

**NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY - NOMINATION FORM**

(Type all entries - complete applicable sections)

| | |
|------------------|------------|
| STATE: | Oregon |
| COUNTY: | Lake |
| FOR NPS USE ONLY | |
| ENTRY DATE | NOV 8 1974 |

1. NAME

COMMON:
Stone Bridge and the Oregon Central Military Wagon Road

AND/OR HISTORIC:

2. LOCATION

STREET AND NUMBER:
The Narrows S of Plush

CITY OR TOWN:
Plush vicinity

STATE: **Oregon** CODE: **41**

CONGRESSIONAL DISTRICT:
**Representative Al Ullman
Oregon Second
Congressional District**

COUNTY: **Lake** CODE: **037**

3. CLASSIFICATION

| CATEGORY (Check One) | OWNERSHIP | STATUS | ACCESSIBLE TO THE PUBLIC |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------|
| <input type="checkbox"/> District <input type="checkbox"/> Site <input type="checkbox"/> Object <input type="checkbox"/> Building <input checked="" type="checkbox"/> Structure | <input checked="" type="checkbox"/> Public <input type="checkbox"/> Private <input type="checkbox"/> Both | Public Acquisition: <input type="checkbox"/> In Process <input type="checkbox"/> Being Considered | <input type="checkbox"/> Occupied <input checked="" type="checkbox"/> Unoccupied <input type="checkbox"/> Preservation work in progress |
| PRESENT USE (Check One or More as Appropriate) | | | |
| <input checked="" type="checkbox"/> Agricultural <input type="checkbox"/> Commercial <input type="checkbox"/> Educational <input type="checkbox"/> Entertainment | <input type="checkbox"/> Government <input type="checkbox"/> Industrial <input type="checkbox"/> Military <input type="checkbox"/> Museum | <input type="checkbox"/> Park <input type="checkbox"/> Private Residence <input type="checkbox"/> Religious <input type="checkbox"/> Scientific | <input type="checkbox"/> Transportation <input checked="" type="checkbox"/> Other (Specify) Recreational |
| Yes: <input type="checkbox"/> Restricted <input checked="" type="checkbox"/> Unrestricted <input type="checkbox"/> No | | | |

4. OWNER OF PROPERTY

OWNER'S NAME:
See Continuation Sheet

STREET AND NUMBER:

CITY OR TOWN:

STATE:

5. LOCATION OF LEGAL DESCRIPTION

COURTHOUSE, REGISTRY OF DEEDS, ETC.:
See Continuation Sheet

STREET AND NUMBER:

CITY OR TOWN:

STATE:

6. REPRESENTATION IN EXISTING SURVEYS

TITLE OF SURVEY:
Statewide Inventory of Historic Sites and Buildings

DATE OF SURVEY: **1970** Federal State County Local

DEPOSITORY FOR SURVEY RECORDS:
Parks and Recreation Section

STREET AND NUMBER:
Oregon State Highway Building

CITY OR TOWN:
Salem

STATE: **Oregon** CODE: **97310**

SEE INSTRUCTIONS



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7. DESCRIPTION

CONDITION

(Check One)

Excellent Good Fair Deteriorated Ruins Unexposed

(Check One)

Altered Unaltered

(Check One)

Moved Original Site

DESCRIBE THE PRESENT AND ORIGINAL (if known) PHYSICAL APPEARANCE

The structure commonly referred to as "Stone Bridge" is actually a causeway nearly a quarter mile long across a narrow swampy neck between Hart Lake and Crump Lake in the Warner Lakes chain near Lakeview in Oregon's south-central high desert country. Wide enough to accommodate a horse-drawn wagon, it is commonly thought to be the causeway built by the U. S. Army between March 16 and July 24, 1867, during a period of Indian unrest in the area. About forty men were involved in the construction.

Construction was accomplished by the simple method of hauling boulders from nearby Hart Mountain and dumping them into the swamp. The extensive length of the causeway and the poor soil bearing conditions would have made this an extensive construction project in an area yet unsettled by white men. The causeway was probably several feet above the Narrows water level when it was built, but the stones have since sunk into the muddy bottom making the causeway difficult to find, as it is inundated most of the time. After it was abandoned by the Army when it left the area in 1874, Stone Bridge was means by which the Oregon Central Military Wagon Road crossed the Warner Lakes chain, and after the Military Road fell into disuse, it was used for many years as a cattle crossing by local ranchers. It can still be used for a crossing today at times when the Narrows water level is very low. Though inundated most of the time, its location is marked by the absence of swamp vegetation. In 1971, Troop 95, Boy Scouts of America, Lakeview, Oregon, erected a marker and constructed a stone path at the east end of the bridge, where construction was originally begun.

Traces of the old Oregon Central Military Wagon Road are still in evidence today. A particularly identifiable segment extends several miles west from the Stone Bridge as wheel tracks winding across the stoney sagebrush terrain and used by ranchers and occasional recreationalists. This segment is probably in as good a condition today as when the road was completed in 1872, because the "road" was little more than a perfunctory track across the vast desert of central Oregon. It was poorly maintained and was never much used.

The nominated segment of the Oregon Central Military Wagon Road is on public land managed by the Bureau of Land Management. The State of Oregon claims the Stone Bridge site through riparian right.

S E E I N S T R U C T I O N S



3. SIGNIFICANCE

PERIOD (Check One or More as Appropriate)

| | | | |
|----------------------------------------|---------------------------------------|--------------------------------------------------|---------------------------------------|
| <input type="checkbox"/> Pre-Columbian | <input type="checkbox"/> 16th Century | <input type="checkbox"/> 18th Century | <input type="checkbox"/> 20th Century |
| <input type="checkbox"/> 15th Century | <input type="checkbox"/> 17th Century | <input checked="" type="checkbox"/> 19th Century | |

SPECIFIC DATE(S) (If Applicable and Known) **1867-1872**

AREAS OF SIGNIFICANCE (Check One or More as Appropriate)

| | | | |
|-----------------------------------------|-------------------------------------------------|----------------------------------------------------|------------------------------------------|
| <input type="checkbox"/> Aboriginal | <input type="checkbox"/> Education | <input type="checkbox"/> Political | <input type="checkbox"/> Urban Planning |
| <input type="checkbox"/> Prehistoric | <input type="checkbox"/> Engineering | <input type="checkbox"/> Religion/Philosophy | <input type="checkbox"/> Other (Specify) |
| <input type="checkbox"/> Historic | <input type="checkbox"/> Industry | <input type="checkbox"/> Science | _____ |
| <input type="checkbox"/> Agriculture | <input type="checkbox"/> Invention | <input type="checkbox"/> Sculpture | _____ |
| <input type="checkbox"/> Architecture | <input type="checkbox"/> Landscape Architecture | <input type="checkbox"/> Social/Humanitarian | _____ |
| <input type="checkbox"/> Art | <input type="checkbox"/> Literature | <input type="checkbox"/> Theater | _____ |
| <input type="checkbox"/> Commerce | <input checked="" type="checkbox"/> Military | <input checked="" type="checkbox"/> Transportation | _____ |
| <input type="checkbox"/> Communications | <input type="checkbox"/> Music | | _____ |
| <input type="checkbox"/> Conservation | | | _____ |

STATEMENT OF SIGNIFICANCE

SEE INSTRUCTIONS

The Stone Bridge in Lake County is thought to be the first structure built by white men in the south-central part of Oregon, which due to the high desert terrain, harsh climate, and the presence of marauding Northern Plute and Modoc Indians, was not settled until the 1870s, a generation later than the western portion of the state had been settled.

Early in 1866, the 14th Infantry Regiment from Fort Boise in Idaho Territory was ordered to establish a new post near Honey Creek several miles west of the Warner Lakes in south-central Oregon, at a site which had been previously selected by a scouting party from Fort Vancouver in Washington Territory. Arriving from the east by way of Fort Harney in eastern Oregon in late summer, the soldiers found that they were unable to penetrate the chain of lakes and swamps known as Warner's Lakes with their wagons and equipment. Therefore, they established a camp about seven miles east of the lakes. Following several skirmishes with the Indians in September and October, the troops spent a difficult winter in the new camp. It has been reported that on several nights the entire company had to march in a circle on the parade ground lest they freeze to death; one sergeant became lost in a blizzard and died.

The 14th Infantry was replaced by the 23rd Infantry early in 1867. General George Crook visited Camp Warner in late February and concurred in the decision that the barrier formed by Warner Lakes seriously impeded operations against the Indians and that the camp would be more advantageously located at the site originally selected on the other side. To this end on March 15, 1867, Capt. James Henton and 40 men were ordered "to the crossing of Warner's Lakes for the purpose of building a bridge across said lake." Another party was dispatched on May 31 to start construction of the new camp on the west side. The bridge across the lakes are reported completed by July 24. In addition to giving the soldiers greater flexibility in their operations against the Indians, the bridge connected Camp Warner with Fort Harney and other military establishments to the east.

Indian trouble was alleviated in the area within two years when a major band was trapped at Donner und Blitzen in the Steens Mountains in 1868-69, a treaty was signed and Camp Warner was abandoned in 1874.

(continued)

9. MAJOR BIBLIOGRAPHICAL REFERENCES

Leslie Shaw, "Crook Severs Warner Valley Gordian Knott," Lake County Examiner (Lakeview, Oregon), July 20, 1967, p. 2.

Leslie Shaw, Program, Lake County Fair and Round-up, (Lakeview, Oregon, Lake County Examiner) 1968 and 1970.

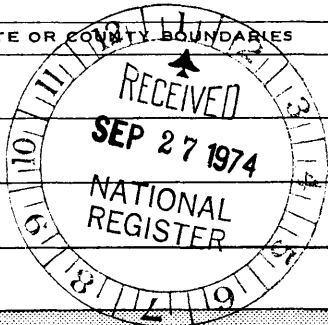
10. GEOGRAPHICAL DATA

| LATITUDE AND LONGITUDE COORDINATES DEFINING A RECTANGLE LOCATING THE PROPERTY | | | O R | LATITUDE AND LONGITUDE COORDINATES DEFINING THE CENTER POINT OF A PROPERTY OF LESS THAN TEN ACRES | | |
|----------------------------------------------------------------------------------|-------------------------|-------------------------|--------|---------------------------------------------------------------------------------------------------------|-------------------------|--|
| CORNER | LATITUDE | LONGITUDE | | LATITUDE | LONGITUDE | |
| | Degrees Minutes Seconds | Degrees Minutes Seconds | | Degrees Minutes Seconds | Degrees Minutes Seconds | |
| NW | 42° 21' 21" | 119° 50' 47" | | | | |
| NE | 42° 21' 21" | 119° 50' 08" | | | | |
| SE | 42° 20' 55" | 119° 50' 08" | | | | |
| SW | 42° 20' 55" | 119° 50' 47" | | | | |

APPROXIMATE ACREAGE OF NOMINATED PROPERTY: 243

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

| STATE: | CODE | COUNTY | CODE |
|--------|------|--------|------|
| | | | |
| | | | |
| | | | |
| | | | |



11. FORM PREPARED BY

NAME AND TITLE:
Paul B. Hartwig, Park Historian, and D. W. Powers III, Temporary Assistant

ORGANIZATION: Oregon State Highway Division DATE: August 13, 1974

STREET AND NUMBER:
State Highway Building

CITY OR TOWN: Salem STATE: Oregon 97310 CODE: 41

12. STATE LIAISON OFFICER CERTIFICATION

As the designated State Liaison Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service. The recommended level of significance of this nomination is:

National State Local

Name: [Signature]

Title: State Parks Superintendent

Date: September 20, 1974

NATIONAL REGISTER VERIFICATION

I hereby certify that this property is included in the National Register.

[Signature]
Director, Office of Archeology and Historic Preservation

Date: 11/8/74

ATTEST:
[Signature]
Keeper of The National Register

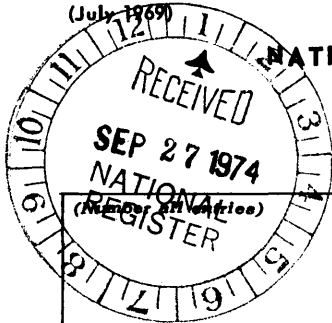
Date: 11.8.74

NE 11/266 470/4692950
 SE 11/266 440/4692150
 SW 11/265 530/4692180
 NW 11/265 560/4692980 CD
 SEE INSTRUCTIONS

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(Continuation Sheet)



STONE BRIDGE AND THE OREGON CENTRAL MILITARY WAGON ROAD (CONTINUED)

2. Location--Legal Description of Property

Stone Bridge and the Oregon Central Military Wagon Road segment are located in the N 1/2 Sec. 24, T. 37S., R. 24E. of the Willamette Meridian, Lake County, Oregon.

4. Owner of Property

Stone Bridge: State of Oregon (claimed through riparian right).

Oregon Central Military Wagon Road: U. S. Department of the Interior.

5. Location of Legal Description

Stone Bridge: Division of State Lands, 502 Winter Street, NE, Salem, Oregon 97301. (Code: 41).

Oregon Central Military Wagon Road: Bureau of Land Management, Lakeview District, 357 North L Street, Lakeview, Oregon 97630. (Code: 41).

8. Significance

The Oregon Central Military Wagon Road was not built by the military, but was a private venture under a Federal policy of granting lands for the construction of "military" wagon roads. There were five such roads built in Oregon of which the Oregon Central Military Wagon Road was the first and largest. Oregon is the only state in which these roads were built outside the Midwest, the others being in Indiana, Ohio, Wisconsin, and Michigan.

The Oregon Central Military Wagon Road was chiefly promoted by B. J. Pengra of Eugene. The proposed route was from Eugene City at the south end of the Willamette Valley, by way of the Willamette Pass over the Cascades and Goose Lake Valley in south-central Oregon to the Nevada Territory line. From there he and other Eugene backers planned an extension to Lassen Meadows, Nevada Territory, to connect with the Central Pacific Railroad, and they anticipated eventual construction of an Oregon Branch Pacific Railroad to Eugene by this route. By the time construction was authorized by Congress in July, 1864, however, the eastern terminus was changed from the Nevada Territory line to the Idaho Territory line where the road would connect with the newly discovered mines in the Silver City area. The road (continued)

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STONE BRIDGE AND THE OREGON CENTRAL MILITARY WAGON ROAD (CONTINUED)

8. Significance (cont.)

was to be completed in five years, but the completion date was eventually extended to 1872. The land grant was for alternate odd-numbered sections in a band three sections wide on each side of the road. The eventual total of land patented to the builders was 875,196 acres. The builders claimed to have spent \$125,000 building the road, but a government investigator later estimated \$24,000 was more accurate. The Oregon Central Military Wagon Road is often associated with cries of "land grab" and "hoax." According to reports, a fair wagon road extended from Eugene to the Cascade summit, but from there eastward it was rudimentary. The grant lands were sold in 1876 for \$125,000.

There is another causeway bridge in the vicinity of Stone Bridge, the origin of which is a mystery. Known as Pack Horse Bridge, few have actually seen it. Mr. Henry O'Keefee, a local rancher, saw it about ten years ago during a period of very low water. He had learned of its existence from old-timers in the area. It is about one mile south of Stone Bridge and crosses the only island in the Narrows. As Mr. O'Keefee remembers, it crosses the northern end of the island. It is only about three or four feet wide and is very difficult to find. Stones marking the approaches are covered with grasses. Pack Horse Bridge is associated with the Riffle trail, which is used for cattle. It is not known who built it or why. It is doubtful that the Indians built it for the Modoc and Piute tribes are not recognized as builders, and there is no record of extended habitation of sufficient numbers of white men for such an undertaking before the Army built Stone Bridge. It is not reasonable that anyone would go to such effort later with the broader and higher Stone Bridge only a mile away. It may be that Pack Horse Bridge was a temporary crossing suggested in Army records before Stone Bridge was built, or that Pack Horse Bridge is actually the one built by the Army and Stone Bridge was built later in connection with the Military Road.

