

Friends of the Columbia Gorge

Protecting the Gorge Since 1980

Summer 2015 Newsletter



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Friends of the Columbia Gorge

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Link to us on Twitter and Facebook
from our website: www.gorgefriends.org

Gorge anti-coal activists take to the streets. Photo: Rick Ray



Take Action!

Speak Out Against Coal and Oil

Hearings are planned this summer on the Draft Environmental Impact Statements, or DEIS, related to both the proposed Vancouver oil terminal and Longview coal terminal.

Both terminals and their associated train traffic would pose huge threats to the Columbia River Gorge National Scenic Area and to Oregon and Washington communities. These DEIS hearings are our best opportunity for public comment on the regulatory process, to let decision makers know the public opposes these projects.

We need all hands on deck at these hearings! Come to an educational forum

presented by Friends, Greenpeace, and the Stand Up To Oil coalition to learn more about the issues and shaping effective testimony.

Wednesday, May 27, 7 PM
Center for Intercultural Organizing
700 N. Killingsworth St, Portland

You'll learn about the permitting process, get updates on fossil fuel developments in our region, and find out how to get involved.

To RSVP: Click on our Events Calendar at www.gorgefriends.org. Or email Ryan Rittenhouse in Friends' office at ryan@gorgefriends.org.

Our Email Action Alerts provide the most timely, effective way to take action for the Gorge. Subscribe at www.gorgefriends.org/subscribe, or call Ryan at 971-634-2034.

Citizen Action Makes the Difference! www.senate.gov or www.house.gov
Your voice is vital to Gorge protection. Let Congress hear from you.

Oregon

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www.wyden.senate.gov/contact

Sen. Jeff Merkley, (202) 224-3753
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Rep. Earl Blumenauer, (202) 225-4811
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Rep. Derek Kilmer, (202) 225-5916
Rep. Doc Hastings, (202) 225-5816
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Email your **Congressional Representative** by logging on to www.house.gov/writerep

Cover: A view east from lower Dalles Mountain. Photo: Jozsef Urmos / panojoe.urmos.net

Director's Letter

In my early months with Friends in 1999, our founder, Nancy Russell, took me up to Cape Horn. At the time, Cape Horn was a mishmash of public and private land, utterly beautiful and rich with potential as a recreation destination. That visit altered the course of my life.

Nancy had been entranced by Cape Horn over a decade earlier when she saw a "For Sale" sign up on the bluff, advertising a proposed subdivision. This led her to take out a personal bank loan in order to provide a no-interest loan to the Trust for Public Land to purchase many of the subdivided parcels.

In 2005, Friends of the Columbia Gorge Land Trust purchased the one lot that had been developed, removed the house, restored the landscape, and installed an overlook in Nancy's honor. Today, the Cape Horn area is one of the Gorge's most popular recreation destinations.

End of story, right? Not quite, actually. Friends has moved from being strictly an advocate to now a collaborator and land manager, and the costs related to property maintenance have come front and center. Case in point: the Nancy Russell Overlook.

Designed by Walker Macy and constructed by Guinett Masonry in 2011 as the centerpiece of the 7.5-mile trail, the overlook features an award-winning architectural design. But last fall, its outer wall began showing signs of separation in the stone joints. Friends, Walker Macy, the Forest Service, and Cape Horn Conservancy worked quickly to identify the cause of the problem and its potential solutions. The cause lies in the Gorge's dramatic weather changes and geological variables. The solution calls for a significant portion of the outer overlook wall to be dismantled, structurally stabilized, and rebuilt. The cost will be nearly equivalent to that of the original construction.


Fortunately, Walker Macy and Guinett Masonry, who created the masterful overlook, have stepped up to cover the cost, in a gesture typical of Doug Macy of Walker Macy. Doug has supported the likes of John Yeon, Nancy Russell, and Bowen Blair for more than three decades to protect and enhance the Gorge. Reconstruction will take place late this summer and Cape Horn Conservancy, the Forest Service, and Friends will also lend support.

The vision and commitment of so many people who work to protect and enhance the Gorge is inspiring. Their efforts and their dedication ensure that this overlook will be enjoyed for generations to come.



Kevin Gorman, Executive Director
kevin@gorgefriends.org

Kevin Gorman, with daughter Meghan and wife Michelle, at the Nancy Russell Overlook at Cape Horn. Photo: Shariane Fisher



Friends of the Columbia Gorge works to ensure that the beautiful and wild Columbia Gorge remains a place apart, an unspoiled treasure for generations to come.

Oil-by-rail: Unsafe at Any Speed

Michael Lang, Conservation Director, michael@gorgefriends.org

Protecting the beauty and resources of the Columbia Gorge means having the ability to respond to changing conditions and new challenges as they arise. The danger presented by oil transport is a case in point: the risk of an oil train accident in the Gorge has increased dramatically in recent years.

In 2013 alone, American oil trains transported 57 times as much oil as they did between 2005 and 2009. That increase is staggering, and compounding the concern, this oil moves in single-shell rail cars that are unsafe for transporting highly flammable liquids.

Rail cars likened to ticking bombs are thundering across our landscapes and

through our communities, and if plans for 11 terminals in the Northwest are approved, oil train traffic through the Columbia Gorge would dramatically increase. Yet none of our communities are adequately prepared to respond to an oil train accident and explosion.

In one three-week period early this year, four trains carrying highly-flammable crude oil from the Bakken oil fields of North Dakota derailed and exploded, causing millions of dollars of damage. These accidents spilled millions of gallons of oil into rivers, endangered communities, destroyed buildings, and forced evacuations. The costly clean ups will take many years. Perhaps most

disturbing, all of these accidents involved newer, reinforced railcars referred to as CPC 1232s, touted by the oil industry as being safer than the old models.

The White House and Congress are finally taking notice. But will they take action to protect our communities and the environment?

President Obama's view

Portland KGW reporter Laural Porter recently interviewed President Obama, and asked about the risks of oil trains. The President responded, "We can't afford a spill that could have a devastating effect on some of our most beautiful landscapes."

Are oil train accidents the "new normal?"

— Mother Jones



Oil from a derailed train flowed into the Kanawha River near Mount Carbon, West Virginia, on February 16, 2015.

Photo: U.S. Coast Guard Chief Petty Officer Angie Vallier

Unfortunately, the Department of Transportation recently proposed draft oil train safety rules that fall well short of the president's lofty statement. In April, the National Transportation Safety Board (NTSB) issued recommendations that analyzed the recent accidents, then reviewed rules drafted by the Department of Transportation and found them deficient. The NTSB recommended safer designs standards and a five-year phase out of dangerous tank cars, but their recommendations are inadequate. The toughest proposed regulations for oil tank cars only require them to be safe from puncture at speeds below 12 miles per hour.

The Crude-By-Rail Safety Act, introduced in March by Senators Murray,



A BNSF oil train derailed and exploded near Galena, Illinois, March 6, 2015.

Photo: Jeremy Jones / timeandspacephotography.com



Oil trains pass just yards from Jemtegaard Middle School, Washougal, Washington. Photo: Ryan Rittenhouse

Cantwell, Feinstein, and Baldwin authorizes \$40 million for emergency response planning. It would require railroads to develop comprehensive emergency response plans, increased transparency, and notification along hazardous material, or hazmat, routes.

Coal and Oil

The Burlington Northern rail tracks in the Gorge are littered with coal dust from the four to five coal trains that traverse the Gorge every day. The Surface Transportation Board has determined that coal dust weakens rail tracks and results in more train accidents and derailments.

Last year, an average of 19 mile-long oil trains traversed the Gorge each week, at speeds of 60 miles per hour. Each train carries three million gallons of highly flammable Bakken oil. If pending proposals for 11 new oil terminals in the Northwest are approved, oil train traffic would quintuple to 14 oil trains through Gorge every day.

These factors make oil train accidents much more likely. A derailment and ensuing fire would be catastrophic, and emergency responders are not prepared to contain a major accident. These "bomb trains" traveling along the Columbia River pass within yards of homes, schools, and businesses, crossing creeks, rivers, wetlands, and endangered species habitat.

The railroads are ill-equipped to respond to accidents and oil spills. At an oil train safety forum in White Salmon last year, local residents asked how the railroad would respond to an oil train accident

along the Columbia River. The railroad hazmat director's reckless answer stunned the audience: they would let the oil float downriver for 10 or 20 miles to the next dam and collect it there. This cavalier response did not address the additional danger from tar sands oil, which is also shipped through the Gorge. Heavier than water, tar sands oil sinks immediately.

Vancouver Tesoro Terminal

Tesoro Corporation wants to haul 360,000 barrels per day through the Gorge to a new oil terminal on Vancouver's waterfront, which would be the largest oil-by-rail terminal in the country. The project is currently under review by the Washington Energy Facility Site Evaluation Council. Friends and our allies staunchly oppose the proposal and have intervened in the review. The City of Vancouver also opposes the project and has intervened, along with the City of Spokane and two Native American tribes.

Stand Up To Oil!

Friends has joined forces with environmental and community groups in a coalition called Stand Up To Oil. Our goals are to stop the approval of new oil terminals in the Northwest, to ensure safe transport of existing oil through the Northwest, and to promote safe alternatives that decrease our national reliance on fossil fuels.

See page 2 to take action to stop dangerous oil transport through the Columbia Gorge. ■



Proposed Power Plant Threatens Aviation and Gorge Resources

Rick Till, Conservation Legal Advocate, rick@gorgefriends.org

Plans to construct a 652-megawatt natural gas power plant just 500 feet from the Sandy River pose a threat to natural and recreational resources in the Columbia River Gorge National Scenic Area. In addition, the Troutdale Energy Center would also be a major public safety hazard to aviation at the Troutdale Airport.

The proposed facility would create high velocity thermal plumes through the airport's northern flight pattern. The thermal plumes would create up to a 1-in-100 chance of severe turbulence or an upset for the light aircraft that use the popular airport. Pilots would have to avoid the northern flight pattern altogether or risk a fatal accident.

Friends has been working with the Oregon Pilots Association (OPA) and the Aircraft Owners and Pilots Association (AOPA) to ensure that public safety is addressed during a contested case

proceeding before the Oregon Department of Energy (DOE) and the Energy Facility Siting Council (EFSC).

For several years, the pilot organizations had requested that EFSC and the Port of Portland not allow permitting to move forward until this public safety issue could be fully addressed. The Federal Aviation Administration (FAA) had been working to create a new thermal plume modeling program that would provide the information necessary to make an informed decision.

However, rather than heed that advice, the Port, DOE, and EFSC relied on a flawed analysis provided by the project applicant, which did not take into account the size of aircraft that use the airport. Troutdale Airport is primarily used by light aircraft, and particularly by students learning how to fly helicopters or airplanes.

In January, the FAA finally announced the release of the thermal plume modeling

program. Because the FAA does not regulate thermal plumes, it developed the modeling program to help local airport managers and land use permitting agencies make good decisions.

Friends has been working with OPA to run the modeling program and the results are startling. The facility's proposed five exhaust stacks and 10 cooling towers would create an enormous risk of accidents, as high as one in 100 for the light aircraft that use the airport. The invisible plumes would move with the Gorge winds, extending over 1,000 feet laterally and making it a guessing game for pilots as to where turbulence and upsets may occur. With over 120,000 flights from the airport each year, this would result in hundreds of incidents and a high likelihood of a fatal accident.

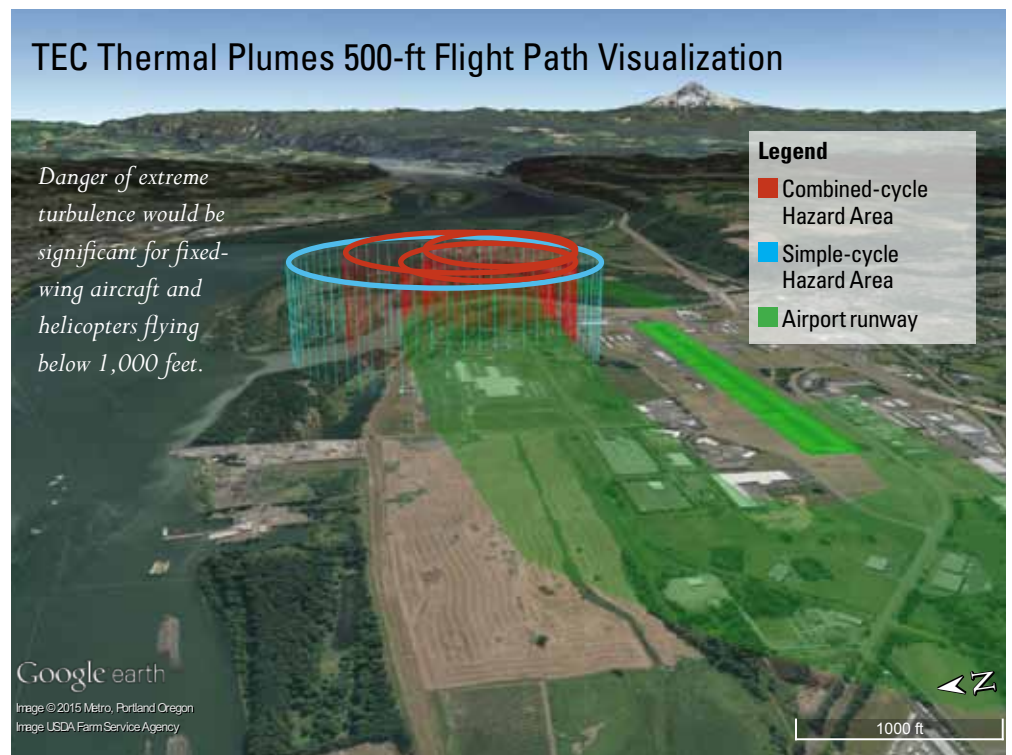
Friends is also advocating for protection of the scenic, natural, cultural, and recreational resources of the National Scenic

Area. The Troutdale Energy Center would be the largest new source of air pollution affecting the Gorge that has been approved since the 1970s. The facility would create pollution plumes that would be visible from Crown Point during the summer months just after sunrise and during sunset. The facility would also add a significant amount of nitrogen deposition in the western Gorge, where acid rain is already causing adverse impacts to the ecosystem.

The facility would be a major new source of noise along a two-mile segment of the Metro-region's 40-Mile Loop Trail near the mouth of the Sandy River. The noise would make it difficult for trail users to communicate, creating an unnecessary safety risk between cyclists and pedestrians. The noise would also extend throughout hundreds of acres of wildlife habitat relied on by noise-sensitive wildlife species.

The facility is proposed in the wrong place at the wrong time. There is no regional demand for the energy it would produce. If constructed, the facility would likely send energy out of Oregon and Washington.

Unfortunately, the investment group behind the Troutdale Energy Center, Massachusetts-based Energy Investors Funds (EIF), does not have a good track record. Just five years ago, a massive explosion



occurred at another EIF-backed natural gas plant, the Kleen Energy Systems power station in Middletown, Connecticut. The Kleen Energy explosion killed six people and injured dozens. In response, the federal Occupational Safety and Health Administration levied its third-highest workplace-safety fines ever issued in response to a single incident. On January 1, 2015, EIF was acquired by Los Angeles-

based Ares Management, L.P., so any profit would also be exported out of state.

The Port of Portland has responsibility to ensure the safety of the pilots that use the Troutdale Airport. EFSC has the responsibility to ensure that the facility would not create a public safety hazard or cause adverse impacts to the National Scenic Area. Friends will continue to work with our partners to press these agencies fulfill their obligations. ■

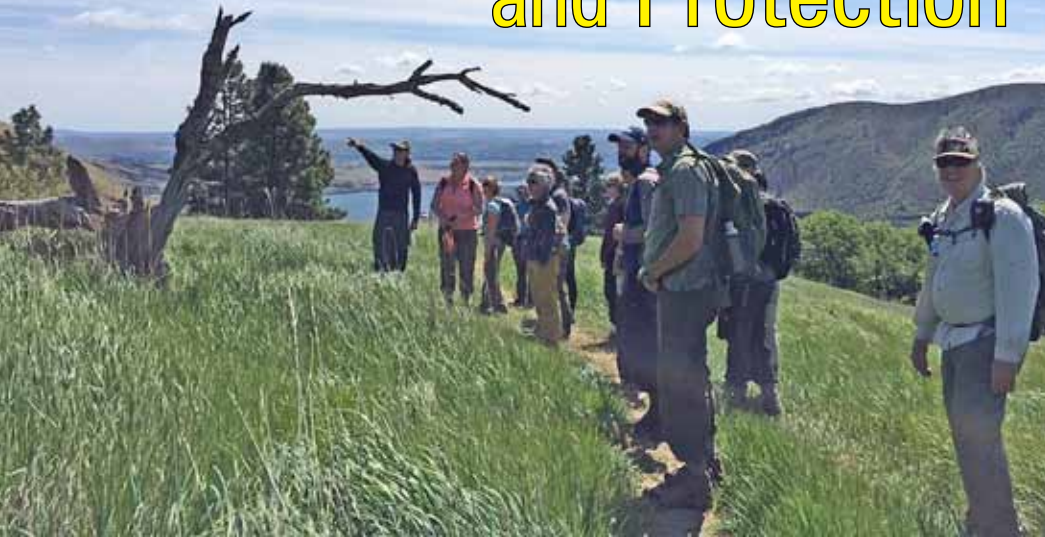


Aerial view of proposed energy plant site, adjacent to a Sandy River Delta natural area.

Photo: Rick Till

Recreation and Protection

Friends staff mapped out stewardship strategies at Lyle Cherry Orchard in April. Photo: Kate Lindberg



Sara Woods, Land Stewardship Coordinator, sara@gorgefriends.org

As Friends' land trust works to protect the land on its 900-plus-acre holdings, we also want the public to come out and enjoy these beautiful places. But opening lands to the public has its downsides: neighbors, wildlife, and native plants must be considered and trail planning requires routes that avoid sensitive areas, discourage cross cutting and erosion, and take advantage of shade trees. Above all, we must ensure that we have as little impact on the land as possible. That includes reducing the spread of invasive species.

The land trust has been involved in trail planning for the Lyle Cherry Orchard for more than a year, and after numerous local meetings, Washington Trails Association began laying out trail corridors this spring. Next steps will

include a cultural resource study and then a full permitting process.

We're also developing baseline data regarding invasive species. The data enables us to protect areas that are free of invasives and to reduce greater spread. Yellow starthistle (*Centaurea solstitialis*) is of particular concern.

Starthistle at the Cherry Orchard is concentrated on the western portion of the property, where additional trails are being considered. The eastern end of the property is not yet affected.

Starthistle arrived in California in the mid-1800s from Eurasia and showed up in Bingen, Washington, in the 1870s. It spreads its seeds by hitching rides on humans and animals, in clothing, hair, and fur. Starthistle is fast growing and moves quickly, outcompeting native plants.

With potentially more trails being developed and more hikers using the Cherry Orchard for recreation, the danger of spreading starthistle is real. Our responsibility as land stewards is to block further infestation and to restore affected areas on this beautiful land. Our strategies will include installing boot brushes throughout the site, introducing biocontrols such as starthistle-eating weevils, producing informative signage, and being proactive in reducing this problem species.

In the coming months, we'll announce stewardship opportunities to help manage starthistle at the Lyle Cherry Orchard. Being aware of invasives and able to identify them will help everyone who hikes at the Cherry Orchard be part of the solution. Responsible recreation will protect Gorge ecology and ensure a healthy future for the land so many people treasure. ■

Photo: Marty Hudson, Klickitat County Noxious Weed Control Board

Invasive starthistle threatens Klickitat County landscapes.



Yellow starthistle.

Photo: Eugene Zelenko / Creative Commons

Friends' Annual Picnic in Paradise

Sunday, July 19, Noon – 3:30 p.m.

The oak-dotted meadow where we held our Summer Picnic last year was such a perfect location, we decided to gather there again this summer.

Join us on July 19 for live bluegrass music by Whistlin' Rufus, connect up with other Gorge lovers, and see firsthand why our land trust is working to preserve this beautiful oak habitat.

Bring kids, neighbors, lawn chairs or a blanket, and your favorite potluck dish for our all-ages Summer Picnic, just north of Steigerwald Lake National Wildlife Refuge, near Washougal, Washington. Details at www.gorgefriends.org/summerpicnic. ■

Kate Lindberg, Outreach Assistant, katel@gorgefriends.org



Friends' Summer Picnic, 2014.

Changes . . .

Special thanks were expressed at our Annual Meeting & Luncheon in April for the tireless commitment of four long-time board members who are rotating off the board this spring: Broughton Bishop, Ken Denis, Aubrey Russell, and Pat Wall,

as well as Chris Beck, who stepped down in December. Together, these dedicated volunteers devoted nearly ninety years to Friends' Gorge protection efforts.

Coming onto the board this spring are two Gorge residents, John Nelson and Gary Bushman, and two Portlanders, Gwen Farnham and Geoff Carr. They bring a wide range of professional and volunteer experience to their service, and we welcome them! ■



Incoming board members, from left: Geoff Carr, John Nelson, Gwen Farnham, Gary Bushman.

Photos at left and above: Michael Horodyski / 500px.com/mjhpdx

Annual Meeting Highlights

Our 35th Annual Meeting & Luncheon in April drew nearly 300 enthusiastic friends, new and old, out to Skamania Lodge in Stevenson. Board Chair Eric Lichtenthaler opened the meeting, and board treasurer Keith Brown's financial report detailed Friends' steady growth and strong member support.

Executive Director Kevin Gorman brought us up to date on the relationships and partnerships that are helping our *Gorge Towns to Trails* program succeed. Conservation Director Michael Lang presented an unflinching picture of the challenges of oil-by-rail export schemes and saluted the growing number of organizations collaborating with us in the Stand Up to Oil coalition. ■



Take the WET bus to the Gorge!

Remember, you can take public transportation to and from Washington Trails. Reduce your carbon footprint and avoid parking hassles by taking the Gorge West End Transit (WET) bus to many of your favorite Gorge trailheads and resorts. Seven-day service is offered May 1–October 15. Details at www.gorgefriends.org/WET_schedule_2015. ■



Trail friends enjoyed connecting at Friends' Annual Meeting.

Photo: Michael Horodyski / 500px.com/mjhpdx

Kate Harbour, Membership Coordinator
kateh@gorgefriends.org

Legacy Circle Celebration

In 2005, longtime Friends member Norman Yeon left an unrestricted bequest to our organization. Norman's generous gift helped us create the Friends of the Columbia Gorge Land Trust, and because of his visionary gesture, more than 1,000 additional acres have been protected in the Gorge.

Friends created the Norman Yeon Legacy Circle last spring to celebrate Norman's vision and honor our members who have included Friends in their estate plans. Today, 89 remarkable individuals are part of this Legacy Circle. Each member has a unique story and relationship to the Gorge, and these legacy donors share a commitment to protecting the Gorge for the future.



The Columbia Gorge Sternwheeler. Photo: Courtesy of Portland Spirit

This summer, on August 9, Friends will host an inaugural recognition event for members of the Norman Yeon Legacy Circle aboard the *Columbia Gorge Sternwheeler*.

Attendees will enjoy a delicious brunch and mingle with like-minded visionaries as we travel the river amid breathtaking views of the Columbia Gorge.

If you have designated Friends in your will, or if you are planning to do so, we hope you'll join us. To learn more, contact our Development Officer, Pam Davee, at pam@gorgefriends.org or 971-634-2036. ■



Creating a Legacy

After living and working abroad for 35 years, Carole Beauclerk always assumed she would move to Thailand

when she retired. But Carole's plans changed five years ago, when she came to Portland and visited the Columbia Gorge for the first time.

The diversity of environments and ecosystems captivated Carole, along with the Gorge's unpredictable changes of weather and scene. Carole welcomes changes in weather and topography, but she hopes the Gorge itself will remain as it is for coming generations to enjoy.

Carole enthusiastically supports Friends' programs to encourage people to learn about the Gorge and experience all that it offers. She is choosing to leave a legacy to Friends because she views our legal strategies and conservation work as crucial to the long-term protection of the Columbia Gorge.

We deeply appreciate Carole's commitment and vision. Legacy gifts like Carole's help ensure that the Columbia Gorge will remain wild and scenic for years to come. To learn more about creating your own Gorge legacy, contact Pam Davee at pam@gorgefriends.org or 971-634-2036, or visit our estate planning website at www.gorgefriendslegacy.org. ■

Carol Beauclerk. Photo: Michael Horodyski / 500px.com/mjhpdx

Special Gifts

January 30, 2015 – April 30, 2015

IN HONOR OF BOB AND KERSTIN ADAMS
KENNETH TURNER

IN HONOR OF DEBBIE ASAKAWA
STEPHEN GEROULD AND
CAROLYN SCHIRMACHER
JEAN AND BLAKE HILARY
Y. LYNNE AND CRAIG JOHNSTON
DR. SANDRA JOOS AND JOHN GALE
JAN PETERSON KELLEY
DR. PATTI KRAMER AND CLIFFORD TEMPLE
LINDA AND TOM LOVETT
SUZANNE McNALLY
SHARON ROSS
ELLEN STEARNS

35 & Gorgeous!

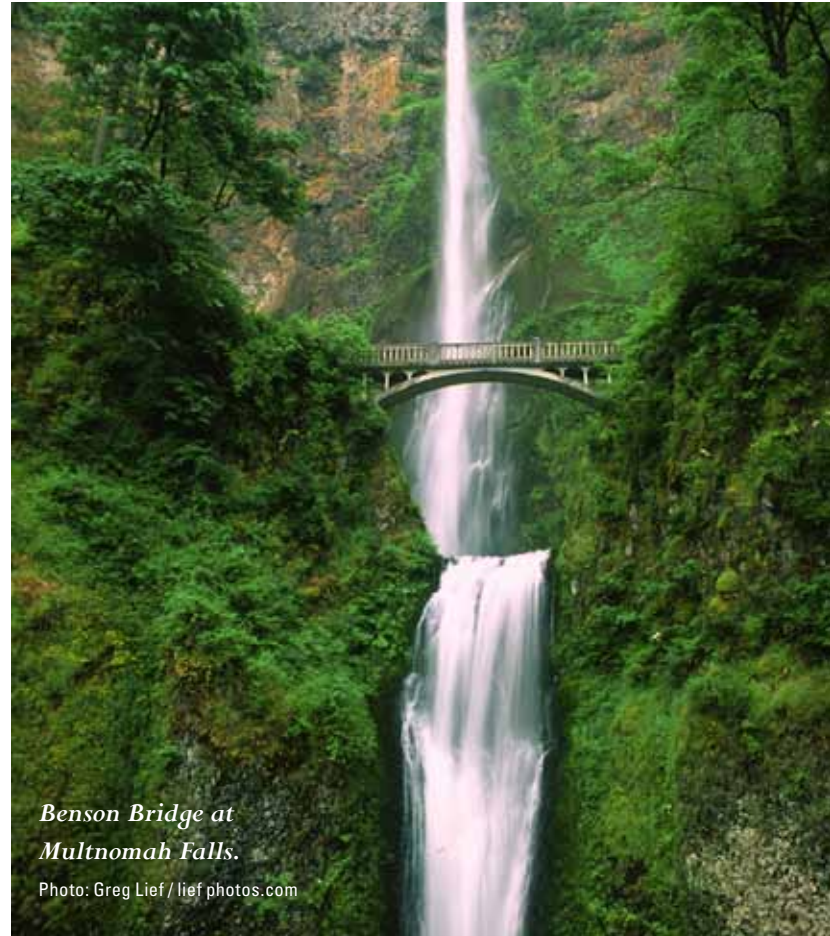
Featured Hikes

Kate Lindberg, Outreach Assistant, katel@gorgefriends.org

We challenge you to visit the 15 trails included in our *35 & Gorgeous* Hike Challenge!

- Balfour-Klickitat Day Use Area, WA
- Beacon Rock, WA
- Cape Horn, WA
- Catherine Creek/Coyote Wall, WA
- Dalles Mountain Ranch/Columbia Hills State Park, WA
- Lyle Cherry Orchard, WA
- Lyle Trailhead/Klickitat Trail, WA
- Mosier Plateau, OR
- Mosier Twin Tunnels, OR
- Multnomah Falls/Benson Bridge, OR
- Sams Walker Day Use Area, WA
- Sandy River Delta, OR
- Shepperd's Dell, OR
- Steigerwald Lake National Wildlife Refuge, WA
- Tom McCall Nature Preserve, OR

Each of these trails was made possible by forward-looking conservation efforts. You'll find hike descriptions and directions at www.gorgefriends.org/35andGorgeous, with conservation history for each trail. ■



*Benson Bridge at
Multnomah Falls.*

Photo: Greg Lief / lief photos.com

IN HONOR OF GIGI GREENSTADT

WALDEN BEAUDRAULT
PENELOPE BURRELL
MAX CARMICHAEL
MILA DATTA
ALBA CIELO GALINDO
SARAH KATE GEHRED
DANIEL GREENSTADT AND
AMY ASDORIAN
NOAH GSTREIN
OONA MACALESTER
FELIX MCCORMICK
KAZ ONO
PALOMA PETERSON
CAMDEN RATHE
DEXTER RATHE
MAURA ROBERTS
OCTAVIA ROBLES
MAIA RUDOLPH
NOLA SHERWOOD
MAYA SOLTESZ
LUCAS WILLIAMS

IN HONOR OF MARY GROUT

MARY, NICHOLAS, AND SCOTT GROUT

IN HONOR OF THE LUMMI NATION

DOUG AND BRENDA CHARTERS

IN HONOR OF CLIFF MOORE

DANA AND MICHAEL MILLS

IN HONOR OF PAUL SMITH

NANCY LEPERA

IN MEMORY OF

MARJORIE S. ABRAMOVITZ
MARSHALL GOLDBERG

IN MEMORY OF MADISON BAIRD

DOUG AND BRENDA CHARTERS

IN MEMORY OF SANDRA COHEN

DIANE AND BRUCE FOLLANSBEE

IN MEMORY OF JOSEPH DENMAN

REGINA WAGNER

IN MEMORY OF DONNA EXLEY

GERALD EXLEY

IN MEMORY OF WILL GEROULD

KATHERINE MILLER

IN MEMORY OF

HANNAH GAGE HASELTON MAY
PATRICIA CHEMNICK
JANE AND JOHN CORLISS
SUSAN EGNOR
JUDITH KENNING
J. WILLIAM LEIGHTON
MARIAN MARTINEZ
DORA READER
C. B. SCOTT
MARGIE AND JERRY TUCKER

IN MEMORY OF

MARK AND KATIE McMANUS
RICHARD AND MARJORIE McMANUS

IN MEMORY OF BARBARA MILLER

JAMES MILLER

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*The upper waterfall at
Shepperd's Dell.*

Photo: Greg Lief / liefphotos.com

Know Your Gorge

Shepperd's Dell

For nearly a century, travelers on the Historic Columbia River Highway have treasured the idyllic beauty of Shepperd's Dell. Tall basalt domes rise above one of the Highway's loveliest bridges, and a graceful, multi-tiered waterfall, nearly hidden by greenery, tumbles more than a hundred feet to a shady creek below.

In the 1880s, a Canadian dairy farmer named George Shepperd purchased land in the western Columbia Gorge and moved there with his family. Twenty years later, when highway engineer and designer Samuel Lancaster began exploring possibilities for building a highway through the Gorge, Mr. Shepperd saw a chance for his beautiful dell to be part of a grand vision.

George Shepperd's land along Young Creek was part of the Oregon legislature's inspiration in 1915 for legislation to protect Columbia Gorge waterfalls. That spring, Mr. Shepperd deeded ten acres to the City of Portland as part of that protection effort. As the *Oregonian* reported, "Mr. Shepperd has received offers to purchase the tract, but has refused them, having in mind an intention to dedicate the property to the use of the public."

George Shepperd and his wife Emma later sold additional land to Oregon State Parks, adding to their original ten acres, which the City of Portland had deeded to Oregon State Parks in 1940. Today, Shepperd's Dell remains a verdant gem for the public to enjoy along the Historic Columbia River Highway. ■

Tom Kloster's WyEast Blog at www.wyeastblog.org contributed to this article.