

If there is any question after looking at this evidence, one should re-examine the call:

37.00 Dalles and Canyon City Road – c. E.W., Ascend (2442 ft.)

A combination of these calls clearly states that the road was on the edge of the river bottom land and the ascent into steep, 2nd rate land was north of the road.

Based on the above discussion and examination of the calls along the line between S14/S13, it is concluded that the Glaze survey and this survey are very close to the footsteps and calls of the original surveyor.

The road which the aforementioned adjacent landowners believe to be the Dalles-Canyon City road is 70 feet north of the monumented corner discussed here. If this is assumed to be the Dalles-Canyon City Road, the corner would be 198 feet north of that road, this is nearly 600 feet north of the north edge of the river as called for in 1873, and over 400 feet from the present location of the north edge of the river. Compared to the calls given in the notes the corner was 264 feet north of the north edge of the river. This is simply impossible to accept.

While Byars calls are shown to the nearest 0.50 chains and therefore may not be precise, this survey has shown the topography calls do conform with what was found on the ground and to be within at least 0.50 chains for accuracy. Here we are considering several hundred feet.

Other arguments which have been made for assuming the road is up on the bench land, is that a good long-lasting road would have been constructed up out of the river bottom. Research for this survey shows that The Dalles – Canyon City road was in fact constructed near the river, in bottom land in this Township as it crossed the following Public Land Survey lines: S18/S17, S17/S16, S16/S15, S15/S14, and as we have been discussing, S14/S13. We find this to be normal rather than the exception in this area.

In reviewing a book titled THE DISPOSITION OF THE PUBLIC DOMAIN IN OREGON, by: Jerry A. O'Callaghan.

Quoting from that Book: Beginning on page 54

THE DALLES MILITARY WAGON ROAD

The third eastern Oregon military wagon road was authorized by the usual grant to the Sate of Oregon in 1867. It was the Dalles Wagon Road whose construction was the most fraudulent. The Oregon Central and the Willamette Valley & Cascade Mountain Cos. Built fairly satisfactory roads west of the Cascade summit. The Dalles wagon road from the Dalles to the Snake River opposite Fort Boise hardly had this to show for its 500,000 acre grant.

The grant was authorized February 22, 1867. The other Oregon grants had passed without congressional debate. It was something of a sign that there was some questioning of The Dalles grant. Oregon men in Congress said that land granted had very little value. Senator George H. Williams told his colleagues that the road would be constructed through mountain and desert. He was quoted in the Congressional Globe, 39th Cong., 2d session, p. 1678 as saying "and I presume all the land that can be seen on the route of this road is not worth enough to pay for surveying it." He qualified his statement to say that the valleys might have some value. The road was being urged, according to Oregon supporters, at the behest of the military commander of the Department of the Columbia for transportation of supplies to the East. It was allegedly to open communication between the Columbia at The Dalles and the mining regions of western Montana and Idaho.