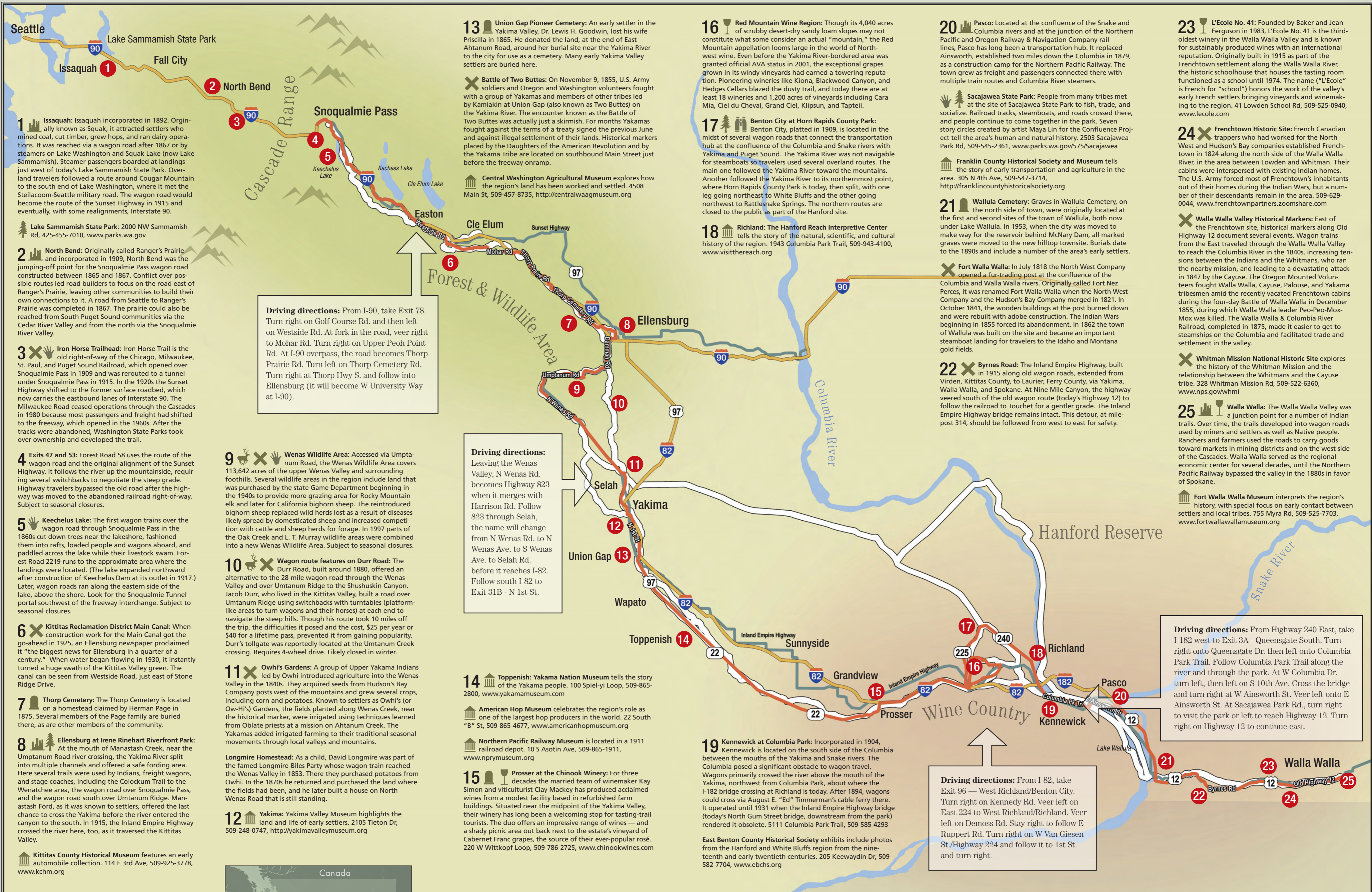


SEATTLE to WALLA WALLA



1 **Issaquah:** Issaquah incorporated in 1892. Originally known as Squak, it attracted settlers who mined coal, cut timber, grew hops, and ran dairy operations. It was reached via a wagon road after 1867 or by steamers on Lake Washington and Squak Lake (now Lake Sammamish). Steamer passengers boarded at landings just west of today's Lake Sammamish State Park. Overland travelers followed a route around Cougar Mountain to the south end of Lake Washington, where it met the Steilacoom-Seattle military road. The wagon road would become the route of the Sunset Highway in 1915 and eventually, with some realignments, Interstate 90.

2 **North Bend:** Originally called Ranger's Prairie, and incorporated in 1909, North Bend was the jumping-off point for the Snoqualmie Pass wagon road constructed between 1865 and 1867. Conflict over possible routes led road builders to focus on the road east of Ranger's Prairie, leaving other communities to build their own connections to it. A road from Seattle to Ranger's Prairie was completed in 1867. The prairie could also be reached from South Puget Sound communities via the Cedar River Valley and from the north via the Snoqualmie River Valley.

3 **Iron Horse Trailhead:** Iron Horse Trail is the old right-of-way of the Chicago, Milwaukee, St. Paul, and Puget Sound Railroad, which opened over Snoqualmie Pass in 1909 and was rerouted to a tunnel under Snoqualmie Pass in 1915. In the 1920s the Sunset Highway shifted to the former surface roadbed, which now carries the eastbound lanes of Interstate 90. The Milwaukee Road ceased operations through the Cascades in 1980 because most passengers and freight had shifted to the freeway, which opened in the 1960s. After the tracks were abandoned, Washington State Parks took over ownership and developed the trail.

4 **Exits 47 and 53:** Forest Road 58 uses the route of the wagon road and the original alignment of the Sunset Highway. It follows the river up the mountainside, requiring several switchbacks to negotiate the steep grade. Highway travelers bypassed the old road after the highway was moved to the abandoned railroad right-of-way. Subject to seasonal closures.

5 **Keeschelus Lake:** The first wagon trains over the wagon road through Snoqualmie Pass in the 1860s cut down trees near the lakeshore, fashioned them into rafts, loaded people and wagons aboard, and paddled across the lake while their livestock swam. Forest Road 2219 runs to the approximate area where the landings were located. (The lake expanded northward after construction of Keeschelus Dam at its outlet in 1917.) Later, wagon roads ran along the eastern side of the lake, above the shore. Look for the Snoqualmie Tunnel portal southwest of the freeway interchange. Subject to seasonal closures.

6 **Kittitas Reclamation District Main Canal:** When construction work for the Main Canal got the go-ahead in 1925, an Ellensburg newspaper proclaimed it "the biggest news for Ellensburg in a quarter of a century." When water began flowing in 1930, it instantly turned a huge swath of the Kittitas Valley green. The canal can be seen from Westside Road, just east of Stone Ridge Drive.

7 **Thorp Cemetery:** The Thorp Cemetery is located on a homestead claimed by Herman Page in 1875. Several members of the Page family are buried there, as are other members of the community.

8 **Ellensburg at Irene Rinehart Riverfront Park:** At the mouth of Manastash Creek, near the Umptanum Road river crossing, the Yakima River split into multiple channels and offered a safe fording area. Here several trails were used by Indians, freight wagons, and stage coaches, including the Colocock Trail to the Wenatchee area, the wagon road over Snoqualmie Pass, and the wagon road south over Umptanum Ridge. Manastash Ford, as it was known to settlers, offered the last chance to cross the Yakima before the river entered the canyon to the south. In 1915, the Inland Empire Highway crossed the river here, too, as it traversed the Kittitas Valley.

9 **Kittitas County Historical Museum** features an early automobile collection. 114 E 3rd Ave, 509-925-3778, www.kchm.org

10 **Wenas Wildlife Area:** Accessed via Umptanum Road, the Wenas Wildlife Area covers 113,642 acres of the upper Wenas Valley and surrounding foothills. Several wildlife areas in the region include land that was purchased by the state Game Department beginning in the 1940s to provide more grazing area for Rocky Mountain elk and later for California bighorn sheep. The reintroduced bighorn sheep replaced wild herds lost as a result of diseases likely spread by domesticated sheep and increased competition with cattle and sheep herds for forage. In 1997 parts of the Oak Creek and L. T. Murray wildlife areas were combined into a new Wenas Wildlife Area. Subject to seasonal closures.

11 **Owhi's Gardens:** A group of Upper Yakama Indians led by Owhi introduced agriculture into the Wenas Valley in the 1840s. They acquired seeds from Hudson's Bay Company posts west of the mountains and grew several crops, including corn and potatoes. Known to settlers as Owhi's (or Ow-Hi's) Gardens, the fields planted along Wenas Creek, near the historical marker, were irrigated using techniques learned from Oblate priests at a mission on Ahtanum Creek. The Yakamas added irrigated farming to their traditional seasonal movements through local valleys and mountains.

12 **Yakima:** Yakima Valley Museum highlights the land and life of early settlers. 2105 Tieton Dr, 509-248-0747, http://yakimavalleymuseum.org

13 **Union Gap Pioneer Cemetery:** An early settler in the Yakima Valley, Dr. Lewis H. Goodwin, lost his wife Priscilla in 1865. He donated the land, at the end of East Ahtanum Road, around her burial site near the Yakima River to the city for use as a cemetery. Many early Yakima Valley settlers are buried here.

14 **Toppenish:** Yakama Nation Museum tells the story of the Yakama people. 100 Spiel-yi Loop, 509-865-2800, www.yakamamuseum.com

15 **Prosser at the Chinook Winery:** For three decades the married team of winemaker Kay Simon and viticulturist Clay Mackey has produced acclaimed wines from a modest facility based in refurbished farm buildings. Situated near the midpoint of the Yakima Valley, their winery has long been a welcoming stop for tasting-trail tourists. The duo offers an impressive range of wines — and a shady picnic area out back next to the estate's vineyard of Cabernet Franc grapes, the source of their ever-popular rosé. 220 W Wittkopf Loop, 509-786-2725, www.chinookwines.com

16 **Red Mountain Wine Region:** Though its 4,040 acres of scrubby desert-dry sandy loam slopes may not constitute what some consider an actual "mountain," the Red Mountain appellation looms large in the world of Northwest wine. Even before the Yakima River-bordered area was granted official AVA status in 2001, the exceptional grapes grown in its windy vineyards had earned a towering reputation. Pioneering wineries like Kiona, Blackwood Canyon, and Hedges Cellars blazed the dusty trail, and today there are at least 18 wineries and 1,200 acres of vineyards including Cara Mia, Ciel du Cheval, Grand Ciel, Klipsun, and Taptell.

17 **Benton City at Horn Rapids County Park:** Benton City, platted in 1909, is located in the midst of several wagon roads that connect the transportation hub at the confluence of the Columbia and Snake rivers with Yakima and Puget Sound. The Yakima River was not navigable for steamboats so travelers used several overland routes. The main one followed the Yakima River toward the mountains. Another followed the Yakima River to its northernmost point, where Horn Rapids County Park is today, then split, with one leg going northeast to White Bluffs and the other going northwest to Rattlesnake Springs. The northern routes are closed to the public as part of the Hanford site.

18 **Richland: The Hanford Reach Interpretive Center** tells the story of the natural, scientific, and cultural history of the region. 1943 Columbia Park Trail, 509-943-4100, www.visitthereach.org

19 **Kennewick at Columbia Park:** Incorporated in 1904, Kennewick is located on the south side of the Columbia between the mouths of the Yakima and Snake rivers. The Columbia posed a significant obstacle to wagon travel. Wagons primarily crossed the river above the mouth of the Yakima, northwest from Columbia Park, about where the I-182 bridge crossing at Richland is today. After 1894, wagons could cross via August E. "Ed" Timmerman's cable ferry there. It operated until 1931 when the Inland Empire Highway bridge (today's North Gum Street bridge, downstream from the park) rendered it obsolete. 5111 Columbia Park Trail, 509-585-4293

20 **Pasco:** Located at the confluence of the Snake and Columbia rivers and at the junction of the Northern Pacific and Oregon Railway & Navigation Company rail lines, Pasco has long been a transportation hub. It replaced Ainsworth, established two miles down the Columbia in 1879, as a construction camp for the Northern Pacific Railway. The town grew as freight and passengers connected there with multiple train routes and Columbia River steamers.

21 **Wallula Cemetery:** Graves in Wallula Cemetery, on the north side of town, were originally located at the first and second sites of the town of Wallula, both now under Lake Wallula. In 1953, when the city was moved to make way for the reservoir behind McNary Dam, all marked graves were moved to the new hilltop townsite. Burials date to the 1890s and include a number of the area's early settlers.

22 **Byrnes Road:** The Inland Empire Highway, built in 1915 along old wagon roads, extended from Virden, Kittitas County, to Laurier, Ferry County, via Yakima, Walla Walla, and Spokane. At Nine Mile Canyon, the highway veered south of the old wagon route (today's Highway 12) to follow the railroad to Touchet for a gentler grade. The Inland Empire Highway bridge remains intact. This detour, at milepost 314, should be followed from west to east for safety.

23 **L'Ecole No. 41:** Founded by Baker and Jean Ferguson in 1983, L'Ecole No. 41 is the third-oldest winery in the Walla Walla Valley and is known for sustainably produced wines with an international reputation. Originally built in 1915 as part of the Frenchtown settlement along the Walla Walla River, the historic schoolhouse that houses the tasting room functioned as a school until 1974. The name ("L'Ecole" is French for "school") honors the work of the valley's early French settlers bringing vineyards and winemaking to the region. 41 Lowden School Rd, 509-525-0940, www.lecole.com

24 **Frenchtown Historic Site:** French Canadian trappers who had worked for the North West and Hudson's Bay companies established Frenchtown in 1824 along the north side of the Walla Walla River, in the area between Lowden and Whitman. Their cabins were interspersed with existing Indian homes. The U.S. Army forced most of Frenchtown's inhabitants out of their homes during the Indian Wars, but a number of their descendants remain in the area. 509-629-0044, www.frenchtownpartners.zoomshare.com

25 **Walla Walla:** The Walla Walla Valley was a junction point for a number of Indian trails. Over time, the trails developed into wagon roads used by miners and settlers as well as Native people. Ranchers and farmers used the roads to carry goods toward markets in mining districts and on the west side of the Cascades. Walla Walla served as the regional economic center for several decades, until the Northern Pacific Railway bypassed the valley in the 1880s in favor of Spokane.

26 **Whitman Mission National Historic Site** explores the history of the Whitman Mission and the relationship between the Whitmans and the Cayuse tribe. 328 Whitman Mission Rd, 509-522-6360, www.nps.gov/whmi

27 **Fort Walla Walla Museum** interprets the region's history, with special focus on early contact between settlers and local tribes. 755 Myra Rd, 509-525-7703, www.fortwallawallamuseum.org

28 **Franklin County Historical Society and Museum** tells the story of early transportation and agriculture in the area. 305 N 4th Ave, 509-547-3714, http://franklincountyhistoricalsociety.org

29 **East Benton County Historical Society** exhibits include photos from the Hanford and White Bluffs region from the nineteenth and early twentieth centuries. 205 Keewaydin Dr, 509-582-7704, www.ebchs.org

Driving directions: From I-90, take Exit 78. Turn right on Golf Course Rd. and then left on Westside Rd. At fork in the road, veer right to Mohar Rd. Turn right on Upper Peoh Point Rd. At I-90 overpass, the road becomes Thorp Prairie Rd. Turn left on Thorp Cemetery Rd. Turn right at Thorp Hwy S. and follow into Ellensburg (it will become W University Way at I-90).

Driving directions: Leaving the Wenas Valley, N Wenas Rd. becomes Highway 823 when it merges with Harrison Rd. Follow 823 through Selah, the name will change from N Wenas Rd. to N Wenas Ave. to S Wenas Ave. to Selah Rd. before it reaches I-82. Follow south I-82 to Exit 31B - N 1st St.

Driving directions: From I-82, take Exit 96 — West Richland/Benton City. Turn right on Kennedy Rd. Veer left on East 224 to West Richland/Richland. Veer left on Demoss Rd. Stay right to follow E Ruppert Rd. Turn right on W Van Giesen St./Highway 224 and follow it to 1st St. and turn right.

Driving directions: From Highway 240 East, take I-182 west to Exit 3A - Queensgate South. Turn right onto Queensgate Dr. then left onto Columbia Park Trail. Follow Columbia Park Trail along the river and through the park. At W Columbia Dr. turn left, then left on S 10th Ave. Cross the bridge and turn right at W Ainsworth St. Veer left onto E Ainsworth St. At Sacajawea Park Rd., turn right to visit the park or left to reach Highway 12. Turn right on Highway 12 to continue east.

Notes: Due to the scale of the map, not all of the driving route is visible. Please consult a highway map to determine the route you will follow.

The State Discover Pass is required for parking in noted locations. It is available online at daily or yearly rates. <http://wdfw.wa.gov/licensing/discoverpass>



LEGEND & MAP INFORMATION

	driving route		city		historic
	interstate highway		museum		scenic
	historic highways		winery		park
	wagon routes		cemetery		wildlife
			State Discover Pass (required for parking)		

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