cowboys still ride the range, where cattle graze on decades-old pastures.

Even though many original smaller ranches have been consolidated into larger ones, visually nothing has changed. In the John Day Valley, most ranches consist of thousands of acres, held by descendants of those who held the first deeds. Family heritage and pride in land ownership runs strong here, and is unlikely to change at any time soon. Land use laws prohibit subdivision of these large ranches.

Livestock

- ⇒ Resource: Livestock
- ⇒ Location: John Day Valley, John Day River bottoms, Shaniko
- ⇒ Management: Private, Malheur National Forest
- ⇒ Condition: Intact
- ⇒ Enhancement: Farm/Ranch recreation development.
- ⇒ Protection: Public information.

In the John Day Valley, cattle have been the predominant livestock since ranches were established in the 1870s-1880s. Grazing allotments in the Malheur National Forest have been held for decades by the same ranching families. Most ranches follow traditional ranching methods of branding their livestock by fire, utilizing rockchucks rather than modern equipment for fence building, and cattle maintenance and cattle drives are still

accomplished by horseback. Twice yearly cattle drives of more than 1200 head of livestock are paraded through downtown John Day, as seasonal drives move these animals a distance of more than 30 miles from Bear Valley to the fertile John Day Valley. Many ranchers are descendants of original homesteaders and many of the larger properties now classify as centennial ranches.

Traditional ranches of many thousands of acres trail the John Day River bottoms west of Kimberly to east of Fossil. These picturesque valleys, with rock walls brightened by the fertile green river bottoms, mostly hold cattle. A tribute to the scenic beauty of this area is the Longview Ranch, long a model of good ranch management.

Shaniko was once billed as the "Wool Shipping Center of the World," and served as the southern terminus for the Columbia Southern Railway. From here, live sheep and wool were shipped to the Columbia for further shipping to distant points. Sheep predominated as the choice of livestock in this area.

Today, at Shaniko visitors can see remains of buildings and historic wood structures from the days when the town was a thriving commercial center.

Interpretive signing and other information is needed about the history of cattle here, the types of grasses (i.e. bunchgrass) which led to grazing as a mainstay, the types of cattle (Herefords and longhorns) best suited to this region, and about how the sheep populations declined as a result of the range wars at the turn of the century.

Efforts are underway to provide farm and ranch recreational opportunities. In January 1996 the Oregon Outdoors Association agreed to serve as the umbrella organization for farm-ranch recreation efforts statewide. This effort originated from a meeting held in the North Central region by Michael Wetter & Associates.

Timber Industry

- ⇒ Resource: Timber Industry
- ⇒ Location: Mostly Baker to John Day.
- ⇒ Management: Wallowa-Whitman and Malheur National Forests
- ⇒ Condition: Struggling, due to harvest restrictions.
- ⇒ Enhancement: Interpretation.
- ⇒ Protection: None.

No clearcutting is visible from the highways. Old growth forests are visible in sections of these National Forests. There are few private land holdings through the timber belt, an unspecified area encompassing thousands of acres, where former milltowns existed.

The Sumpter Valley Railway was built in 1890 by David Eccles, who owned a huge mill at Baker City. He realized the potential to haul logs from the Blue Mountains to Baker City for shipping from there to other points. The Railway operated from the 1890s to the 1930s, running a distance of 80.1 miles from Baker City to Prairie City. Literally hundreds of additional miles of track zigzagged on side tracks throughout the Blues.

Milltowns quickly sprang up along the route: Whitney, Austin, Bates. Whitney, is a classic high mountain ghost town now with wind-whipped wood buildings leaning in an open meadow. A three-story mill across the meadow and original narrow-gauge tracks of the railway can be viewed by visitors. Most of the structures of the town of

Austin have been moved, and the town now consists of less than a dozen quiet residences.

The entire town of Bates, quickly built as a mill company town earlier this century, was dismantled and buildings were relocated or torn apart for structures at other locations, predominantly Prairie City. Former Bates residents hold an annual reunion where they reminisce about the town and its former mill-owned store.

Enhancement: Continue excellent restoration efforts of Sumpter Railway. Signage is needed at Bates and Austin. Many visitors pass the empty field where the town of Bates used to be, not knowing that earlier this century a thriving community was located there. Cement walls mark where the former Bates mill sawed huge trees into logs and boards for shipping on the railway.

Depot Park at Prairie City tells the story of the timber and railway days, but this is mixed in with other early settler artifacts. Historic photos belonging to the National Forests, not displayed anywhere, should be made visible to the public. These depict grand old trees cut from the forests, with cuts wider than a person is tall.

At Prairie City visitors can arrange for a tour of the operating Prairie Wood Products mill. At Mt. Vernon, and at other points not on the tour route but close enough for easy designation as a side trip, former operating mills stand in quiet sentinel just outside town limits. At Long Creek, for example, one of the last operating steam-powered sawmills is standing in a field.

There is currently no museum or exhibit area solely for the timber industry, which is the backbone of many Eastern Oregon communities. North Central Regional Strategy tourism efforts will include contact with mill owners about helping to fund a timber or natural resource-based museum or interpretive site.

Trade Goods

- ⇒ Resource: Trade goods
- ⇒ Location: Throughout Area, paralleling modern highways
- ⇒ Conditions: Some traces of historical trade is still visible.
- ⇒ Enhancement: Interpretation.
- ⇒ Protection: None.

The Sumpter Valley Railway hauled logs, livestock, gold and passengers from the John Day Valley to Baker City. Columbia Southern Railway hauled sheep, wool and wheat from North Central Oregon to the Columbia River.

Heavy freight wagons, pulled by teams of horses or mules, moved goods from the boom towns via a network of undeveloped trails and roads which eventually became the highways of today. Gold and disgruntled miners and settlers often were freighted out of the high mountains, while much-needed supplies were hauled in.

The creation of permanent residences gave rise to the stagecoach routes which followed the tracks of the freight wagons. As late as 1929 stages hauled passengers, trade goods, emigrants and gold dust through Grant County. Stagecoach routes ran from Baker City to Canyon City and from Canyon City to the Columbia. Besides town liverys, rural

settlers prospered by providing supplies to travelers. Many original homesteads, which later gave rise to the establishment of towns, served as stage stops.

The Cant Ranch, now the Visitors Center for the John Day Fossil Beds, is a prime example of a popular stage stop. This Victorian home offered respite to weary travelers. Travel in this region was arduous at best and the railways, freight wagons and passenger-movers played a critical role in development.

Much of the region of the Journey Through Time Tour Route was used by Native Americans as crossing grounds to reach designated points for trading, such as further west along the Columbia River. The part of Oregon along the tour route, according to historic records, served mostly as a migratory area for early Native Americans.

While tepee rings are visible in the John Day Valley in the springtime, USFS records show that tribes came to this area to hunt and gather food rather than to maintain permanent residence. Twenty miles to the south, Bear Valley served as a major rendezvous site and so far more than 3,000 campsites of varied tribes have been discovered. Evidence shows flint remains from rock not native to this area.

The Columbia is well known for its Native American gathering points for the harvest of salmon and trading of goods. The word Wasco is derived from a Native American word meaning "bowl," referring to the rolling hills terrain near the Columbia.

Prairie City (Pop. 1,160)

- ⇒ Resource: Community.
- ⇒ Location: Highway 26.
- ⇒ Management: Municipality.
- ⇒ Condition:
- ⇒ Enhancement: Downtown revitalization
- ⇒ Protection: None needed.

Prairie City was the west end of the turn-of-the-century railroad from Sumpter. The town is considered the gateway to the Strawberry Mountains. The Dewitt Museum is located in the relocated Sumpter Valley Railroad Depot at Depot Park, a few blocks from the picturesque downtown. The 1910 depot has 11 rooms filled with displays of pioneer artifacts, and overnight camping facilities are available in Depot Park. Interesting architecture downtown includes brick, masonry and cut stone. The Malheur National Forest ranger station is located in Prairie City.

Strawberry Mountain Overlook.

- ⇒ Resource: Scenic vista.
- ⇒ Location: Highway 26.
- ⇒ Management: ODOT/Travel Information Council.
- ⇒ Condition: Good.
- ⇒ Enhancement: None needed.
- ⇒ Protection: None needed.

A spectacular view of the Strawberry Mountain Range. An interpretive marker and a covered wagon visitor information kiosk provide visitor information.

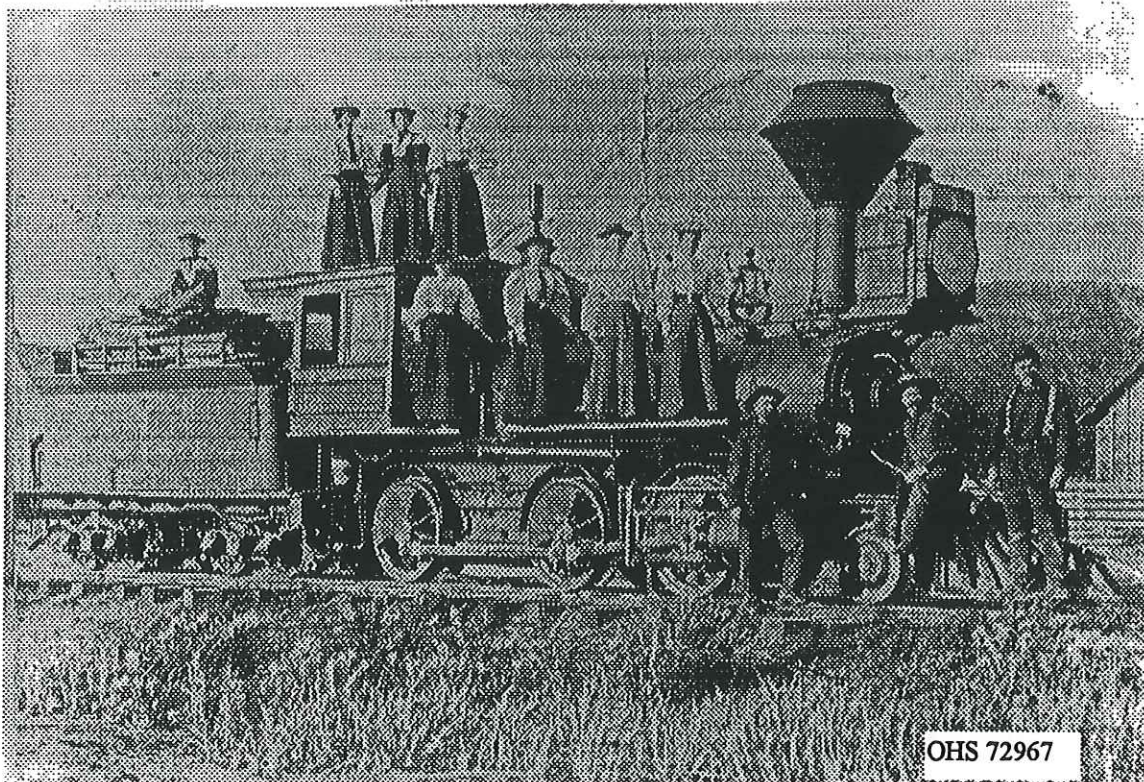
Sumpter (Pop. 165)

- ⇒ Resource: Community.
- ⇒ Location: Highway 7.
- ⇒ Management: Municipality.
- ⇒ Condition:
- ⇒ Enhancement:
- ⇒ Protection: None needed.

Gold was discovered here during the Civil War era, and the town was named (with incorrect spelling) after Fort Sumter, North Carolina, by early settlers. Despite devastating fires the town retains its Old West character. A brick vault from an early bank stands along stores on the Main Street, which includes log-hewn and boardwalked restaurants, gift shops and quaint stores.

Sumpter Valley Railway

- ⇒ Resource: Sumpter Valley Railway
- ⇒ Location: Baker City, Dixie Mountain, Depot Park (near Sumpter), Prairie City
- ⇒ Management: Restoration efforts by Sumpter Valley Railway Restoration Inc., Oregon Parks & Recreation Dept., City of Prairie City, City of Baker City
- ⇒ Condition: Much of the original track is still in place.
- ⇒ Enhancement: Restoration is underway.
- ⇒ Protection: None needed.



Much of the original track of the Sumpter Valley Railroad still lies through the Blue Mountains timber belt. Portions have been restored and clearly identified with signage at a highway pullout on Dixie Mountain and extensively at Depot Park. Here, visitors can hike through the forest to view original railway tracks and switchbacks.

At the Burnt River Valley near the former bustling town of Whitney, the original engine has been restored and visitors can travel on a portion of the original narrow gauge line. The train ride travels through an Oregon Natural Habitat Area. Artifacts of this historic roadway are on display at the Oregon Trail Museum at Baker City and at the depot itself and some artifacts are located at a city park at Prairie City.

Train rides are advertised and there has been publicity of restoration efforts. The Sumpter Valley Railway visitor station's proximity to Sumpter, where a historic gold dredge stands, ties together for further efforts in encouraging visitors to see both sites.

The strategy of restoration is well underway. More is planned by Malheur National Forest and Sumpter Valley Railroad Restoration Inc.

Gold Dredge

- ⇒ Resource: Gold Dredge
- ⇒ Location: Sumpter, south edge of town
- ⇒ Management: Oregon State Parks
- ⇒ Condition: Salvageable.
- ⇒ Enhancement: Complete restoration and promote.
- ⇒ Protection: Under restoration.

This 72-ton, 4 story tall Gold Dredge churned new river passages as it turned over land in search of gold. It is a popular visitor attraction with an informative sign and a hiking trail which circles this monstrous piece of machinery. Tailings from the operations of the dredge are evident and can be seen from the route. The process of dredge mining began in 1913 in this area, and by this method all topsoil and stone was sifted down to bedrock. The gold dredge at Sumpter cost \$300,000 and produced more than \$4.5 million in gold. It operated near Sumpter from 1935 to 1954, and was the last operating gold dredge in the Gold Belt of the Blue Mountains. The dredge is under renovation, and huge pieces of machinery related to its use and gold mining in general have been brought back to the site along the interpretive walking trail.

The Powder River, near the dredge and piles of tailings, is a popular site for viewing waterfowl.

Gold was discovered at Sumpter in 1862 and the town quickly boomed. Before a devastating fire roared through town, the community boasted a few dozen hotels and saloons, mercantile, liveries and a red light district. The vault of a former bank, destroyed by fire, still stands along the Main Street with a sign depicting its history.

One of the old hotels (now a Bed & Breakfast establishment) still stands on a hill overlooking the town, and the many shops along the main street reflect the Gold Rush heritage in their appearances -- rough wood exteriors, wood boardwalks, log structures, and even a few boulders painted gold and labeled as "Sumpter nuggets."

A new motel is constructed of logs in keeping with the town's heritage. Four times during the summer the town receives an influx of at least 5,000 visitors at once as they peruse a popular outdoor antiques market. The market fills streets, yards and virtually any available space in the town.

Sumpter is a popular stay-over location for snowmobilers in the winter, who avail themselves of the high mountain lodging and restaurant facilities which are in close proximity to snowmobile trails throughout the mountains.

There is a potential sidetrip: From Sumpter follow the Gold Belt 15 miles winding upward to 6,000 feet to the barely inhabited ghost town of Granite. This is the smallest incorporated town in Oregon. Old wood structures still standing are marked as pharmacy, dance hall, brothel, mercantile, one-room school, church, etc.

From here one can wind higher in the mountains about 12 miles to the former gold-based town of Greenhorn--once with 5,000 miners & residents, now all that remains are a few scattered buildings across an overgrown high mountain prairie. The original wrought-iron and wood Greenhorn jail now stands on the grounds of the Grant County Historical Museum at Canyon City.

Baker City (Pop. 9,585)

- ⇒ Resource: Community.
- ⇒ Location: Interstate 84.
- ⇒ Management: Municipality.
- ⇒ Condition:
- ⇒ Enhancement: Downtown revitalization
- ⇒ Protection: None needed.

The community is undergoing substantial development as a result of an influx of annual visitors to the Oregon Trail Interpretive Center at nearby Flagstaff Hill. Another museum, the Oregon Trail Historical Museum, highlights local history and houses several interesting collections. Historic Baker City Inc. oversees renovations on more than 100 buildings in the designated historic district, with the Geiser Grand Hotel (currently under renovation) as the jewel on the crown to these efforts.

Oregon Trail Interpretive Center

- ⇒ Resource: Interpretive Center.
- ⇒ Location: Flagstaff Hill off Highway 86.
- ⇒ Management: BLM.
- ⇒ Condition: Excellent
- ⇒ Enhancement: None needed.
- ⇒ Protection: None needed.

This museum is located on Flagstaff Hill, which provides panoramic views of Baker Valley and the Elkhorn and Wallowa Mountains. The epic adventure of the Oregon Trail is depicted by full scale models and living history presentations.

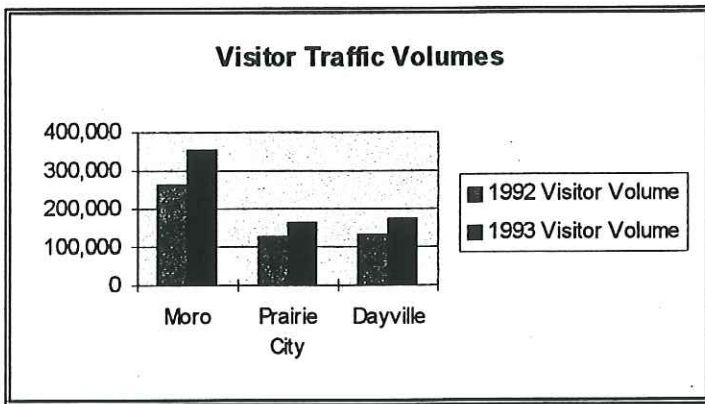
Transportation

Visitor Traffic Volume

The table and chart below show visitor volume along the Journey Through Time Tour Route for 1992 and 1993. Data is in visitor vehicles per year. Further analysis and methodology is provided in the Appendix. Highways 26 and 97 are the highest volume roads on the route. As a comparison, Fossil, which is on Highway 19, probably receives slightly more visitor traffic than Condon, which gets about 17,000 vehicles per year.

County	Location	'92 Vis. Volume	'92 % Visitors	'93 Vis. Volume	'93 % Visitors	% Increase 92-93
Sherman	Hwy 97 6.3 W of The Dalles	262,435	30%	351,130	40%	34%
Grant	Hwy 26 .2 E of Prairie City	125,195	24%	162,790	31%	30%
Grant	Hwy 26 1.9 E of Dayville	133,955	39%	172,280	48%	29%

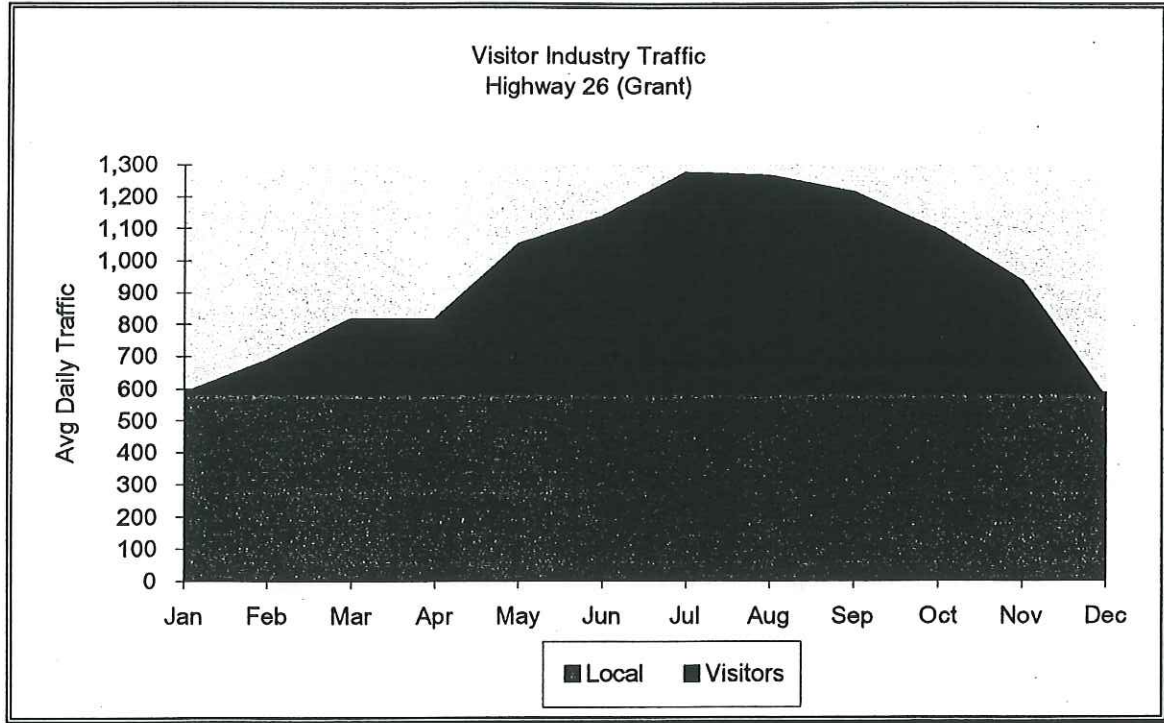
The data shows an approximately 30% increase in 1993, attributable in part to the Oregon Trail celebration and in part to the fact that 1992 was a low volume year. Visitor traffic will probably not maintain its 1993 level, but will drop back somewhat. However, it does show the kind of impact that can occur due to visitor industry promotion. If the Journey Through Time route is successful, visitor volume may meet or exceed 1993 levels.



Seasonality

The chart below shows seasonality of visitor industry travel in the region. The data shows a relatively long visitor season, from May through November. The fall season is probably due to hunting traffic. Activities and events along the Journey Through Time

Tour Route that could entice more visitation during January through April would be of definite benefit to the region's visitor industry businesses.



Road Conditions and Hazards

Access Oregon funding has significantly improved conditions along Highway 26 in recent years. The trip from Prineville to John Day has improved, and work was completed last season on the section near Prairie City. The section west of Picture Gorge can be hazardous, and the long term plan is to straighten this section and bypass Picture Gorge. This would help move traffic safely, as well as preserve this special place, which would still be accessible by motor vehicle.

The most difficult stretch of roadway on the Journey Through Time Tour Route is the section west of Fossil on Highway 216, which is very curvy and has steep grades. Travel is slow, especially for large vehicles.

Baker City to Sumpter: Highway 7

Winding mountainous highways, improved. Numerous 30-35 mph curves. Runs mostly through US Forest Service land. Portions lie in snow zones; well-maintained.

Austin Junction to Picture Gorge: Highway 26

Major highway reconstruction over Tipton, Dixie Summits and down to Prairie City completed last year; new guardrails, widening, straightening.

Prairie City to Picture Gorge: Highway 26

Sections scheduled for widening in 1996 and banks will be sloped to reduce rock fall. Five miles with 35 mph curves scheduled for reconstruction in 1997. Through Picture Gorge the highway will receive an overlay in 1997.

ODOT Area Resource Manager, Dale M. Johnson, notes more than 500 big game animals are hit by vehicles each year on Highway 26.

Picture Gorge to Fossil: Highway 19

Reconstruction of a 14 mile stretch was completed in 1992. Eighteen miles from milepost 74 to Spray city limits under construction at this time. Rock fall areas, curving roads.

Fossil to Biggs

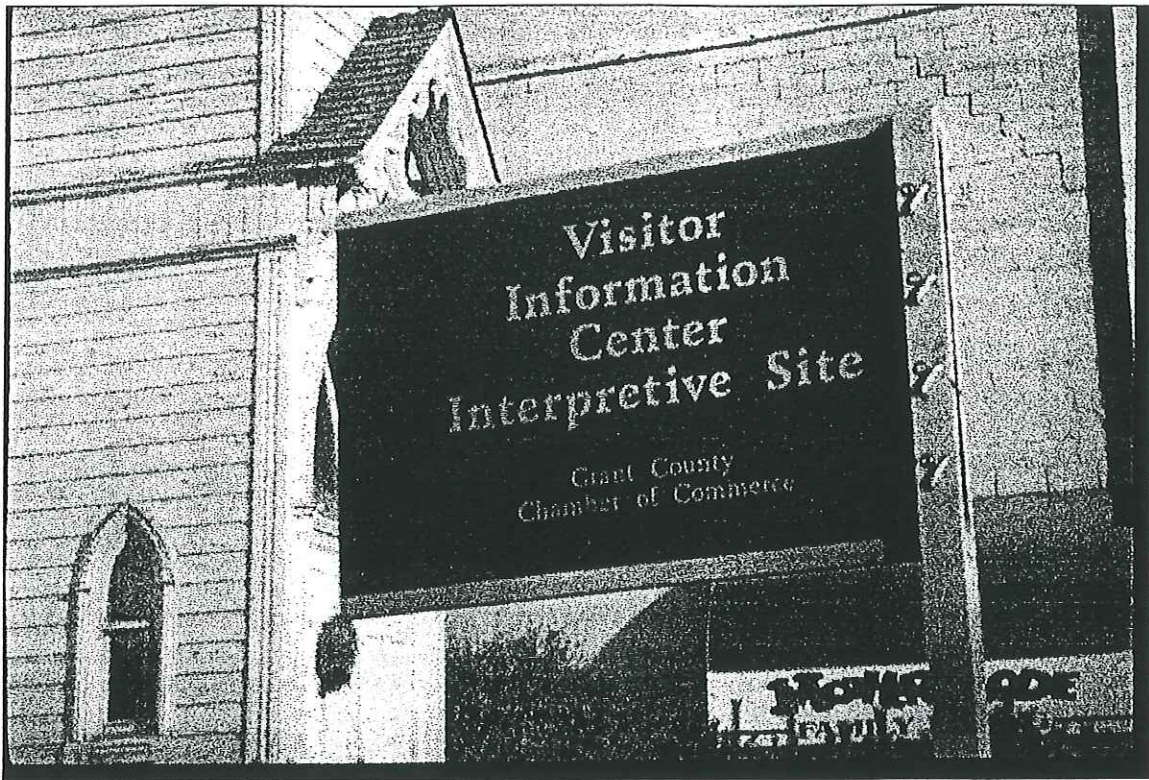
Highway 218 winds through canyons and hilly terrain, with many slow curves. Highway 97 is a main tracking route with gradual curves and more level ground.

Biggs to Maryhill

A bridge over Columbia River offers a panoramic view; Highway 14 parallels the Gorge and is part of a designated Washington Scenic Route.

Signing

As part of the Oregon Travel Signing System, signs have been installed from Prairie City to Fossil. Signing include route shields, as place identification signs and other signs. The portion of the route from Maryhill to Fossil, and from Prairie City to Baker City, do not have signs. The region has not identified a source of funding for these signs. The location at Shaniko is most critical, since the turn from US 97 onto Highway 216 could be easily missed.



Economic Impact

The traffic analysis showed an approximately 30% increase in visitor traffic in 1993. If the Journey Through Time Tour Route were able to attract that level of increase, or some portion of that level, then certain economic impacts could be expected to occur. These impact would depend on the percentage of total visitor expenditures that were made in the region (% share or capture).

If the Journey Through Time Tour Route attracts an additional 40,000 visitor vehicles per year, the economic impact could be as much as 94 jobs.

The Oregon Trail Celebration caused about an additional 40,000 visitor parties to travel Highway 26. At three per party, that equates with approximately 120,000 additional visitors. If the Journey Through Time Tour Route were able to attract an additional 120,000 visitors, and each spent a full day on the route, then the impacts would be approximately those indicated in scenario 3, in the table below. The scenario assumes that half stay in Motels (60,000) and half camp (60,000). Job creation, if the region captures 90% of their expenditures, would be about 94 jobs. These visitors would contribute an additional \$5.8 million to the economy.

Scenario 2 assumes half this level of activity, and scenario 1 assumes 25% of this level of activity.

Journey Through Time Scenarios: Increased Heritage Tourism Traffic

Motel/Bed and Breakfast Stays

	Increase		Total	75%	80%	90%
Revenue	Person/ days	Expenditures	Expenditures	Share	Share	Share
Scenario 1	15,000	\$70.10	\$1,051,552	\$788,664	\$841,241	\$946,397
Scenario 2	30,000	\$70.10	\$2,103,103	\$1,577,328	\$1,682,483	\$1,892,793
Scenario 3	60,000	\$70.10	\$4,206,207	\$3,154,655	\$3,364,966	\$3,785,586

	Increase		Total	75%	80%	90%
Jobs	Person/ days	Expenditures	Expenditures	Share	Share	Share
Scenario 1	15,000	\$70.10	\$1,051,552	12.7	13.6	15.3
Scenario 2	30,000	\$70.10	\$2,103,103	25.4	27.1	30.5
Scenario 3	60,000	\$70.10	\$4,206,207	50.9	54.3	61.1

Camping Stays

	Increase		Total	75%	80%	90%
Revenue	Person/ days	Expenditures	Expenditures	Share	Share	Share
Scenario 1	15,000	\$37.34	\$560,172	\$420,129	\$448,138	\$504,155
Scenario 2	30,000	\$37.34	\$1,120,345	\$840,259	\$896,276	\$1,008,310
Scenario 3	60,000	\$37.34	\$2,240,690	\$1,680,517	\$1,792,552	\$2,016,621

	Increase		Total	75%	80%	90%
Jobs	Person/ days	Expenditures	Expenditures	Share	Share	Share
Scenario 1	15,000	\$37.34	\$560,172	6.8	7.2	8.1
Scenario 2	30,000	\$37.34	\$1,120,345	13.6	14.5	16.3
Scenario 3	60,000	\$37.34	\$2,240,690	27.1	28.9	32.5

Marketing

Marketing Strategy

The Marketing Strategy for the Journey Through Time Tour Route is under development as part of the North Central Regional Strategies Tourism Strategic Plan. Marketing will include advertising and media campaigns, as well as visitor information to be used as fulfillment. A number of marketing projects are being initiated now, with the expectation that they will be folded into the overall marketing strategy when it is completed and funded.

Initial marketing efforts include development of media kits and brochures/tearsheets about the route. A "Journey on the Journey Through Time Celebration" in the fall of 1996 will kick off promotion efforts. More detail is provided below. Journey Through Time committees will help coordinate the marketing program.

In-State Marketing

The Journey Through Time Tour Route looks to Interstate 84 as a significant source of visitors. The tour route serves as an alternate route between Baker City and Biggs. Based on surveys of existing visitors, many visitors also come from Central Oregon, the Willamette Valley and western Idaho.

For this reason, it is important to market the route at tourism attractions and stopping points along I-84, including the Oregon Trail Interpretive Center, Baker City, Ontario, The Dalles, the Gorge Discovery Center and Multnomah Falls. Michael Wetter & Associates is now working on a visitor information panel to be installed at Travel Information Council rest area info centers along I-84.

Marketing efforts include working with the Oregon Tourism Commission to become part of the Commission's in-state marketing campaign, which has the objective of getting Oregonians to see Oregon. The Oregon Tourism Commission staff will assist in development of Journey Through Time media kits. Funding is being sought for development of "Journey on the Journey Through Time" Celebration brochures.

The Eastern Oregon Visitors Association and Oregon Trail Marketing Coalition have offered fulfillment services for Journey Through Time marketing materials. When completed, brochures on the Celebration and the route itself will be included in the anticipated 20,000 mailings by EOVA/OTMC during 1996. These brochures will also be distributed through area Chambers of Commerce, Convention and Visitor Bureaus, museums and businesses.

The "Journey on the Journey Through Time Celebration" is set for Sept. 21-29, 1996, as a means of drawing attention to the tour route. This coincides with Oregon Archaeology Week. Festivities such as living history performances, Old West fun, music in parks, business promotions, art shows, special museum exhibits and demonstrations are planned at each of the 17 communities along the tour route.

"Journey Through Time" souvenirs are under development and will be sold at retail outlets along the route. A lodging owner has agreed to provide toll-free reservation services for visitors who attend the Celebration.

Baker City has agreed to help launch the Celebration as part of its annual wine festival, a wheat harvest festival will be held at the community of Grass Valley, a FossilFest will be held at the Town of Fossil, and the John Day Fossil Beds National Monument will hold on site tours, interpretation and special programs during the Celebration. Living history performances will be held at several of the communities along the route and at the Sherman County Historical Museum and Oregon Trail Interpretive Center.

Thirty-seven volunteers are coordinating this Celebration. It has the potential to attract national attention.

Other Marketing

The Maryhill Museum of Art near Goldendale, Washington, has agreed to serve as a distribution center for Journey Through Time marketing materials. This will include brochures on the "Journey on the Journey Through Time" celebration. Area Chambers of Commerce, convention and visitor bureaus and museums will also distribute marketing materials for the route.

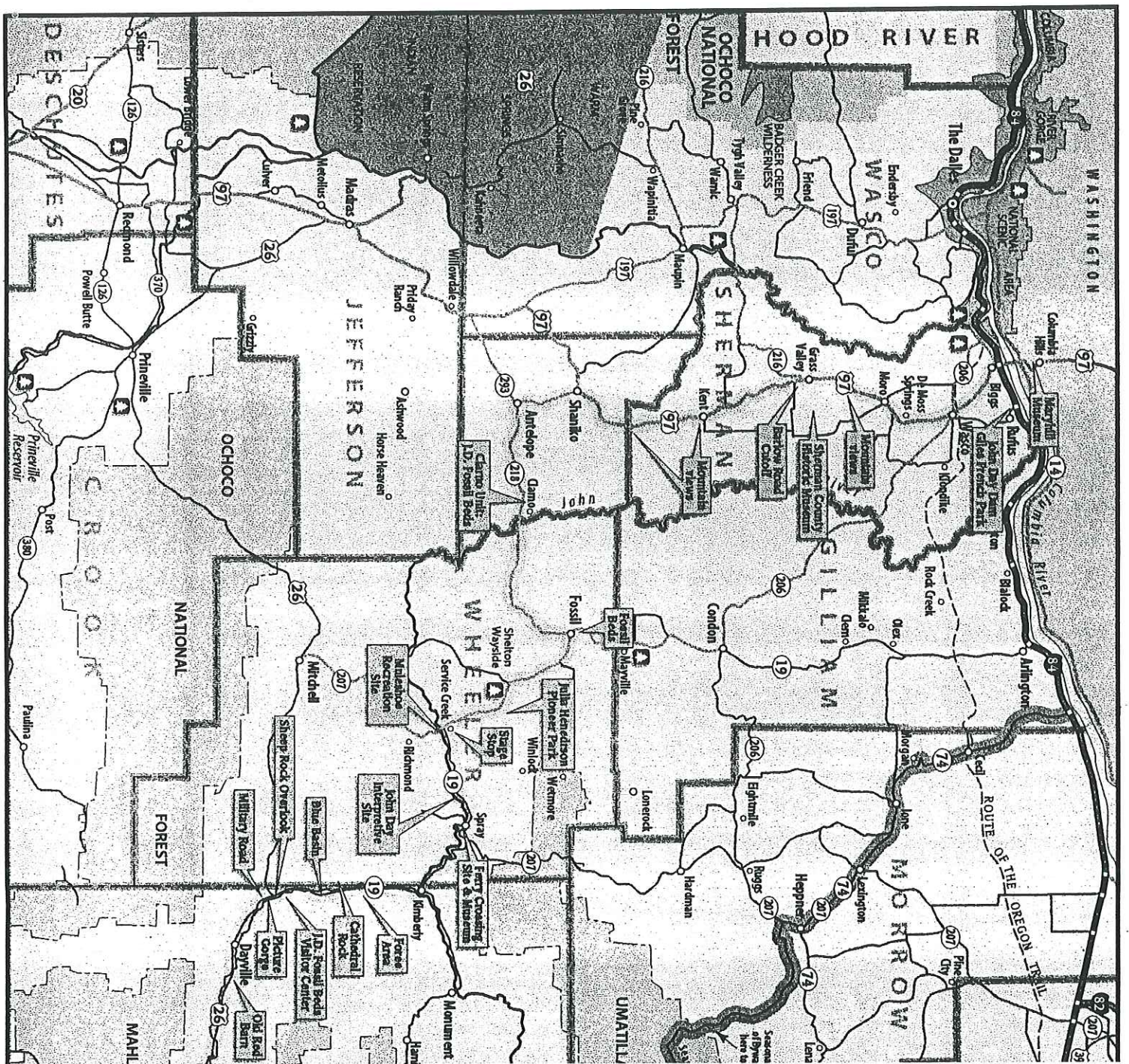
Kiosks

Visitor information kiosks have been installed east of Prairie City and at the Town of Fossil, and are under development at Baker City and Moro. These feature information about the Journey Through Time Tour Route and are an important point of information dissemination.

The kiosks include a map of the route, points of interest, general route description and business advertising. Advertising revenues support kiosk maintenance and provide a source of marketing funds for further promotion of the route. Some of the information that appears in the kiosks is provided in the Appendix.

Tour Route Tearsheets

Tour route brochures or flyers have been designed. These are nearly finished and will be desktop published to keep costs down. They include a map of the route, general route information and business advertising.



Appendix: Points of Interest and Map

This leg of the Journey Through Time Tour Route originates at the Oregon Trail Interpretive Center, a vivid representation of the Oregon Trail experience. From here, it travels over a mountain pass to the John Day Valley. The corridor from Baker City to John Day was once booming with gold mining activity. The Sumpter Valley Railroad followed a perilous course through the Blue Mountains to deliver timber to Baker City and to serve the gold mining industry. Mining is now mostly just history, but timber continues to be an important industry.

Oregon Trail Interpretive Center

This museum is located on Flagstaff Hill, which provides panoramic views of Baker Valley and the Elkhorn and Wallowa Mountains. The epic adventure of the Oregon Trail is depicted by full scale models and living history presentations.

Historic Baker City

Tour Baker City's historic business district and view early settler artifacts and gem collections at the Oregon Trail Regional Museum. Visitor services are available.

Griffin Gulch

Gold was discovered here in October 1861, setting off the era of boom towns in the region.

Road to Auburn

More than 5,000 miners crowded this quickly-established town in 1861 after gold was discovered at nearby Griffin Gulch. By 1862 the post office was discontinued, as the miners moved on.

Sumpter Valley Railway

Track the Sumpter Valley Railway through the timber belt in the Blue Mountains. This narrow-gauge railway ran between Baker City and Prairie City at the turn of this century.

McEwen: Former Rail and Stage Stop

McEwen was a station on the Sumpter Valley Railway and the starting point for the westbound stageline into the John Day Valley.

Sumpter Valley Railroad Depot

The restored railway now carries visitors from an Oregon Wildlife Habitat Area, where tailings from dredge mining are piled high, and the town of Sumpter.

Sumpter: Gold-Mining Town

Take a side trip to Sumpter, two miles away, and step back in the Old West. Gold was discovered here in 1862. One of the dredges that created the mine tailings is banked along the river. It last operated in 1954.

Whitney: Ghost Town

This lumber town celebrated its heyday in the early part of this century. Across the meadow stands the abandoned sawmill, built in 1911.

Tipton Summit

Elevation: 5,097 feet. Here a highway pullout tells of battling winter snows with up to seven locomotives pushing wedge plows at once.

Historic Sumpter Valley Railroad Interpretive Site

View switchbacks of the Sumpter Valley Railroad. Interpretive trail.

Austin and Bates: Former Mill Town and Former Stage Stop

Austin was an important stop along the stage route which ran between Baker City and John Day. Bates was built in 1919 by a lumber mill for its employees. In 1964 the mill was torn down and many of the town buildings were moved to other places, such as Prairie City.

Dixie Mountain Summit

Elevation: 5,240 feet. View switchbacks of the Sumpter Valley Railway.

Strawberry Mountain Overlook.

Enjoy a spectacular view of the Strawberry Mountain Range. An interpretive marker and a covered wagon visitor information kiosk provide visitor information.

Prairie City / Dewitt Depot Museum

Here was a major shipping point for cattle from the John Day Valley to Baker City. Tour the depot museum, a site on the National Historic Register. The museum's 11 rooms showcase the railroad, lumber and early settler days. Visitor services are available.

John Day

John Day was an early 1800's explorer who crossed central and eastern Oregon, but there are no accounts of his travels bringing him to this fertile valley. The City of John Day provides visitor services. Several museums are in the vicinity.

Seventh Day Adventist Church, John Day

This 19th Century church is on the National Historic Registry and is a fine example of early architecture in this region.

Kam Wah Chung Museum

This former Chinese store, religious shrine and meeting place has been restored and now is a museum. The exhibits give a look at the past through the eyes of the Chinese laborers who came to the area to work in the gold mines. The Kam Wah Chung is internationally significant as one of the best representations of the lives of 19th century Chinese immigrants.

Canyon City: Gold Mining Town

During the Gold Rush here, 1862-1880, more than \$26 million in gold was mined. The 1876 St. Thomas Episcopal Church is on the National Historic Registry and several historic stone buildings line the downtown. Once the Largest City in Oregon. Visitor services are available.

From the John Day Valley to Clarno, the Journey Through Time follows the course of the John Day River, the longest free flowing river in the continental US. The John Day Fossil Beds National Monument is located at several sites along this portion of the route. Here, 50 million years of the earth's geological history are interpreted. The fossil beds are one of the most significant fossil sites in the United States. Farming and ranching are the most important industries.

Stone Barn of Mt. Vernon, Famed Horse

This stone barn was built to protect Mt. Vernon, a famous local race horse, who gave his name to the town. The community was famous for its hot springs, offering what it called "the water that heals." Visitor services are available.

Dayville: Horse Racing Town

This stagestop community was famous at the turn of this century for its race horse events, attracting people from all over. It offers a restful stop and lots of small town charm. Visitor services are available.

Military Road: Canyon City to The Dalles

To the west, along the base of the ridge, one can view the grooves of the former Military Road, which ran from Canyon City to The Dalles. The US Government established military posts throughout this region following clashes between settlers and Indians in the late 1870's.

Picture Gorge: Ancient Tribal Trade Route

Ancient petroglyphs mark the rock wall along the river. Here, ancient Native American trade routes intersected. These routes ran from the Great Plains to the Pacific, and from what is now Mexico to Canada.

Sheep Rock Overlook

The scenic viewpoint at Sheep Rock provides wayside exhibits highlighting outstanding examples of volcanic debris.

John Day Fossil Beds National Monument Visitor Center

Exhibits here hold huge fossils of extinct flora and fauna. The John Day Fossil Beds National Monument is the only place on earth where there is a visible, fossilized record of 50 million years of geological activity. The fossil beds are managed by the National Park Service. The visitor center is located on the Cant Ranch, which was a well-known 19th Century haven, offering elegant respite for weary travelers.

Blue Basin

To experience the John Day Fossil Beds National Monument, walk along the "Island in Time" interpretive trail into blue green canyons; or take the longer "Overlook" trail to the rim of Blue Basin for the spectacular view of the valley's badlands. Interpretive exhibits and fossils are easily viewed along the trail.

Cathedral Rock

This large block of the John Day Formation slid down from the high bluff to the west. Coming to rest, it forced the river around it.

Foree Area

This part of the John Day Fossil Beds National Monument includes the "Flood of Fire" loop trail. The site includes a picnic area and two small hiking trails.

Kimberly: Merging of the Waters

At this former stagestop the North Fork, Middle Fork and South Fork of the John Day River come together. The scenic John Day is the longest free-flowing waterway in the United States. A park provides river access. Visitor services are available.

Spray: Ferry Crossing Site

Here stood a ferry crossing for horse-drawn freight vehicles carrying passengers, cattle and gold from points in eastern Oregon to The Dalles.

John Day River Interpretive Site

An interpretive marker provides information about the John Day River.

Muleshoe Recreation Site

Located on the John Day River, this Bureau of Land Management facility has 11 campsites, a picnic and day use area and boat launch.

Service Creek: Stagestop

An important stagestop, named for Sarvis, an early 20th Century settler who tended travelers' needs along this trade route. Service Creek offers excellent river access. Visitor services are available.

Julia Henderson Pioneer Park

Scenic site of the Annual Eastern Oregon Pioneer Picnic held on the 3rd weekend of July. An interpretive marker tells the story of the park.

Fossil: Public Fossil Beds

Fossil, settled in the 1880's, was named for a fossilized mammoth bone found near the site. Today Fossil is the Wheeler County Seat and home of the Fossil Museum. Public fossil beds are open for digging. Visitor services are available.

Clarno Unit, John Day Fossil Beds National Monument

Interpretive trails and exhibits feature the scenic Palisades Cliff and fossils found throughout this area.

From Clarno to Maryhill, the Journey Through Time traverses through wheat and grass lands across the Columbia Plateau. The route intersects the Oregon Trail at Moro. The route terminates at the Maryhill Museum of Art, which displays a national-caliber collection.

Antelope

Herds of antelope still roam the hills surrounding town. In the 1980's Antelope was called Rajneeshpuram, when the area was controlled by a former religious sect. Visitor services are available.

Shaniko: Wool Shipping Center

Shaniko was once known as the "Wool Shipping Center of the World," and served as the southern terminus for the Columbia Southern Railroad. The historic Shaniko Hotel is a popular stop. Services are available.

Mountain Views from the Columbia Plateau

From this point view scenic Mt. Jefferson and Mt. Hood in Oregon, and Mt. Adams in Washington.

Grass Valley

Legend here tells of the days when this wheat-growing valley was a sea of grass, so tall that a man on horseback could barely be seen. A rest area and services are available.

Moro / Sherman County Historical Museum

The award winning Sherman County museum tells the history of the area. The Barlow Road was an alternate route of the Oregon Trail. The opening of this trail eliminated the need for a harrowing float trip through the Columbia River Gorge to the Willamette Valley.

De Moss Springs

Wayside Park with interpretive sign.

John Day Dam/Giles French Park

Visitor information and facilities.

Wasco

Wasco is the Native American word meaning maker of basins. Visitor services are available.

Biggs

This community served as a trade center for early settlers, and was a traditional salmon-harvesting site for Native Americans. Biggs offers visitor services.

Maryhill Museum - Stonehenge

This historic mansion showcases sculptures by Rodin, a Native American gallery, rare chess sets, Queen Marie of Romania Royal Regalia, Russian Icons, European & American paintings, a gift shop, cafe and picnic grounds. A ghost town and replica of Stonehenge are nearby.

Appendix: Road Conditions and Hazard Information

Oregon Department of Transportation

July 8, 1995

Lynn Jensen
P. O. Box 266
Canyon City, OR 97820

Subject: Heritage Corridor on Oregon Route 7 (Milepost 0 - 25) and US 26 (Milepost 124 - 191)

Dear Lynn:

This is the information you requested on the above mentioned routes:

1. Oregon Route 7 (milepost 0 -25).

This section of highway has numerous 30 and 35 MPH curves. There is the possibility of encountering an occasional rock, in the highway. It runs mostly through U.S. Forest Service land and occasional there is a tree blown down onto the highway. This portion, of the highway, is in a snow zone.

Improvements -

Scheduled for a 2" E.A.C. overlay, and a chip seal, to be done during the summer of 1995.

2. US 26 (milepost 124 - 191).

From milepost 191 - 175 was reconstructed last year (1994). This section, of the highway, is in a snow zone.

From milepost 154 - 144 - there are several 40 and 45 MPH curves. The pavement is narrow (26'). There is a rockfall area at milepost 145.

Improvements -

From milepost 154 - 148, scheduled to be widen to 32' in 1996, plus a 2" overlay and chip seal.

From milepost 148 - 144, widen highway to 32', plus 2" overlay and schip seal. Also, slope banks to reduce rockfall.

From milepost 131- 126, the pavement is narrow (24') and has several 35 MPH curves. Scheduled for reconstruction in 1997.

From milepost 126 - 124, this section, of the highway, travels through Picture Gorge.

Lynn Jensen
Page: 2
July 8, 1995

The pavement is narrow (24') and has narrow shoulders. There are several 35 MPH curves and is in a severe rockfall area.

Improvements -

In 1997, this portion of the highway, will receive an overlay, but as it runs through a National Park Area, it will not be widened, nor will the rockfall area be addressed.

3. One hazard that exists, for the entire route, from Sumpter Jct. to Picture Gorge, are the big game animals. There is 500+ big game animals hit by vehicles each year.
4. In the winter the entire route, at times, will be snow pack and icy.
5. Other improvements to US 26.
From milepost 138 - 144, in 1996 scheduled for a 2" E.A.C. overlay and chip seal.

From milepost 131 - 138, in 1996 a chip seal is scheduled.

Sincerely,



Dale M. Johnson
Canyon City/Austin Area Resource Manager

DISTRICT 12
503-276-1241

PO BOX 459
PENDLETON, OR 97801

Oregon

July 5, 1995

DEPARTMENT OF
TRANSPORTATION

Lyn Jensen
Michael Wetter & Associates
PO Box 266
Canyon City, OR 97820

District 12

FILE CODE:

RE: PROPOSED SCENIC ROUTE

Dear Lyn:

This letter is in response to your request for information on a section of the John Day river Highway (Oregon Route 19). The sections that fall under District 12's boundaries are from mileposts 59.64 to 124.15. You requested information on improvement projects on this section and I can relay that a reconstruction project from milepost 60 to 74 was completed in 1992. The section from milepost 74 to the west city limits of Spray (MP 92) is under construction at this time, and next year the section of W.C.L. Of Spray to Holmes Cr. (MAP 107.6) is scheduled. This should ensure a suitable route.

This past year at mileposts 91.65 and 99.12 there were 2 scenic vistas paved for tourist stops (see attached).

You also asked about any hazardous areas and the Oregon Department of Transportation has identified the following locations as rock fall areas. They are on a prioritized list for corrective work (see attached), with those receiving an "A" rating as the more serious area and the "B" and "C" areas as maintenance problems.

Please give me a call at 503-276-1242 if I can be of more help or you have questions.

Sincerely,

Terry R. McArtor
Terry R. McArtor
Asst. District Manager

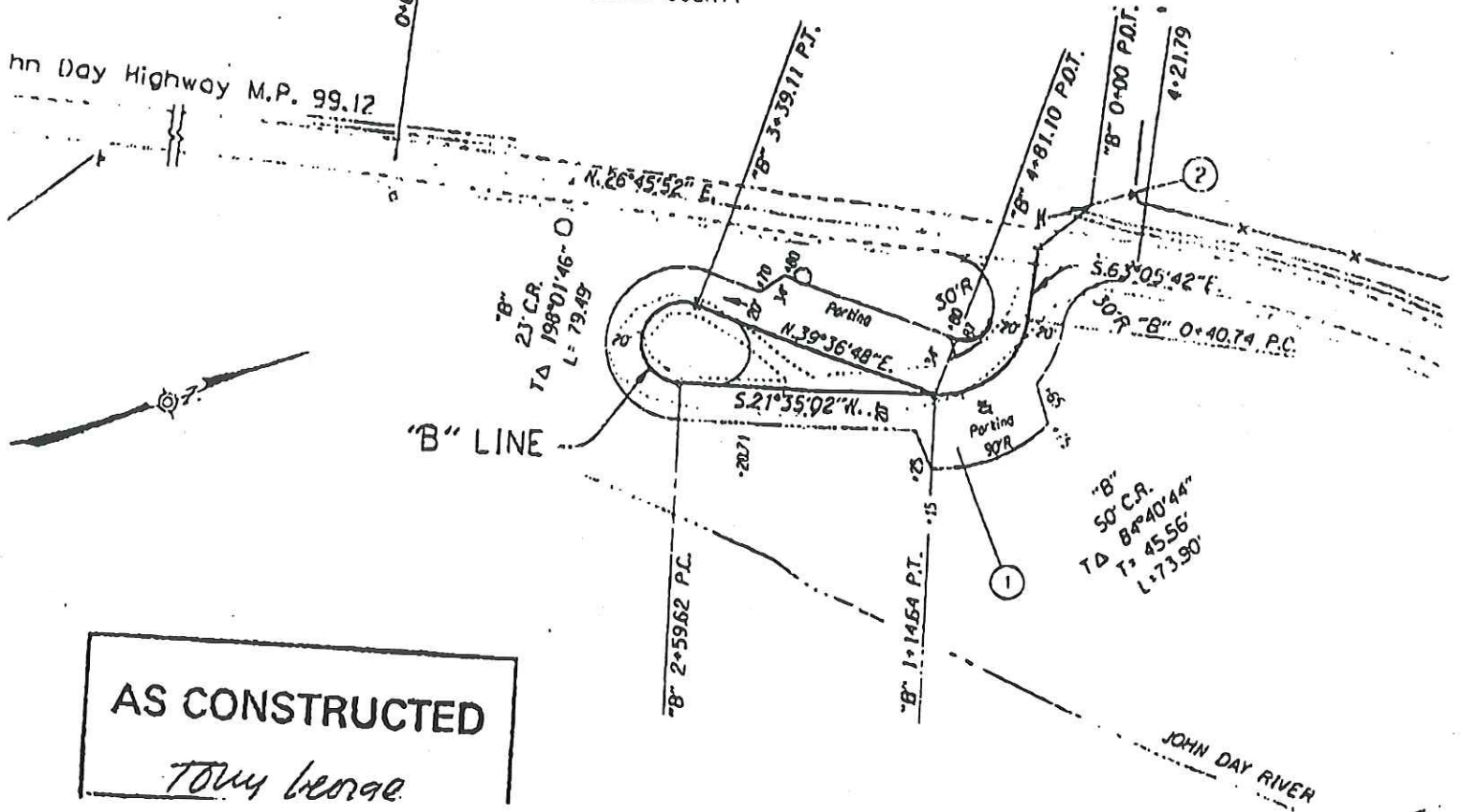
TM:jm
SCENIC.TM



Sec. 9, T. 9 S., R. 25 E., W.M.

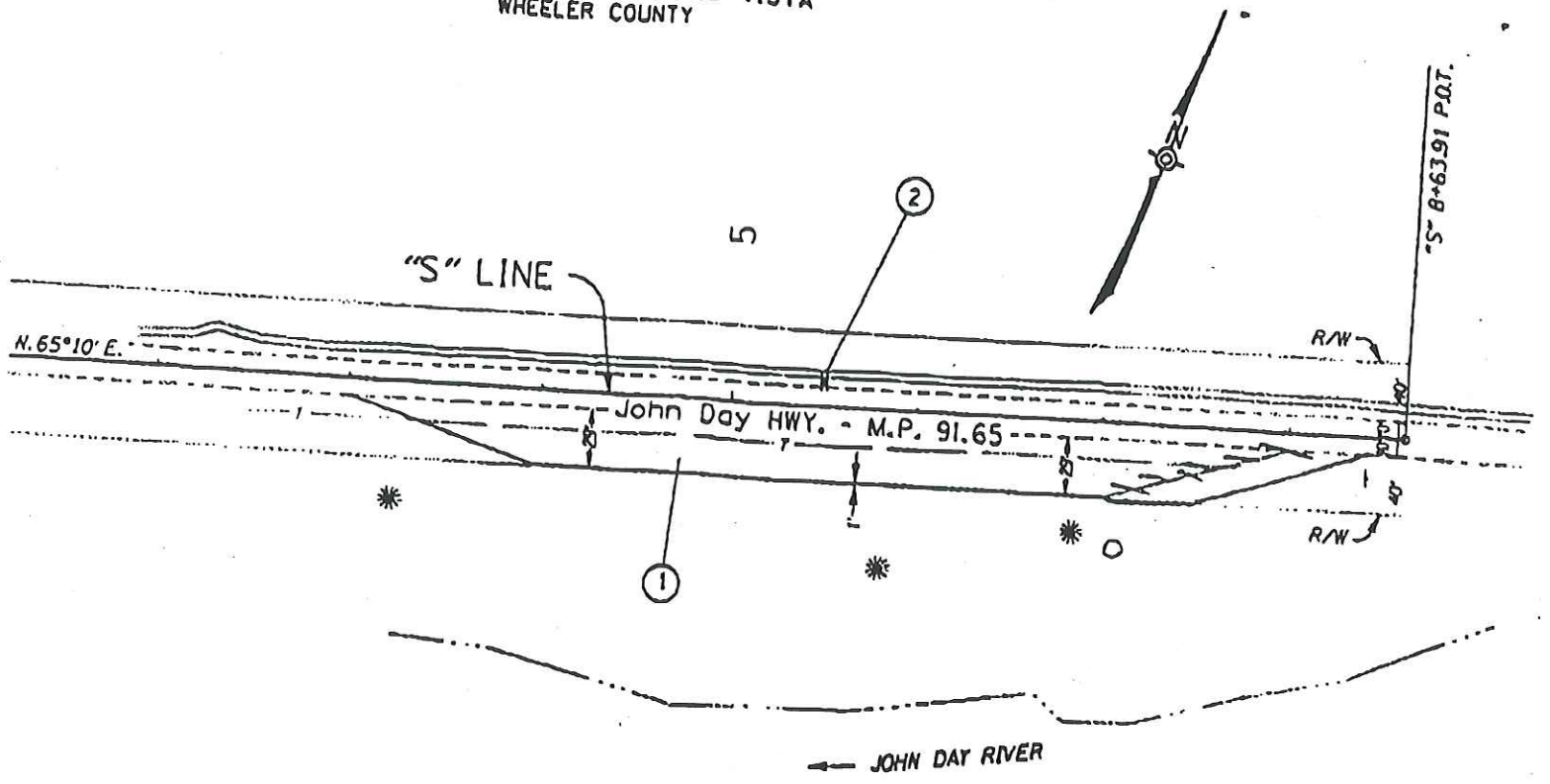
BLM PARK SCENIC VISTA
WHEELER COUNTY

John Day Highway M.P. 99.12



AS CONSTRUCTED
Tom George

Sec. 25, T. 8 S., R. 24 E., W.M.
SPRAY OVERLOOK SCENIC VISTA
WHEELER COUNTY



Geologic Hazards Fossil to Picture Gorge

HWY #5	MILEPOST 58.45 TO 58.47	LEFT	ROCKFALL (C RATING)
HWY #5	MILEPOST 61.60 TO 61.62	LEFT	ROCKFALL (C RATING)
HWY #5	MILEPOST 63.05 TO 63.07	LEFT	ROCKFALL (C RATING)
HWY #5	MILEPOST 68.15 TO 68.30	LEFT	ROCKFALL (C+ RATING)
HWY #5	MILEPOST 69.7 TO 69.80	LEFT	ROCKFALL (B RATING)
HWY #5	MILEPOST 78.20 TO 78.25	LEFT	ROCKFALL (C+ RATING)
HWY #5	MILEPOST 80.10 TO 80.15	LEFT	ROCKFALL (C+ RATING)
HWY #5	MILEPOST 81.50 TO 81.80	LEFT	ROCKFALL (A RATING)
HWY #5	MILEPOST 82.00 TO 82.30	LEFT	ROCKFALL (B- RATING)
HWY #5	MILEPOST 82.70 TO 82.90	LEFT	ROCKFALL (B- RATING)
HWY #5	MILEPOST 83.60 TO 83.90	LEFT	ROCKFALL (B RATING)
HWY #5	MILEPOST 84.00 TO 84.80	LEFT	ROCKFALL (C+ RATING)
HWY #5	MILEPOST 86.35 TO 86.45	LEFT	ROCKFALL (C+ RATING)
HWY #5	MILEPOST 87.10 TO 87.50	LEFT	ROCKFALL (C RATING)
HWY #5	MILEPOST 87.80 TO 87.90	LEFT	ROCKFALL (C+ RATING)
HWY #5	MILEPOST 90.80 TO 91.10	LEFT	ROCKFALL (B RATING)
HWY #5 LEFT	MILEPOST 94.10 TO 94.30	LEFT	LANDSLIDE. BUTTRESS AND COUNTER-BALANCE RIGHT.
HWY #5	MILEPOST 98.80 TO 99.05	LEFT	ROCKFALL (B RATING)
HWY #5	MILEPOST 99.20 TO 99.60	LEFT	ROCKFALL (B RATING)
HWY #5	MILEPOST 100.23 TO 100.33	LEFT	ROCKFALL (B RATING)
HWY #5	MILEPOST 104.95 TO 105.02	LEFT	ROCKFALL (C RATING)
HWY #5	MILEPOST 106.70 TO 106.80	LEFT	ROCKFALL (C+ RATING)
HWY #5	MILEPOST 107.60 TO 107.80	LEFT	ROCKFALL (C+ RATING)
HWY #5	MILEPOST 109.01 TO 109.30	LEFT	ROCKFALL (C RATING)

HWY #5 MILEPOST 115.15 TO 115.25 LEFT ROCKFALL (B RATING)

HWY #5 MILEPOST 115.70 TO 115.90 LEFT ROCKFALL (A RATING)

NOTE: THIS IS A LARGE LANDSLIDE ACROSS FROM CATHEDRAL ROCK.
THE SLIDE POSSES A DESIGN CONCERN FOR FUTURE HIGHWAY
CONSTRUCTION PROJECTS.

HWY #5 MILEPOST 116.98 TO 117.05 LEFT ROCKFALL (B RATING)

HWY #5 MILEPOST 123.90 TO 124.00 RIGHT ROCKFALL (A RATING)

Michael Wetter & Associates

Appendix: Draft Marketing Materials

Appendix: Traffic Volume Data

Introduction

This section provides information on relative traffic levels passing the three points on the Journey Through Time Tour Route where there are Oregon Department of Transportation permanent recording stations. Using this data it is possible to make a very rough estimate of total visitor travel on the highways at these locations. This data is useful for two reasons:

1. It provides insight into the total level of visitor traffic in each of the communities. It is a proxy for total market size.
2. It illustrates graphically the degree of seasonality of the visitor industry at these locations.
3. The data for 1993 shows visitor volume up by about 30%. This is probably due to the Sesquicentennial celebration of the Oregon Trail in Baker City and along the Oregon Trail route. This shows the kind of impact that such an event can have on visitor levels.

Two points should be kept in mind when reviewing this information. First, seasonal traffic is used as a proxy for visitor traffic (see "Methodology" section, below). Second, the black rectangular block in the charts on the following pages represents local traffic. The size of that block is mostly related to how close the traffic counter is to major population areas. This portion of the graph is not relevant to the analysis, except to show the overall use of the highway.

Methodology

If there was no tourism traffic on these highways in January then all of the seasonal increase during the rest of the year is due to vehicles carrying visitors. However, there is some visitor travel in January and not all of the seasonal fluctuation is due to the visitor industry. That is because there is more local traffic on the roads in the summer and there is more industrial traffic in the summer.

However, these errors tend to skew the analysis in opposite directions. This method of estimating visitor traffic underestimates the total because there is some visitor travel in January, and overestimates the total because there is more non visitor travel during the summer months. This method is illustrated graphically on the following pages.

There is no empirical data that tests the degree of precision of this model. However, the seasonality patterns in the traffic counts resemble seasonality patterns at attractions where counts are kept and the model does not seem to be influenced by the total magnitude of traffic at the counter location, which is dependent on proximity to population centers and not on visitor volume.

For instance, the traffic counter near Lebanon (Highway 20) registers an average daily traffic of around 9,000 and the counter near Gates (Highway 22) only about 2,500 in January. This is due to local and industry traffic related to the relative population of

nearby communities: Lebanon has a population of 10,000 and Gates only 500. Yet the estimated visitor travel on Highway 22 is higher, providing evidence to the effect that local traffic is not the dominant factor in determining seasonality of traffic volume.

Since much visitor traffic to rural areas is from nearby cities, the traffic counters will count once for a trip out and once for a trip back. Therefore, the total number of visitor trips is probably much less than the traffic count.

The data used in this analysis is from the Oregon Department of Transportation's 1992 Traffic Volume Tables and 1993 Traffic Volume Tables. These are published by the Transportation Research Section.

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Appendix: Letters of Support