

Northwest Trails Journal
and Eden's Prate
NWOCTA UPDATE
Newsletter and Journal of the Northwest Chapter of OCTA
July 2002
President - Glenn Harrison Editor - Jim Tompkins

APRIL ACTIVITIES IN EASTERN OREGON AND IDAHO

BOISE FAIRBANKS MONUMENT DEDICATED

April 24 was the unveiling ceremony of the new Fairbanks "Old Oregon Trail" marker in the Oregon Trail Reserve Park east of Boise. Dignitaries included Boise Mayor Brent Coles, the city parks director, the Idaho Historical Society director and David and Jeff Fairbanks, son and grandson of the original sculptor Avarad Fairbanks. The Northwest Chapter was represented by Dave and Wendy Welch, Dick Pingrey, Lowell Tiller and Glenn Harrison. Several Idaho Chapter members attended. There was good newspaper and TV coverage for the event.



Jeff and David Fairbanks at monument in Oregon Trail Reserve

"This marker is special to me because my great grandfather is buried along the trail somewhere east of Boise. He had come to Oregon in an earlier wagon trail. Then my great great grandparents and their eleven children made the trip in 1864. All settled north of Albany. Their 7th child, my great grandmother, and he married and they had three children in Oregon, the third

being my grandfather. The family then decided to return to Missouri. While there in 1872 their fourth child was born. The family started for Oregon again in 1876 and made it past Three Island Crossing. Then my great grandfather died and he was buried by Masons near Boise City. With help the remainder of the family made it back to their farm." - *Glenn Harrison*

"My grandmother was in the migration leaving Worth County, Mo., in 1880. She was five years old, the eldest of a pretty good sized family from the worst courtship ever imagined. Her sister was four years old. They were a destitute family, the dad much older than their mother, and a part of bad monkey business during the Civil War.

Somewhere between Fort Hall and the Boise River crossing, the four year old fell out of the wagon, and they ran over her chest, stopping the wagon with a hind wheel sitting on her chest. This little girl was probably still in pretty bad shape by the time they came off of the desert down thru the rim rock to get down to the Boise River to cross it and get to Fort Boise. They stayed there for quite a period, the men getting work on the railroad.

These two girls, Bell (my grandmother) and Eunice Clark, married the Hollister brothers in the Spokane area. Eunice lived to be 32 years old and had four children in spite of her injury."

- *Bobby Pruitt, Grants Pass*

DO YOU HAVE A CHANGE OF ADDRESS?

Please let Joyce Bolerjack know when you change your e-mail address. You can reach her at 10813 NE 20th St., Bellevue, WA, 98004 or by e-mail at jpbolerjack@worldnet.att.net.

BAKER CITY ANNIVERSARY

On May 25 there was a ceremony at Flagstaff Hill commemorating the tenth anniversary of the opening of the interpretive center above Baker City. The following is from a letter from NW chapter president Glenn Harrison to Gay Ernst, Center Director, National Historic Oregon Trail Interpretive Center

"Congratulations on the 10th Anniversary of the National Historic Oregon Trail Interpretive Center. The exhibits are wonderful. The staff and volunteers throughout the years have provided great educational experiences for millions of people. Visitors appreciate the opportunity to walk in Oregon Trail ruts.

On my first visit the parking lot had not been completed and many of the animals were still in crates while others were skillfully being placed. Mr. Green had just delivered the wagons." - *Glenn Harrison*

TILLER ADDED TO LIST

On April 23 Lowell Tiller's name was added to the Richard and Trudy Ackerman Meritorious Service Award permanent plaque at the National Historic Oregon Trail Interpretive Center at Flagstaff Hill near Baker City. Comments were made by Glenn Harrison and Daryl Whiteley. Other OCTA members in attendance were Dave and Wendy Welch, Roger Blair, Susan Doyle, and Dick Pingrey. Several interpretive center staff and volunteers added to the crowd. - *Glenn Harrison*

HAVE YOU PICKED A NEW NAME YET?

We have announced our intent to change the name of the NWOCTA UPDATE newsletter. Several good suggestions have been made. Two of them are being tested in this month's masthead. Any better ideas?

THE NEWS OF NWOCTA

SIGN MAINTENANCE

At an April 21 meeting of the Oregon Historic Trails Advisory Council, Lowell Tiller and Glenn Harrison were given the assignment of assessing the condition of all the Oregon Trail kiosks and signs along I-84 that are to be maintained by the Oregon Department of Transportation. So on the way to the Baker City anniversary they checked the ones going east surviving the light "blizzard" at the Blue Mountain summit and at Ladd Hill. Then on the return trip from Boise the next day they checked the ones going west. The worst problem was at the Baker Valley kiosk going east. The metal frame had been pried and the entire "Permanent Settlers" panel was missing. "The Vandal Hands of Man" sign in the same kiosk hadn't been touched.

- Glenn Harrison

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ARTIFACTS AND MOSQUITOES AND THE APPLGATE TRAIL

Thirty-one hardy trail enthusiasts spent up to two weeks in June working on the Applegate Trail/South Road to Oregon near Alturas, California.

The volunteers spent first week conducting an archaeology survey along Fletcher Creek in the Modoc National Forest. The study was supervised by Forest Service archaeologist under their Passport In Time (PIT) project. During the second week NW-OCTA members marked and surveyed the trail from Pothole Springs (Goff Springs) to the Oregon Border south of Klamath Falls.

Under the PIT project participants spent four days, some using metal detectors, to locate and document over 50 artifacts, most of which were related to the mid-1800 era. Among the many artifacts were hand-forged horseshoes, ox shoes, square nails and boot nails, miscellaneous wagon parts, a broken Dutch oven, a 36-caliber bullet mould and several round lead balls. As artifacts were unearthed the archaeologist recorded their location by a laser survey instrument. On the last day of the PIT work the artifacts were cataloged at the Forest Service office in Alturas.

The second weeks work was under our National Park Service Challenge-Cost Share Project (CCSP). We surveyed the area where emigrants descended to Fletcher Creek from the rocky plains. Nearby we unearthed an ox shoe and a forged wagon step leading us to believe there was at least a second descent. All artifacts located during the CCSP work were returned to their hiding place awaiting detection by future trail enthusiasts. The last three days of the week 49 Carsonite markers were installed west of Pothole Springs.



Ox-shoe and wagon step confirm new route to Fletcher Creek

Like the main Oregon Trail, remnants of the Applegate Trail are quite visible in some locations and difficult to find in others. I believe we all agreed June in the high desert of northeastern California is hot and overpopulated with mosquitoes and no-see-ems, both of which are vociferous diners and totally oblivious to insect repellent!

Eighteen of the 31 PIT participants were not OCTA members and several asked for membership applications. Participants in the CCSP trail marking work were Bill Bishell, Bob Black, Gail Carbiener, Chuck Fisk, Stafford and Nancy Hazelett, Chuck and Suzanne Hornbuckle, Dick Klein, Bernie and Jannie Rhoades, Roger Riolo, Jim and Sallie Riehl and Richard and Orsola Silva.

All told the participants logged over 2,000 hours of volunteer work in marking and documenting the Applegate Trail in the two northeastern California counties. - Chuck Hornbuckle

[A similar article was sent by Stafford Hazelett]



June 26 - Suzanne Hornbuckle puts in last marker near Landrum Wayside. Stafford Hazelett assists.



The trail marking crew photos by Nancy Hazelett

THE PRESIDENT'S REPORT

Are We Promoters?

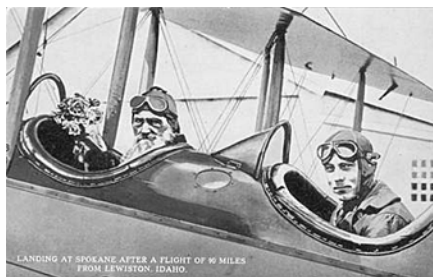
Ezra Meeker, an 1852 Oregon Trail pioneer who settled in Washington, is well known as the author of several books and for his many trips promoting the marking and preservation of the Oregon Trail. In 1906 he traveled the route going east placing markers, giving speeches and arranging for other markers to be placed later. Near the end of that journey he met with President Theodore Roosevelt.

In 1910 he again made the trip, this time to authenticate the route of the trail. In 1914 he carved "Oregon & Cal. Trail" on a rock between Independence Rock and Devil's Gate. On a bus tour at last summer's OCTA Convention, we got a chance to see it. In 1916 he traveled the trail by Pathfinder automobile.



Rock carved "Oregon & Cal. Trail" in 1914 by Meeker
photo by Glenn Harrison

In 1922 while visiting Baker City Meeker formed the Oregon Trail Memorial Association with headquarters in New York City. Several times he traveled the route of the trail by railroad and in 1924 at age 94 he made a trip over the trail in an open cockpit, Army DeHaviland airplane.



Meeker on an earlier flight
Ezra Meeker postcard

This trip from Vancouver, Washington to Washington, D.C. made him one of the first transcontinental passengers. His pilot was Lieutenant Oakley Kelly. In four days, 24 hours in the air, they reached Dayton, Ohio, where Meeker rode in a parade seated next to Orville Wright before 40,000 spectators. The great reception convinced the War Department to let Kelly continue to fly Meeker to Washington DC. Meeker met with President Coolidge at the White House and presented his plan to make the Oregon Trail a national highway.

He gained approval for six million memorial 50¢ coins to be minted by the government with all proceeds going to the Oregon Trail Memorial Association, Inc. Then Meeker returned to Seattle by train. [Those coins now frequently sell for over \$150 on eBay. My two are dated 1926 and 1928. Reproductions are available at Interpretive Centers in Baker City and Oregon City.]

He had planned another trip in 1928 by Model A Ford that Henry Ford had converted to carry a covered wagon top. But Meeker died before starting. One of the items my mother gave me was her map of the Oregon Trail produced by the Oregon Trail Memorial Association. Many postcards and coins were produced to commemorate the trail and earn money for the association.

The Oregon-California Trails Association is an extension of the Oregon Trail Memorial Association founded by Ezra Meeker. We continue the OTMA efforts of trail preservation, mapping, education and promotion of the importance of these old trails. When we get an opportunity, we need to promote the preservation of the various branches of the westward trails and membership in OCTA.

Be Active

Take part in the many NW OCTA outings and activities planned this year. There are trail mapping and marking opportunities.

Plan to attend the OCTA convention at Circus Circus in Reno August 14 - 17 plus pre and post convention tours. To avoid a \$20 late fee your registration must be received by July 1.

Be thinking about nominating someone to receive an OCTA or NW Chapter Award. You may send the name, address and supportive information to me.

Such a Deal

At the March 16 Annual Meeting of the NW Chapter, Life membership dues for the Chapter were approved. They are 20 times the annual dues. But there is a one-time special to encourage current members to become life members this year. The current dues extend to December 31 instead of ending June 30 and this year's dues count toward the life dues cost.

So for current members the life dues are: Individual \$190 (Instead of \$200); Family \$285 (Instead of \$300); Associations & Businesses \$380 (Instead of \$400)

To be a member of the chapter, you must maintain your membership in OCTA at the national level. Dues may be sent to Joyce Bolerjack.

- Glenn Harrison, President

UPCOMING BOARD MEETINGS

- Saturday, October 19, 2002
Albany, OR
- Saturday, January 11, 2003
Steilacoom, WA
- Saturday, October 18, 2003
The Dalles, OR
- Saturday, January 10, 2004
Vancouver, WA

OHS WINTERING-IN HELP NEEDED

The Oregon Historical Society Wintering-In Harvest Festival will take place on at Howell Territorial Park on Sauvie Island west of Portland on Saturday and Sunday, September 21 and 22. As an affiliate of the OHS, NW OCTA has been invited to participate.

Is anyone willing to sit at a table, talk to visitors about the Western trails and OCTA, and give out membership applications to likely new members? During off time volunteers can visit with other groups, make reduced price purchases from OHS, and get food.

If you are willing to share a shift, please let Glenn know at harrison@cmug.com.

MEMBERS SPOTLIGHT

Ann Salmon

Ann Salmon [pronounce the L] started about nine years ago giving programs about the Oregon trail to numerous adult groups such as DAR, AARP, genealogical groups, womens' clubs, church groups, nursing homes, retired teachers, and college students. It all began with a book review of Womens' Diaries of the Westward Journey. She was hooked had to know more and then had to share.

So what? Ann doesn't live along the trail. She lives in Murray, Kentucky. She has presented to approximately 1700 or more adults in Kentucky and Tennessee. Then she got serious about working with students about three years ago. She contacted me for information. I introduced her to Joyce Hunsaker. She has presented to approximately 8000 elementary students in 3rd, 4th, 5th and 6th grades. Murray State University College of Education contracted with her to present to elementary students in Western Kentucky. She was hired to promote writing and reading, enhance social studies, and prepare them for state testing.

Most have been Kentucky students and a few in Tennessee. There is a great demand for the program. She limits herself to thirty schools during a school year. I bought her an initial NW chapter membership. She made a trip to Oregon and I had the opportunity to show her the Barlow Road.



photo courtesy of Ann Salmon

Ann Salmon in character

Ann attended the convention in Casper and plans to come to Reno. This past year she has tried to raise interest in the upcoming Lewis and Clark Bicentennial.

Asked her feelings she stated, "This has been the most fun thing I have ever done and have had much positive feedback. Hopefully there will be some who will grow up and maybe become rut nuts."

Joyce and Dave Hunsaker

In February Joyce Hunsaker performed "Sacagawea" at the Olympics for Opening Ceremonies weekend. This spring Joyce's book Sacagawea Speaks was named 2001 History Book of the Year. The children's version, They Call Me Sacagawea, is due to be released by publisher Globe-Pequot sometime this summer. Joyce is still working on her Oregon Trail book Seeing The Elephant and its accompanying student's workbook. They are due out in Spring 2003.

In her spare time she found time to write an article for Time. The article is about Sacagawea and is found at:

http://www.time.com/time/2002/lewis_clark/sacagawea.html

Dave Hunsaker, former BLM manager of the Flagstaff Hill interpretive center has been promoted to Manager of the Grand Staircase Escalante National Monument in southern Utah. Joyce is keeping busy while Dave is away on business by doing scripting for hire so agencies and museums can have anyone learn the scripts then present the material, and conducting teaching workshops to train others to do living history.

Don't tell anyone but Joyce is turning 50 in September. She hopes to escape the heat of all those candles by going to Mexico. - *Jim Tompkins*

{Dick Parks continued from right}

Friends of County Library, PO Box 476, Loon Lake, WA 99148; or the Benton Avenue Cemetery Association, PO Box 4212 Helena, MT 59604.

"This is indeed sad news. He was such a nice guy with a cheerful smile and always ready to help. I always looked forward to seeing and talking to Dick at OCTA functions." - *Dick Klein*

DICK PARKS



Richard Allen "Dick" Parks, 73, died at home near Hunters, WA on May 10, 2002. He is survived by his wife of 51 years, Lethene (Dennis) Parks; four children, seven grand-children, and a younger brother.

Born and raised in Wenatchee, WA, Dick served in the Army during the Korean Conflict and took paratrooper training, but did not see combat. After his time in the military, he owned and operated an apple orchard in the Wenatchee Valley for five years. He then embarked on a 30-year career at the Puget Sound Naval Shipyard in Bremerton, WA, where he worked on nuclear subs as a machinist, toolmaker and supervisor.

He was a devoted family man who loved flying airplanes. He helped build nine small airplanes on his own and with friends. He was also an active member of the Oregon-California Trails Association. He was known throughout his life as having a good sense of humor as well as being adventurous and independent-minded. He was also a strong believer in the tradition of American freedom. He loved children and outdoor pursuits, including running, skiing, swimming, camping, fishing and hiking. He was much beloved by family and friends.

The family asks that any memorial donations be made to the following groups that Dick supported: Oregon-California Trails Association, PO Box 1019, Independence, MO 64051;

OUTINGS & ACTIVITIES

UPCOMING EVENTS

OCTOBER FREE EMIGRANT ROAD TREK AND OAKRIDGE MEETING

Joint OHTAC/OCTA outing & meeting *October 5-6, Oakridge, OR*
Del Spencer, President of Oakridge Pioneer Museum, Gary Brumbaugh and others to assist.

I suggest that people stay in Oakridge. It is 41 miles from Eugene (I-5 exit 188A) and Hwy 58 is slow going with trucks, motor homes and a winding road. Be sure to say you are with OHTAC or OCTA for reduced lodging rates when you make reservations. Lodging:

- The Oakridge Motel 48197 Hwy 58; (541) 792-2432 - \$29 single; \$38 double + 8% tax (Cheapest)
- Oakridge Inn Best Western 47433 Hwy 58; (541) 782-2212 - \$49 - queen; \$59 - 2 queen or a king + tax (likely rates, but not yet final)
- Westfir Lodge Bed & Breakfast 47365 1st Street, Westfir; (541) 782-3103 - Follow signs to Westfir, which is 2 miles north of Hwy 58. The Inn is a very large house across the street from the covered bridge. It is a scenic drive to Oakridge on the road that follows the route of the Free Emigrant Road.] - \$75 + tax (includes dessert and full cooked breakfast)

For Saturday we will meet at Greenwater Park just east of Oakridge at 8:30 am to carpool and caravan to the Free Emigrant Road outing starting point on 6020 west of Ulmi. We will be going generally west and not returning. Those not hiking, could move the vans and cars to the pick up spots. There are some variations on the hiking - 4 miles, 7 miles or short walks to view the route. Wear clothing for hiking and bring sun protection and your lunch and water. The weather is usually nice.

A group hamburger dinner at the Greenwater Park is planned and will be inexpensive.

For Sunday there will be an OHTAC meeting at the Oakridge Pioneer Museum. [Follow the sign on Crestview Street to the business district and school. Turn right on First Street and go to Pine Street. Turn right and you will see the cream colored museum on the next corner at Pine and Commercial

Take time to look around the museum. It is free, but donations are gladly accepted.] There will be room for OCTA members and others to sit in on the meeting.

We will break for lunch. There is enough room at Big Mountain Pizza & Chicken (on Hwy 58; ph 541-782-9520) for a group lunch. We can use the back room (which is the bar). [The front part is usually pretty full of people after church. Del & I talked to the owner and I have a menu. We might share some large pizzas and share the expense. Most pizzas are \$18.95. A salad bar trip, 4 pieces of chicken and fries is \$6.95.] - *Glenn Harrison*

If you want the newsletter in color, sign up with Joyce for e-mail.

PREVIOUS EVENTS

PENDLETON TRAIL WEEKEND

Keith May put together a trail filled National Trails Day weekend in and near Pendleton. On Friday, May 31 there was a Farmers' Market and free concert on Main Street. A group buffet dinner for 25 was held at the Art Center followed by Roger Blair discussing "Romance (and other relationships) on the Trail".

Saturday started with half of the group gathering for breakfast. Then there were options - an Underground Tour, the Umatilla County Historical Museum, a Cruise-In on Main Street (4 blocks with both sides filled with old cars), visits to Antique shops, and viewing the site for a possible new historical sign. Then there was a tour of the May house and lunch on our own. The afternoon was filled with a trip to the Blues. Taking the freeway exit 38 miles east of Pendleton participants then walked the two loops of the Blue Mountain Crossing Interpretive Center, visited the covered wagon with trail



Billie McClure reenacts a family crossing of the Blue Mountains
photo by Glenn Harrison

items and heard Billie McClure dramatically tell of one family's 1852 trail experiences. They then viewed the ruts from the Mt. Emily Road and the Burchfield marker. Then they drove through Meacham (the 1848 encampment of Major H.A.G. Lee following the Whitman Incident) past the Oregon Trail markers. At Emigrant Springs State Park they observed the Meeker Marker and the trail marker dedicated in 1923 by President Warren G. Harding relocated to the kiosk last summer when the road was widened. Continuing on old US 30 they traveled to the Squaw Creek Overlook filled with a variety of wildflowers. Passing Deadman's Pass they drove to Riley Root's Prospect Hill. Then it was back to Pendleton in time for a buffet dinner. Christina May discussed and showed "Pioneer Clothing Worn by the Emigrants" and Jenny Miller showed her Oregon Trail slides.



Fort Henrietta
photo by Joyce Bolerjack

On Sunday participants visited Tamustalikt in the morning then had a picnic at Echo near the replica of Fort Henrietta stockade.

They paused at the Koontz Grave and viewed ruts at Corral Springs.



Corral Springs
photo by Glenn Harrison

Crossing the Umatilla River they walked to the site of the Umatilla Indian Agency and Fort Henrietta. An added attraction was assisting free a horse, which had both hind hooves tangled in fence wire. Then it was on to another trail rut site and on to the deep ruts on Echo Meadows where they dispersed. Dave and Wendy Welch led a portion of the group past Butter Creek Crossing, Upper Wells Springs, and on to The Dalles as people traveled toward home.

PENDLETON - THE DALLES FLYOVER

The Red-tailed Hawk slowly spiraled on its ascending thermal beyond our starboard side at a low 700 foot altitude. The varying shades of discolored green in the huge circular irrigated alfalfa fields below us were the tell-tale evidence of the 150 year old wagon ruts/swales. Beyond that, where the irrigation stopped, clean clear swales beamed to us from the normally restricted air-space of Oregon's Boardman Bombing Range. Even though several of us in the NorthWest OCTA Chapter had hiked those hot dry swales with U.S. permission several years ago in anticipation of the Pendleton Convention, seeing them from this altitude was quite disorienting. The confusion without familiar ground level horizon benchmarks was obvious.



Echo Meadows

Our horizon here consisted of the puffy white clouds and snowy glaciers on the backside of Mt.'s Hood, Adams and Rainier where seven hikers died in ice crevasses this week alone, including

the traumatic loss on live TV of a Oregon National Guard rescue helicopter. Battered Mt. St. Helens might have shown its peak here before its twenty year demise.

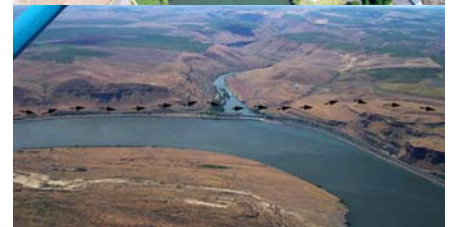
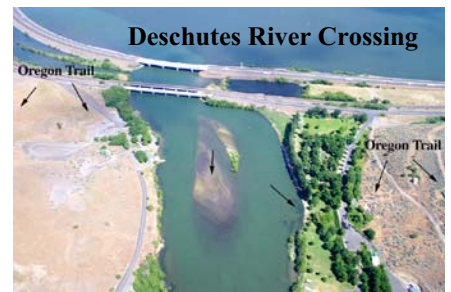
Nine single engine planes flying caravan style tried vainly in places to decipher the on-again off-again traces in the cultivated/non-cultivated patchwork. Only at Boardman, with our special permission fly-over, where no earth arousal has ever transpired, except perhaps for occasional WW-II practice bomb craters, were they so obvious.

Meticulously lead by retired 747 pilot Dick Pingrey, pilots, machines, and OCTA guests rendezvoused for an early morning orientation and reacquaintance. Some not seeing one another since last year's successful Natchesleg fly-over from Tri-Cities Washington, over the Yakima Firing Range to almost the top of the Cascade Natches Pass.

Clearly visible on many stretches were OCTA's white carsonite markers which the Chapter has planted over the years. As an aside, it has been noted that the U.S. Dept of Interior's recent comment solicitation on trail marking of the Applegate Trail recommends both steel rail markers and BROWN carsonite markers so as not to detract from the "Wilderness". These "invisible" indicators may be of questionable value.



Today's flight began with our cool pilot Bob Hammer crossing of the Umatilla River in Pendleton, going west to Echo to Well Springs to Willow Springs, and the descent and ascent of the John Day River canyon. The top trail north to Biggs and the mighty Columbia, hence along a bench on its south shore in order to cross the Deschutes River. Apparently a lost sandbar at the river mouth allowed a wagon crossing as it empties its clear water into the green/white glacier tainted Columbia. [The water level was raised by construction of the Dalles Dam - ed.] We twisted a series of gut wrenching "S" turns to follow the faint ruts back up on top the basalt cliffs until finally reaching the Dalles, where westward wagons were halted by massive impassible Columbia Gorge cliffs. From there on, the Willamette and Cowlitz Valley bound emigrants paid to take the circuitous Barlow Road or risk life and limb on a river raft with a disassembled wagon. We, on the other hand, made a u-turn back east at 120 mph for lunch and procedure critique for future flights. - *Bernie Rhoades*



The pilots were: Bob Hammer, Tom Holbrook, Bill Hudson, Marv Pugh, Dan Spencer, Monica Weyhe, Jim Wikstrom, Ola Vestad, and me (9). Marv Pugh and I are from Selah and the rest of the pilots are from Yakima. All are members of the Washington Pilots' Association, Yakima Valley Chapter.



Dick Pingrey briefs pilots

The OCTA members were: Lethene Parks, Dave Welch, Wendy Welch, Roger Blair, Susan Doyle, Jim Tompkins, Rich Herman, Glenn Harrison, Carol Harrison, Wayne Burch, Chuck Fiske, Joyce Bolerjack, Jenny Miller, Jack Fletcher, Pat Fletcher, Bernie Rhoades and Lee Smith (17). We also had Jean Spencer, wife of pilot Dan Spencer go along on the flight.



Joyce Bolerjack and Marv's plane

The airplanes used were four Cessna 182s, One Beechcraft Bonanza, One Beechcraft Sundowner, two Grumman Americans and A Van RV homebuilt. It would be ideal to have only high wing airplanes but I have to use what is available.

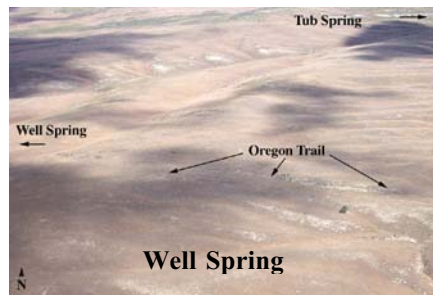


Echo
photos by Jim Tompkins

By limiting the number of passengers to two per airplane we were able to put the passengers on the right side so the pilot could fly a little to the left of the trail and give the passengers the best possible view.



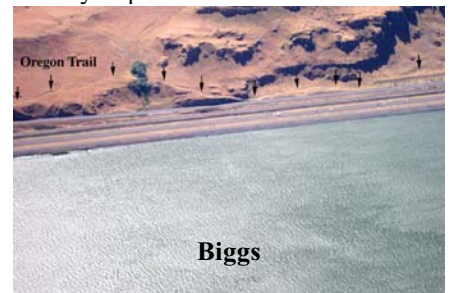
It may be of interest to note that the collective value of the airplanes that were used to transport the OCTA members is in excess of one-half million dollars and probably much closer to one-million dollars. I think every pilot that participated has more than one thousand hours of pilot experience the the collective total would be in the forty to fifty-thousand hour range.



I am the only retired professional pilot in the group. All the rest work at or have retired from other professions. For example Monica Weyhe is Assistant Director of the Yakima Valley Regional Library system, Dan Spencer is a Federal Meat Inspector, Bill Hudson is the Yakima County Agriculture Chemical Advisor, Bob Hammer owns and operates a Real Estate business and Ola Vestad is a Licensed Financial and Investment Advisor.



I knew this would be a learning experience and it was just that. We had some problems and we will need to change a number of procedures to make the flights work better. Probably we will need to fly all of the pilots along the route we intend to fly sometime ahead of the passenger flights. Flying in trail with nine airplanes just doesn't work yet I was probably the only pilot in the group that knew the route. Jim Tompkins made it possible for Marv to stay on the route but we can't put someone with detailed trail knowledge in every airplane.



From my personal point of view the flights were a success because the pilots and most of the OCTA members had a good time. They also saw some good ruts from the air and got a fairly good idea of the entire route as a complete segment rather than a bit here and another bit miles further along. Everyone could see the trail from Pendleton to The Dalles as one unit and not many fragments. It is vital that the pilots have a good time or we won't get them back for another go next year. All the other problem can be worked out and we are already starting to develop plans for next year. - Dick Pingrey



DEFENDING OUR SOVEREIGNTY

Jim Tompkins

• adapted from a talk given September 12, 2001, to a reunion of US Navy veterans •

Sovereignty is the supreme power or authority over a political entity. It is a country's ownership, dominion, reign, rule, control, mandate and power. No government, administration, monarchy or regime can be autonomous, independent or separate without ownership of its own land. A large portion of the development of Oregon, including the discoveries of Lewis and Clark; the missionary work of Lee and Whitman; and the Oregon Trail immigration took place in a place (here in Oregon) and a time (1818 to 1846) in which there was a sovereignty vacuum.

Sovereignty was a principle was key to the settlement of Oregon. It can be claimed by discovery, occupation, war, or negotiation. At one time or another Oregon was claimed by France, Spain, Russia, England (later Great Britain), the United States as well as numerous groups of native Americans. All claimed sovereignty by rights of discovery and occupation. Unfortunately for the Indians, they did not play the game of international politics by the rules imposed by European society.

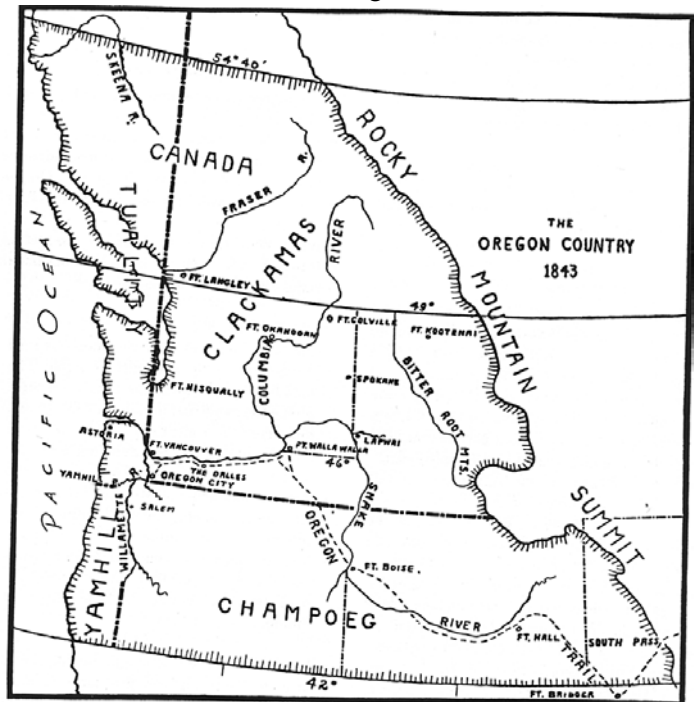
The entire United States Westward Movement was a process which first dispossessed the original Indian nations and then converted public lands to private ownership. The classic model was for the United States to establish sovereignty, which required treaties with the natives; to declare the land to be in the Public Domain; to survey the land; and then to sell or donate the land to private ownership. Oregon's settlement is part of that process, except that much land fell into private ownership before Oregon became part of the public domain. The people who came to Oregon brought with them ideas of sovereignty, possessory rights, government and the governed.

Great Britain had used occupation of the land as its definition of sovereignty in debunking Spanish claims to Oregon in 1790. From 1818 Oregon could be jointly occupied by Britain and the United States, but until 1832, Britain was to all practical purposes the sole non-native occupant of Oregon. Despite American election-year rantings of "54, 40 or Fight" and British policy of excluding Americans north of the Columbia River, an 1846 treaty settled the "Oregon Question" boundary issue at the 49th parallel.

The presence of American Indians could not be ignored, but by the 1830s their population was low, in the case of the Willamette Valley Indians, getting dangerously close to extinction, ravished by deadly diseases introduced by the ocean-going trade as early as the 1770s. To the Oregon-bound emigrant from the United States, the land was theirs for the taking. Indian relations was a concern of national governments and international treaties.

The Treaty of Ghent, December 24, 1814, ended the War of 1812. Oregon (an American term that became popular after 1822) was not mentioned, except for the clause that required the return of all captured places, which included Astoria.

The Convention of 1818 signed in London took care of the loose ends of the War of 1812. It set the boundary between the United States and Canada as the 49th parallel from Lake of the Woods to the Stony Mountains. The Convention of 1818 is also called the Treaty of Joint Occupation due to the conditions of Article III that stated "...any Country that may be claimed by either Party [US and Britain] on the North West Coast of America, Westward of the Stony Mountains, shall ... be free and open, for the term of ten Years...." This clause was extended in 1828 and 1838 and notice to rescind was given by the US in 1844. The territory in question was all land north of California (42nd parallel), south of Alaska (54 degrees 40 minutes), east of the Pacific and west of the Rocky Mountain Summit. [See map]



The British vested all of their interests in fur trade monopolies. The North West Company and later the Hudson's Bay Company were given control of New Caledonia, their name for what the Americans called Oregon. Dr. John McLoughlin was instructed to discourage all Americans who started arriving as early as 1832. If the Americans refused to go back, then he was instructed to send them south of the Columbia and Snake Rivers. The HBC believed this would be the boundary between the US and Canada. McLoughlin was further instructed

not to aid the Americans in any way. It was his inability to deny aid to sick, tired, hungry Americans at the end of the Oregon Trail that cost McLoughlin his job in 1845.

American interests in Oregon were almost entirely vested in private business and individual settlers. By 1840 there were less than 100 Americans in Oregon, nearly all arriving by ship, Nathaniel Wyeth, Jason Lee, and Marcus Whitman being the exception to that rule. Then the floodgates of emigration to Oregon opened along the Oregon Trail. By 1842 the number of Americans had quadrupled to nearly 800. In 1843 the American population doubled. It doubled again in 1844, again in 1845, and then again about 1848. The only US government involvement in settling Oregon was a system of subsidies paid to ship captains who brought settlers to Oregon. The \$100 passage was paid by the US for men such as Francis Pettygrove, Philip Foster and the entire 1840 Methodist Great Reinforcement.

The concept of sovereignty for Oregon was brought to the focus of the American public starting in 1840 in a series of newspaper articles published by John Louis O'Sullivan but actually written by Jane McManus Storm Cazneau. Jane was a staff writer for O'Sullivan who was a single parent and working mother, mistress of Aaron Burr, a Texas land speculator, and later Mexican War correspondent. In 1840 she used the term "Manifest Destiny" to describe the justification of US expansion based on the superiority of the Anglo-Saxon race.

Patriotism, a term being reinvented following the actions yesterday [September 11, 2001 in New York and Washington DC], in 1840 meant spreading the borders of the US from the Atlantic to the Pacific and kicking out the Mexicans and British. James Knox Polk was swept into the office of President on this wave of patriotism when he declared as Fifty Four Forty or Fight as his campaign slogan. Americans wanted all of Oregon and were willing to fight for it. Unfortunately the US became embroiled in the Mexican War and was forced to negotiate Oregon's sovereignty. US Secretary of State James Buchanan and British ambassador Richard Pakenham met in Washington DC and hammered out the Treaty of Washington in Regard to Limits Westward of the Rocky Mountains, signed June 15, 1846.

Unfortunately for the Hudson's Bay Company the US campaign slogan and the reaffirmation of the 49th parallel in the Webster-Ashburton Treaty of 1842 caused the extension of the 49th parallel as the US-Canada boundary from the Rocky Mountains to the channel between Vancouver Island and the mainland then through the Straits of Juan de Fuca to the Pacific. Although the HBC possessions that now were in the United States, such as Fort Vancouver, were continued, the company could no longer trap American pelts.

By the summer of 1848 thousands of Americans had settled on free land in Oregon, but the US government had not yet extended Territorial status to Oregon. After continued petitions for the United States to extend its jurisdiction over Oregon, some dating back as early as 1840, Congress made Oregon a Territory in August of 1848. But before the US could give Oregon any legal status it had to claim sovereignty. The first clause of the Oregon Bill revoked all claims on land except those provided by treaty or to missions active among the Indians. The people of Oregon found themselves in a vacuum. The land claims that were freely taken had been revoked. The only people who owned land in Oregon were the Hudson's Bay Company, Catholic missionaries, and Indians.

Promises to restore land ownership to the thousands of emigrants were not kept as Congress could not fathom giving away land that could be sold. The land claims act for Oregon floundered in 1848, 1849 and appeared to be dead in 1850. Due to the efforts of Delegate Samuel Thurston, the Donation Land Act passed on September 27, 1850. To get free land claimants had to be already in Oregon or arrive before December 1, 1851. Previous claims were honored. The deadline was extended to 1853 and then 1855 before the law expired.

One last dispute over sovereignty in what was once the Oregon Country came the same year Oregon became a state - 1859. In the most unlikely of situations the United States and Britain almost went to war over a pig. The problem was one of ignorance of geography. The 1846 treaty that set the international border said the boundary was the channel between Vancouver Island and the mainland. The problem was the existence of two channels, one on either side of the San Juan Islands. In 1859 there were twenty-five Americans and one HBC farm on the largest island. An American settler killed a British pig. The British demanded arrest and retribution. Instead anti-British Commander Harney of Oregon sent sixty-six soldiers under Captain George Pickett, later of Civil War Battle of Gettysburg fame. Sir James Douglas, formerly of Fort Vancouver and then the governor of British Columbia sent three warships. The Pig War escalated to two hundred American soldiers and five British warships.

President Buchanan, who as Secretary of State wrote the 1846 boundary, sent General Winfield Scott to San Juan to investigate. A joint occupation agreement was reached pending international arbitration. That agreement lasted twelve years until 1871 when arbitrator Kaiser Wilhelm of Germany ruled in favor of the United States.

It was not a pig that almost led the US and Britain to war, but sovereignty - the concept of national land ownership. [The talk concluded by telling of WWII sailors' efforts to preserve American sovereignty.]