

The Santiam Wagon Road is a valued treasure listed on the National Register of Historic Places. Along the route you can explore what early travelers experienced on their journey through the central Cascades. Many access points can be found along Highways 20 and 126, which follow the original route of the wagon road through the Willamette and Deschutes National Forests. Today you can hike or ride along the route; allowable modes of travel are identified on the map. Visitors should be aware that conditions and access on the wagon road vary throughout the year. For more information contact one of the Forest Service offices listed below. *Enjoy your visit!*



The Santiam Wagon Road originally extended from Albany to Ontario. The shaded area represents points of interest covered in this brochure.

This brochure was funded through a grant from the Oregon Historic Trails Fund.

**Willamette National Forest**  
(541) 225-6300  
<http://www.fs.usda.gov/willamette>

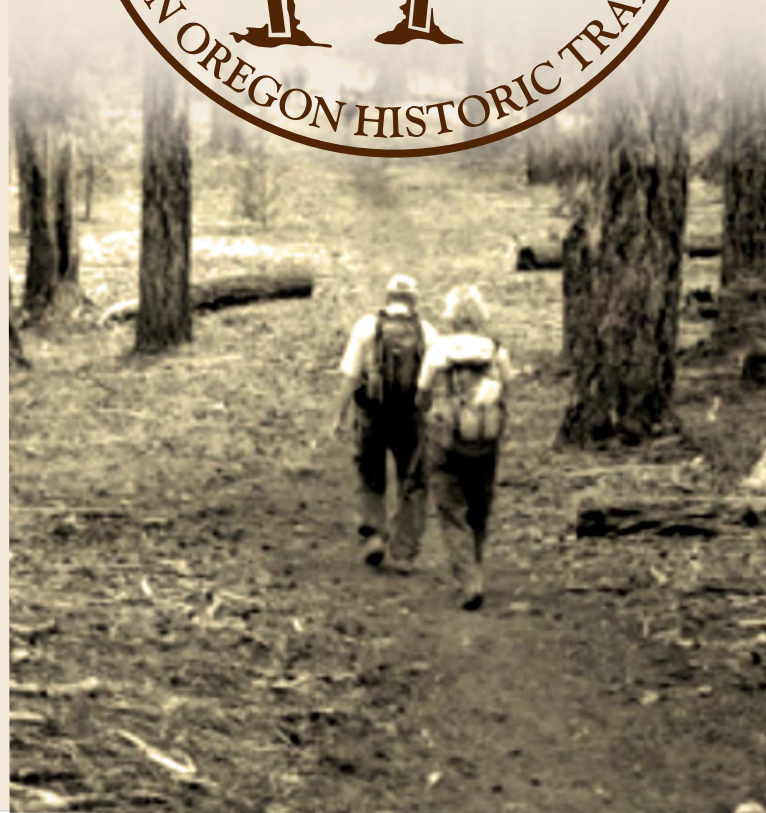
**Deschutes National Forest**  
(503) 383-5300  
[www.fs.fed.us/r6/centraloregon](http://www.fs.fed.us/r6/centraloregon)

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**United States Department of Agriculture**  
Forest Service  
Pacific Northwest Region  
Deschutes and Willamette National Forests

## Your Guide to Exploring



# Linking Landscapes and Livelihoods

Photo credit: Dr. Henry Wolthuis



Andrew Wiley

The Santiam Wagon Road holds an interesting and unique place in Oregon's history. Unlike other wagon roads that were built to bring settlers to the Willamette Valley, this road was designed to lead settlers and their livestock eastward to the rich pasture lands of Central Oregon and to markets throughout eastern Oregon

and Idaho. It provided the primary means of transportation across the central Cascade Mountains, facilitating trade, commerce, and communication, which significantly contributed to the economic enhancement and settlement of both regions.

In 1859, a party including Andrew Wiley, John Gray and John Bradenburg set out in search of a route over the Cascades. They knew that Indians traveled seasonally from the valley to the mountains to obtain valuable resources through hunting, gathering, and trade with neighboring tribes.



Deschutes Historical Society

Typical stagecoach along the Santiam Wagon Road (c. 1906)

The surveyors reasoned the Indian trails would lead them east. When the party returned and proclaimed success, they joined with local ranchers to form the Willamette Valley and Cascade Mountain Wagon Road Company. The new wagon road served as a dominant route across the Cascades from 1865 to 1939. Use of the wagon road declined with the completion of US Highway 20 in 1939.



Equestrian excursion through a well-preserved segment of the Santiam Wagon Road



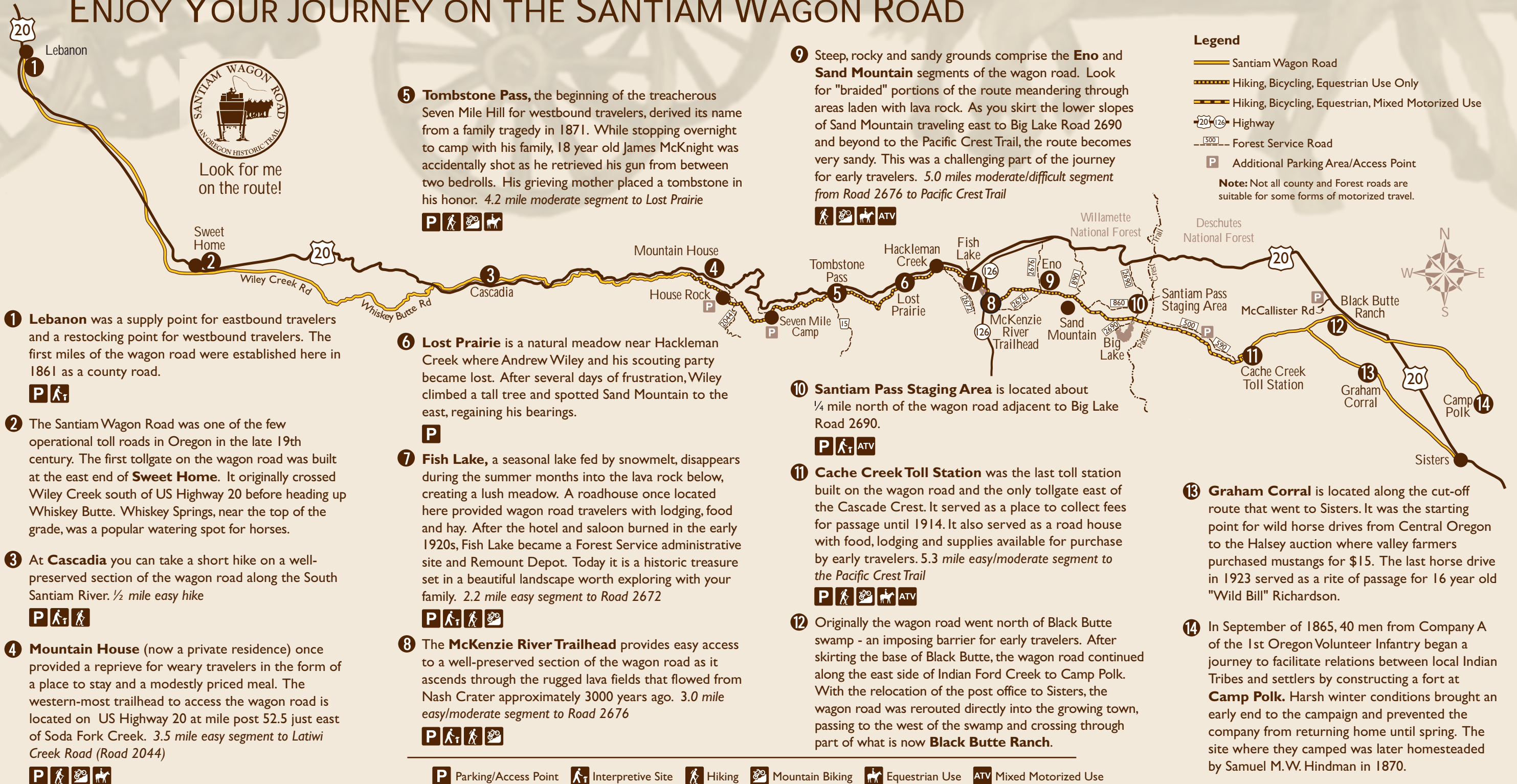
Mile marker used by early motorists

### Please help preserve this important resource:

- leave historic relics in place
- avoid altering the roadbed
- minimize disturbance to vegetation
- pack out your garbage
- report theft or vandalism to your local Forest Service office



# ENJOY YOUR JOURNEY ON THE SANTIAM WAGON ROAD



**1 Lebanon** was a supply point for eastbound travelers and a restocking point for westbound travelers. The first miles of the wagon road were established here in 1861 as a county road.



**2 Sweet Home** The Santiam Wagon Road was one of the few operational toll roads in Oregon in the late 19th century. The first tollgate on the wagon road was built at the east end of **Sweet Home**. It originally crossed Wiley Creek south of US Highway 20 before heading up Whiskey Butte. Whiskey Springs, near the top of the grade, was a popular watering spot for horses.

**3 Cascadia** At **Cascadia** you can take a short hike on a well-preserved section of the wagon road along the South Santiam River. ½ mile easy hike



**4 Mountain House** (now a private residence) once provided a reprieve for weary travelers in the form of a place to stay and a modestly priced meal. The western-most trailhead to access the wagon road is located on US Highway 20 at mile post 52.5 just east of Soda Fork Creek. 3.5 mile easy segment to Latiwi Creek Road (Road 2044)



**5 Tombstone Pass**, the beginning of the treacherous Seven Mile Hill for westbound travelers, derived its name from a family tragedy in 1871. While stopping overnight to camp with his family, 18 year old James McKnight was accidentally shot as he retrieved his gun from between two bedrolls. His grieving mother placed a tombstone in his honor. 4.2 mile moderate segment to Lost Prairie



**6 Lost Prairie** is a natural meadow near Hackleman Creek where Andrew Wiley and his scouting party became lost. After several days of frustration, Wiley climbed a tall tree and spotted Sand Mountain to the east, regaining his bearings.



**7 Fish Lake**, a seasonal lake fed by snowmelt, disappears during the summer months into the lava rock below, creating a lush meadow. A roadhouse once located here provided wagon road travelers with lodging, food and hay. After the hotel and saloon burned in the early 1920s, Fish Lake became a Forest Service administrative site and Remount Depot. Today it is a historic treasure set in a beautiful landscape worth exploring with your family. 2.2 mile easy segment to Road 2672



**8 The McKenzie River Trailhead** provides easy access to a well-preserved section of the wagon road as it ascends through the rugged lava fields that flowed from Nash Crater approximately 3000 years ago. 3.0 mile easy/moderate segment to Road 2676



**9 Steep, rocky and sandy grounds** comprise the **Eno** and **Sand Mountain** segments of the wagon road. Look for "braided" portions of the route meandering through areas laden with lava rock. As you skirt the lower slopes of Sand Mountain traveling east to Big Lake Road 2690 and beyond to the Pacific Crest Trail, the route becomes very sandy. This was a challenging part of the journey for early travelers. 5.0 miles moderate/difficult segment from Road 2676 to Pacific Crest Trail



**10 Santiam Pass Staging Area** is located about ¼ mile north of the wagon road adjacent to Big Lake Road 2690.



**11 Cache Creek Toll Station** was the last toll station built on the wagon road and the only tollgate east of the Cascade Crest. It served as a place to collect fees for passage until 1914. It also served as a road house with food, lodging and supplies available for purchase by early travelers. 5.3 mile easy/moderate segment to the Pacific Crest Trail



**12** Originally the wagon road went north of Black Butte swamp - an imposing barrier for early travelers. After skirting the base of Black Butte, the wagon road continued along the east side of Indian Ford Creek to Camp Polk. With the relocation of the post office to Sisters, the wagon road was rerouted directly into the growing town, passing to the west of the swamp and crossing through part of what is now **Black Butte Ranch**.

**Legend**

- Santiam Wagon Road
- Hiking, Bicycling, Equestrian Use Only
- Hiking, Bicycling, Equestrian, Mixed Motorized Use
- Highway
- Forest Service Road
- Additional Parking Area/Access Point

**Note:** Not all county and Forest roads are suitable for some forms of motorized travel.

