

Other Scenic Resources:

Scenic resources common to all areas of La Pine are related to the natural environment – views of the Three Sisters and surrounding mountains; the Little Deschutes River and associated riparian areas; and the surrounding National Forest. There are no canyons, rimrock or other significant geologic formations within the urban area that have been identified for scenic protection

Approved Recreational Trails

According to the Oregon Park and Recreation Department, there are no designated trails within the La Pine urban area.

Wilderness Areas

According to the US Forest Service, there are no Wilderness Areas within the La Pine urban area.

Other Goal 5 Resources

Historic and Cultural Resources

The City has completed an inventory of potential and listed historic and cultural resources and these are included in the appendix and for protection in the zoning ordinances. The City has also completed new policies and regulations for the protection and enhancement of historic resources Native Peoples, including the Northern Molala (La'tiaufq), Tenino (Wayampam), Klamath (Maklaks) and the Northern Paiute tribes, seasonally used the La Pine area for at least the last 13,500 years. Having no clear boundaries of their territories resulted in longstanding conflicts that kept all of the tribes in a constant advance-retreat mode. The Klamath Indian children today sing a song about the dangers of their ancestors being ambushed by the Northern Paiutes in the La Pine/Lava Butte area as they traveled back and forth along the key trade route to the Columbia River. Some of the Native People intermarried and forged alliances, but others did not. Each tribe had a unique language, customs and styles of dwellings.

After leaving winter camps in the spring, nuclear family groups of native peoples moved toward base camps in the various drainage basins, savannas and meadows in the higher Central Oregon country. Groups followed the seasonal appearance of roots, grass seeds, berries, and game such as deer, elk, antelope and bear. In addition to abounding with large game and waterfowl, the local area had plenty of aquatic resources such as chub, steelhead and trout. Women smoked and dried the fish and meat that the men caught.

Thousands of tiny arrowheads found along Long Prairie in and around La Pine and Big Meadow (around Crosswater and Sunriver) are evidence of the importance of waterfowl in the diet. Women and children also gathered duck and geese eggs. In addition to spears and bows and arrows, people used hunting dogs, snares and traps. During mid-summer, many

of them returned to the villages for summer festivals. In late fall, the people headed back to the winter villages in the Klamath River Valley, Harney Valley, Columbia River or the Willamette Valley.

Small mobile groups made seasonal use of the area before and after the Mt. Mazama eruption. There is evidence that the semi-nomadic Teninos and Northern Paiutes had horses in the 1700s and readily moved around Central and Eastern Oregon. Other groups were pedestrians. During the early to mid 1800s, epidemics of influenza, measles, smallpox, malaria and other pathogens brought by the explorers killed up to 90% of people in Central Oregon. This radical depopulation changed the survivors forever.

Mt. Mazama is located 86 miles southwest of La Pine. The mountain was destroyed by a volcanic eruption that occurred around 5,677 (\pm 150) BC. The eruption reduced Mt. Mazama's approximate 12,000-foot height by 5,000 feet and resulted in the creation of Crater Lake. Mt. Mazama's eruption blew ash and rock to the northeast. The ash plume was so high that ash blew into Canada. Ash and rock covered the La Pine area several feet deep. After the eruption, it took time for the vegetation to re-grow and for the animals and people to repopulate and reuse the area.

Between the time of the recovery from the eruption and the mid 1800s, Native Americans from Southern Washington, Idaho, Oregon, and Northern California met each summer at Paulina Lake and East Lake to gather obsidian, make stone tools and to participate in social activities, trading and games of competition. Evidence of campfires and tool making is plentiful along Paulina Creek and around the lakes.

Important prehistoric north-south trails and trade routes ran along the Deschutes River between the Columbia River Basin and the Klamath Basin. The east-west trails from Nevada and the Harney Valley to the Deschutes River passed through Horse Ridge, East Lake and the La Pine area.

The nearby water bodies such as the Fall River, Deschutes River, Little Deschutes River, Davis Creek, Paulina Creek, East Lake and Paulina Lake and the prairies such as Big Meadow, Long Prairie and Paulina Prairie provided excellent habitat for fish, waterfowl and game animals. They also attracted Native Americans to hunt and fish here. Evidence of prehistoric camps, obsidian tool making, and hunting by tribes from the Columbia River, Harney Valley, Nevada, Eastern Oregon and Northern California is prevalent in the La Pine area.

Much has been written about early explorers who traveled through the La Pine area and named many of the geographic features. They include Finian McDonald in 1825, the Hudson Bay Company's trapping expedition through the Deschutes and John Day Valleys led by Peter Skene Ogden in 1826, Nathaniel J. Wyeth's journey along the Deschutes River in 1834-35, John C. Fremont's journey along the Deschutes River while in route to California in 1843 and the Lieutenant Henry L. and the Abbot and Williamson Army Corps

of Engineers railroad survey party from Klamath Country down the Deschutes River in 1885.

The Oregon Central Military Wagon Road ,under the leadership of Oregon Surveyor General Bynon John Pengra, was constructed between 1865 and 1870. The road would connect into the Huntington Wagon Road just southeast of Crescent Lake. It provided a connection between Eugene and the Deschutes River and became a major travel route for emigrants, livestock, packers and drovers passing between the Willamette Valley and Central and Southeastern Oregon. It played an important role in Deschutes County's development.

The Huntington Wagon Road was built in 1876 by crews under the direction of the Oregon Superintendent of Indian Affairs, J. W. Perit Huntington. The purpose of the road was to provide an easier and smoother route for horse and mule teams to pull wagon loads of supplies from the Dalles on the Columbia River to Fort Klamath. A portion of the historic road goes through La Pine. It loosely follows Native American trails.

The timber, grassy meadows, available fish and game and the ease of digging domestic water wells in the high water table attracted ranchers and lumber companies in the late nineteenth century. Two thousand pioneer farmers tried to dry farm the high desert and some of them who grew grains and hay were successful. In spite of all of the sun and flat land, others found farming was not practical due to the elevation, long stretches of dry days during the growing season, low night temperatures with the threat of freezing temperatures any day of the year and the isolation the snow brought in the winters. However, some ranchers on Paulina Prairie and Long Prairie harvested natural grasses and hay to feed dairy cows, sheep and cattle year-around. It was common to see youngsters herding flocks of sheep up the meadowlands along the rivers between Gilchrest and Madras during the summers. Cattle drives and capturing and driving wild horses to sell to the military during World War I were also common.

Recreation, hunting and fishing were always important activities in the area and provided food for settlers. Trappers settled in La Pine and set and managed trap routes that were often over a hundred miles long. Winters saw trappers on snow shoes checking lines for miles around.

The extensive ponderosa and Lodgepole pine forests provided timber to build houses, barns, fences and cabins. They provided the resources for the lumber mills. The Masten Mill opened in 1908 and produced lumber, laths, pickets, shingles, and moldings. 1910 and 1911 were busy years at the mill because many buildings were built in La Pine. The lumber mill at Pringle Falls was soon running and others followed. Shevlin-Hixon Lumber Company, the Brooks-Scanlon Lumber Company and other smaller companies were buying up timber land during the late 19th Century and early 20th Century. The big mills opened in Bend in 1916. The lumber companies constructed hundreds of miles of railroad tracks and trestles to transport logs to the mills. When the lumber camps around La Pine closed, many of the portable camp buildings were purchased and moved to La Pine and re-used as residences and shops. La Pine is dotted with old lumber camp buildings today.

It is not known who named the area “La Pine,” but the name “La Pine” is on a 1907 railroad survey map and is shown on the early 20th century survey maps. Various spellings show up on early records. The 1934 US Geological Survey Maiden Peak Quadrangle Map and the 1935 Metsker’s Atlas of Deschutes County Oregon both labeled the community “Lapine”. The 1910 plat of the townsite reads, “La Pine”.

Oregon Geographic Names Sixth Edition by Lewis A. McArthur states, “La Pine was named by Alfred A. Aya. The name was suggested by the abundance of pine trees in the neighborhood.” The book goes on to say that the “Lapine” Post Office was established in September of 1910 and the Post Office changed its name to La Pine on April 1, 1951.

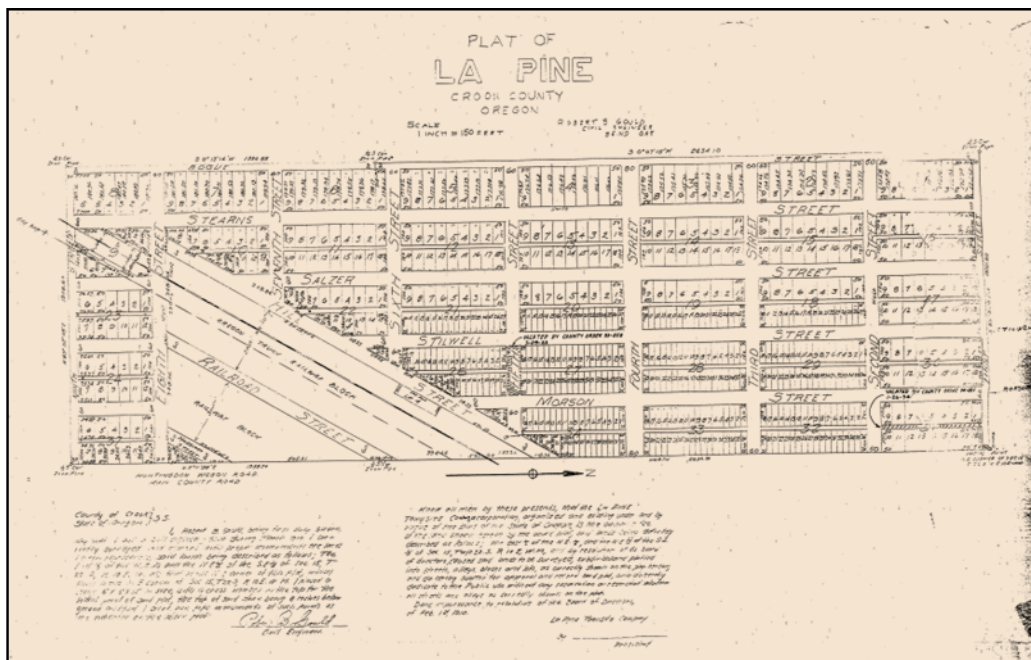


Figure 1
1910 Plat of the Townsite of La Pine

In early 1910, 30-year old Portland attorney, Alfred Aya, hired civil engineer Robert Gould to plat the Townsite of La Pine. Deschutes County was not formed yet, and the plat was signed in Prineville by the Crook County Court on May 4, 1910. The rectangular plat consisted of 37 blocks bounded by Bogue Street on the west, First Street on the north, Huntington Wagon Road on the east and Ninth Street on the south. Aya was criticized for platting and trying to sell city lots in the marshy meadow.

Aya named a north-south street after James Scott (Jobe) Bogue and his wife Caroline Hollingshead Bogue who settled west of the Little Deschutes River north of La Pine around 1885. Bogue was born in Illinois and came to Oregon on a wagon train led by his father,

Amos Bogue. The Bogues raised 1,000 head of sheep in the tall natural grass meadow. Later they raised cattle and opened a mercantile store in Rosland in 1900. In 1903 they built a larger store, and that store building was moved to downtown La Pine at Aya's urging in 1910.

Cattle rancher Sidney Stearns came to the La Pine area in 1884 with his cousin Billie Pengra when they were each around 28 years old. In 1887 Sidney Stearns married Francis Elizabeth Day. Both Sidney and Francis Stearns were born in Oregon. Stearns Street was named for them.

Aya named a street for his business partner, John E. Morson. Having been born in Canada, Morson was Aya's partner in the Des Chutes Land Company and the developer of the Walker Basin Irrigation Project that was approved by the Oregon State Legislature. Morson was backed by businessmen in Minneapolis, Minnesota. At age 44, in 1910, he and his wife Jean were living in Portland.

Hill Street was named for James J. Hill of Minnesota who owned the Northern Pacific Railway, the Great Northern Railway and the Oregon Trunk Railway. He planned to extend the railroad from Bend to Chemult through La Pine and to construct a passenger and freight station in the new town. It is unknown who was honored with the street names Salzar and Stilwell.

In 1910 James Gleason, W. R. Riley and Alfred Aya came from Portland and promoted La Pine. Aya graduated in 1903 from the University of Oregon Law School and was valedictorian of his class. He became president of the La Pine Townsite Company, the La Pine Commercial Club and the La Pine State Bank. Gleason and Riley were his partners in the townsite company. Aya was a tireless promoter, even traveling to the Midwest to advertise his townsite and the land they thought would be served by the proposed irrigation system.

Aya lobbied the legislature hard in 1909 and 1910 and the Walker Basin Irrigation Project bill was passed by the Oregon State Legislature in March 1911. The bill, and other related irrigation bills preceding it since 1901, allowed the commercial investment enterprises owned by Morson and Aya the rights to water in Crescent Lake and Crescent Creek and the right to store water in the lake. The bill allowed them to sell over 67,637 acres of land in the La Pine and Crescent areas. But, in return, they had to dig and construct a canal system. They got financial backing from financiers in Minnesota and later from Arizona to tackle the ambitious project.

Governor West was highly critical of the project's slow progress. Due to the bad publicity, financiers demanded their money back and the state reduced the land in the operation to 28,000 acres and later reduced it again to 10,000 acres. The project ended in bankruptcy. The project included Aya's Des Chutes Land Company, which was associated with the La Pine Townsite Company, and Morson's Walker Basin Land and Irrigation Company, which was formed in 1901.

It was thought that with the irrigation project attracting farmers and the expected railroad being extended from Bend to California through La Pine to allow goods and lumber to be transported, the area would thrive. The Oregon Trunk Railroad running south from the Columbia River was under construction and excitement for the future of Central Oregon was high. James Hill completed the railroad line to Bend in 1911.

Aya, Gleason and Riley promoted the new townsite. They convinced many people from Rosland to move to La Pine to locate on the future railroad line and station that he had platted. James Scott (Job) Bogue moved his store. Joseph Beesley moved his hotel that was renamed the La Pine Hotel. George Raper moved his saloon. Houses were also moved to La Pine and some are still in use today.

The “Lapine Post Office” was established on September 21, 1910 and the Rosland Post office was closed. By 1912, many new commercial and residential buildings were under construction, including the Riley Hotel, La Pine State Bank, the Haner building, the Catholic Church, the Commercial Club and the Aya, David Hill, J. J. Stephenson, Albert Ridgley and Clow houses.

By 1911, 600 people lived in La Pine and over 100 children attended school. Logging, lumber mills, ranching, dairies, recreation and farming were primary industries.



Figure 2
US forest service photo of crews laying track south of Bend.

In 1912 the federal government changed the residency requirements for homesteaders. The homesteaders could file for their patents after three years of living on their land, instead of the previously required five years and the homesteaders were no longer required to reside on the land year round. They were required to inform the General Land Offices of their absences, but they could be at their jobs elsewhere half of each year. Those changes attracted non-traditional homesteaders from the western Oregon and Portland to homestead in La Pine to acquire the lands for recreational uses.

Aya had moved back to Portland before rail service was established in La Pine, and no railroad was ever laid between Hill Street and Railroad Street, as he planned. Martin Morisette wrote the following about the logging roads and railroad grades.

“By late 1926 the end of (the Shevlin-Hixon Logging) track was in the La Pine area, and a spider web of grades had been built in the country between the town and Paulina Lake. At this point the mighty Great Northern entered the picture, as it finally received permission to build its long-sought line south from Bend to Klamath Falls. The S-H (Shevlin-Hixon Company) logging railroad lay directly in the path of the contemplated construction, and the GN (Great Northern Railway Company) saw it as a means to reduce the amount of initial construction required to build their new line. The result was that the GN purchased a 75 percent stake in the S-H “mainline” between Bend and La Pine, with S-H retaining the other 25 percent. S-H retained the right to operate log trains over the GN mainline to Bend, with the stipulation that all movements were controlled by the GN and that S-H trains and crews must operate under GN rules. The first GN train ran from Bend to La Pine on 8 September 1927, and construction of the GN line south from La Pine to a connection with the Southern Pacific line at Chemult started shortly thereafter. The line was completed on 8 March 1928, and GN commenced offering through service to Klamath Falls the following May.”

After World War II, vacationers and retirees discovered the recreational opportunities in La Pine. Ranches were divided into smaller tracts for retirement and vacation homes. Tourism, hunting and fishing and year-round recreation continue to be important activities in La Pine.

More information about La Pine’s early history can be found in:

- 1) *History of La Pine Pioneers*, written by Friends of the La Pine Library, published in 2000;
- 2) *History and Homesteaders of the La Pine Country*, written by Veerland A. Ridgley, published in 1993;
- 3) *Irrigation Development in Oregon’s Upper Deschutes River Basin 1871-1957, A Historic Context Statement*, written by Michael Hall in 1994;
- 4) *A History of the Deschutes Country in Oregon*, written by The Deschutes County Historical Society, published in 1985;
- 5) *Green Gold: The Incomplete, and Probably Inaccurate, History of the Timber Industry in Parts of Central and Eastern Oregon from 1867 to near the Present*, written by Martin Gabrio Morisette;

- 6) *Vandever, The Hundred-Year History of a Central Oregon Ranch*, written by Ted Haynes and Grace Vandever McNellis, published in 2011;
- 7) *Crater Lake, Gem of the Cascades, The Geological Story of Crater Lake National Park*, written by K. R. Cranson, published in 1982.
- 8) *Roadside Guide To The Geology Of Newberry Volcano, Third Edition*, written by Robert A. Jensen, published in 2000.
- 9.) *Crescent Lake: Archaeological Journeys into Central Oregon's Cascade Range*, a Thesis submitted to Oregon State University by Daniel M. Mulligan on April 21, 1997.
- 10.) *The Triangle Outfit, The true story of one man's dream and the many people who made it a reality in central Oregon country*, a book about Sidney Summer Stearns, written by Nita Lowry, published in 1995.

Table 1
La Pine's List of Designated Historic and Cultural Resources

	Date of Significance	Name of Property	Address	County Tax Map and Lot Numbers
1.	1912	Pioneer Hall/La Pine Commercial Club/Little Deschutes Grange 939*	51518 Morson Street	221015AA 06000
2.	1905	Improved Order of Red Men Cemetery Also known as La Pine Cemetery.*	17200 Reed Road	22-11-00 00200 (SW ¼ of SE ¼ of Section 7)

*The two properties listed above were designated as Significant Historic Resources by the Board of County Commissioners on March 18, 1991.



Figure 3
2009, Little Deschutes Grange 939 Hall

1. The one-story wood frame Commercial Club Building was constructed by the community in 1912 to provide a place to hold town meetings, socials, dances, church services, weddings and funerals. Alfred Aya donated the land and many residents donated the lumber, nails and money to buy a piano. Volunteers milled the lumber and others built the 20-foot by 75-foot rectangular building. The Commercial Club has 82 members in 1912 and was similar to a Chamber of Commerce today.



Figure 4
Improved Order of Red Men Cemetery, also known as La Pine Cemetery

2. The United State government recorded a sale of 40 acres in the southwest one-quarter of the southeast one-quarter of Section 7, Township 22 South, Range 11 East of the Willamette Meridian on May 6, 1926 to the Great Council of the United States Improved Order of Red Men. It is thought that the Order of Red Men bought the property around 1905. On March 14, 1980, the Order of Red Men granted the cemetery to Deschutes County. Deschutes County granted the property to the City of La Pine on August 8, 2007. Early residents of La Pine were buried either on their own property, south of town in Masten Cemetery, north of town in the Paulina Prairie Cemetery also known as the Reese Cemetery, or in the Improved Order of Red Men/La Pine Cemetery. Many of the early graves are unmarked.

Goal 6: Air, Water, and Land Resources

Air Quality

Air quality within the area is generally very good except for variable woodstove smoke. La Pine is not within an air quality maintenance area as designated by the EPA – such areas exceed established State and Federal air quality standards. Notwithstanding the above factor, air quality can become a concern on rare occasions of atmospheric inversion during winter months where smoke from domestic wood burning fireplaces and stoves can trap smoke at the surface in a stagnant situation. The City intends to improve this situation by exploring incentives and change-out options. The City will also implement various techniques to reduce vehicle miles traveled as a method to improve air quality. These methods include zoning, urban form, new trail, bicycle, and sidewalk connections. Improved conditions for walking and bicycling are companion goals.

- Because the local urban forest helps to create shade, improve respite areas, enhance drainage ways, and beautiful the community, the City shall develop regulations that promote the retention of trees and natural landscapes with all new development, as appropriate.
- Citizens shall develop and maintain convenient access to natural areas in a manner that protects sensitive areas.
- The City recognizes that children and other citizens will benefit from learning about and understanding the special characteristics of urban wildlife and natural habitats and therefore will support educational opportunities.
- The City shall develop a Historic Resources program, including creation of the Historic Landmarks Commission, additional historic resource designation and protection for qualifying sites within the City.

La Pines Historic Preservation Policies

- La Pine encourages historic preservation and integrates its preservation program into community development and economic development programs. Conserving our heritage helps build a vibrant and sustainable local economy and gives La Pine an identity and a sense of place.
- Historic preservation will be employed to create and preserve affordable housing, generate jobs, retain existing businesses, attract new ones, and increase civic participation. Community revitalization and historic preservation are uniquely compatible principles. When used together, they create sustainable, vibrant places to live, work and play. Preservation-based community development uses the older and historic built environment to improve the quality of life for residents of all income levels.
- La Pine’s historic preservation program will be used to attract cultural heritage tourism. Cultural heritage tourism is traveling to experience the places, artifacts, and activities that authentically represent the stories and people of the past and present. It includes cultural, historic and natural resources. Cultural heritage tourism produces income for local businesses and improves the quality of life for residents and visitors.
- La Pine’s preservation program aims to enhance the public’s appreciation for and understanding of its prehistory and the early and mid-20th Century architecture and history that is unique to our city. The City hopes to unite emerging popular interest in preserving the recent past with proper preservation practices through the promotion of continuing historic uses and adaptive re-use, and sensitive maintenance, restoration and rehabilitation of these structures and sites.

- Historic preservation can and should be an integral component of any effort to promote sustainable development. Conserving and improving our existing built resources, including re-using historic and older buildings to meet current needs that require minimal alterations, greening the existing building stock, and reinvestment in older and historic neighborhoods, is crucial to creating a desirable city. Preserving La Pine's historic churches, cemeteries and schools is especially important to people who live in La Pine or have lived here.
- La Pine's historic buildings were systematically inventoried in 2009. The inventory shall be updated every decade. The City will encourage the owners of significant properties to apply to the City Council to designate their properties as resources. It is important that the resources represent the significant men and women and ethnic groups that contributed to the community as well as the architects, designers, craftsmen, trades people, and carpenters. Some simple structures will represent the frugality, resourcefulness and individuality of the pioneers. Many will display the use of local building materials. Buildings in La Pine were often moved to be reused in new ways and some were pulled on skids from Rosland or transported from lumber camps.
- Districts, buildings, structures, cemeteries and sites in La Pine which have significant prehistoric, historic, and cultural association should be preserved as part of the heritage of the citizens of the La Pine. Their preservation benefits the education, enjoyment, economic development and pride of the citizens. Preservation provides architectural diversity and enhances the value of protected resources and their neighborhoods.
- The City will protect all properties listed on the National Register of Historic Places and all properties that are included in the City's list of designated historic and cultural resources in this Comprehensive Plan. To that end, regulatory controls and administrative procedures are necessary. The Historic and Cultural Preservation Code shall be used to protect designated historic and cultural resources. The Code shall be based on and be compatible with the Secretary of the Interior's Standards and Guidelines for Rehabilitation. The Standards and Guidelines shall be used when the Code is silent on a matter.
- The City's preservation program shall be carried out by the La Pine Landmarks Commission or the La Pine Planning Commission, when the Landmarks Commission does not have at least three members.
- Financial incentives shall be developed to encourage regular maintenance, rehabilitation, and restoration of the historic and cultural resources.