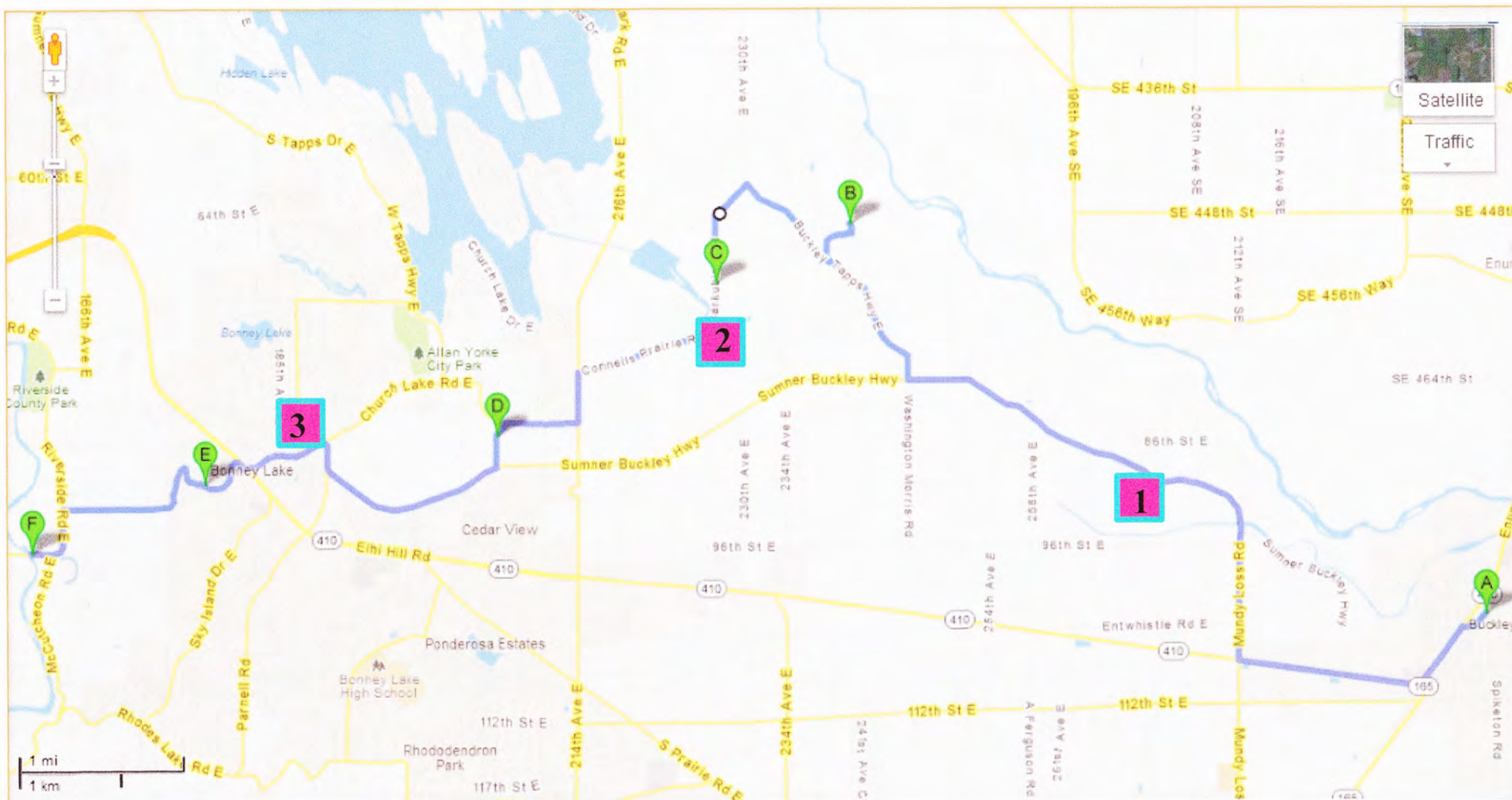


Naches Trail Tour 2012

- A. Foothills Museum, Buckley
- B. Kelley Lake Road, Bonney Lake
- C. Golden Valley, White River
- D. Grainger Springs, Elhi, Bonney Lake
- E. Reed Farm, Connell's Prairie
- F. Bridge @ 96th Street, Sumner (Van Ogle's Farm)
- 1. Early Cabin, possible HBC
- 2. Connell's Prairie Historic Monument
- 3. Kelley Lake Road, Bonney Lake



Naches Trail Tour

A.Foothills Museum, Buckley

Meet about 9:00am.

The first documented reference to the Naches Trail was about 1834. The Hudson's Bay Company mentions the trading/trapping route of the Indians over the mountains. There have been references to Hudson's Bay Co. cabins having been erected here on the plateau along the trail. One of those cabins was located on the former Jeremiah Stilley farm. Inside was found old newspapers dating back to 1864. The cabin was purchased by the Federal Old Line Insurance Company in Federal Way in 1955. It was dismantled and moved to Federal Way and placed in Heritage Park located behind the shopping center on the Old Pacific Highway. It fell in to disrepair and was purchased by the Foothills Historical Society in 1991, again dismantled, tagged and moved to Buckley where it was placed in storage.

1. There is another old cabin that can be seen along the Old Highway, thought to be from the same era. It is on the left hand side of the road, behind the house at 26212 Old Sumner Buckley Highway, approximately 3 miles west. It is currently used just for storage.

When we talk of the Naches Trail and the first wagon train, they did not come through what is now Buckley. They were on the north side of the White River and crossed it near Porter's Prairie. After the crossing by the Longmire wagon train in October 1853, the route altered so that fewer crossings of the White River had to be made. Later crossings of the river would be made at Boise Creek, just one mile northeast of Buckley.

During the Puget Sound Indian War of 1855-1856, the military and the Volunteer militia travelled the route of the Naches Trail between Ft. Steilacoom and Ft. Walla Walla, and it became known as the Military Road. Today it is known as the Old Sumner Buckley Highway.

<http://www.nachestrail.org>

B. Golden Valley 5.8 miles

Walk out to the White River

October 1853

NACHES PASS TRAIL JUDSON ACCT.

Katharine Berry Judson, "The Naches Pass Trail," Early Days in Old Oregon. Portland: Binfords and Mort, 1916, p. 167-177

One afternoon they came to the White River. It was too deep to ford, so the teams had to go down stream a mile to find a ford. One of the men cut down a tree to serve as a bridge. It was so large a tree that it crossed the river, but at the farther end the tip was partly under water and the current made it sway.

When they came to that tree-bridge, everyone was ahead of George and his mother and the children. The mother said she must rest; so George took the little sister across on the log, set her down in the bushes, and came back for his brother. With those two safely across, he took the baby over and left her with the other children. Then he went back again for his mother.

George took his mother's hand and helped her over, but she was very tired. When she reached the farther end of the log, where it swayed in the current, she lost her balance and fell into the river. George quickly caught at some bushes with one hand and his mother's dress with the other. He held her until she could climb up on the log again. She wrung out her wet skirts and they went on two miles farther, where she gave out, and they all had to stop.

They were over the worst of things by this time, but they were quite alone because the others had all reached Connell's prairie, which was not very far ahead. But the mother could go no farther. Leaving the children with her, George started off to find his father. Then they two, father and son, carried the worn-out mother to the camp fire, and went back again after the three little children whom they had had to leave alone in the forest at twilight.

Yet even then, at the prairie, all the food there was to eat was a few baked potatoes. All day long, they had eaten nothing except a few berries; and for days before that they had been almost starved.

=====

Steilacoom, Washington Territory, April 3rd, 1861.
To the Editor of the Puget Sound Herald.

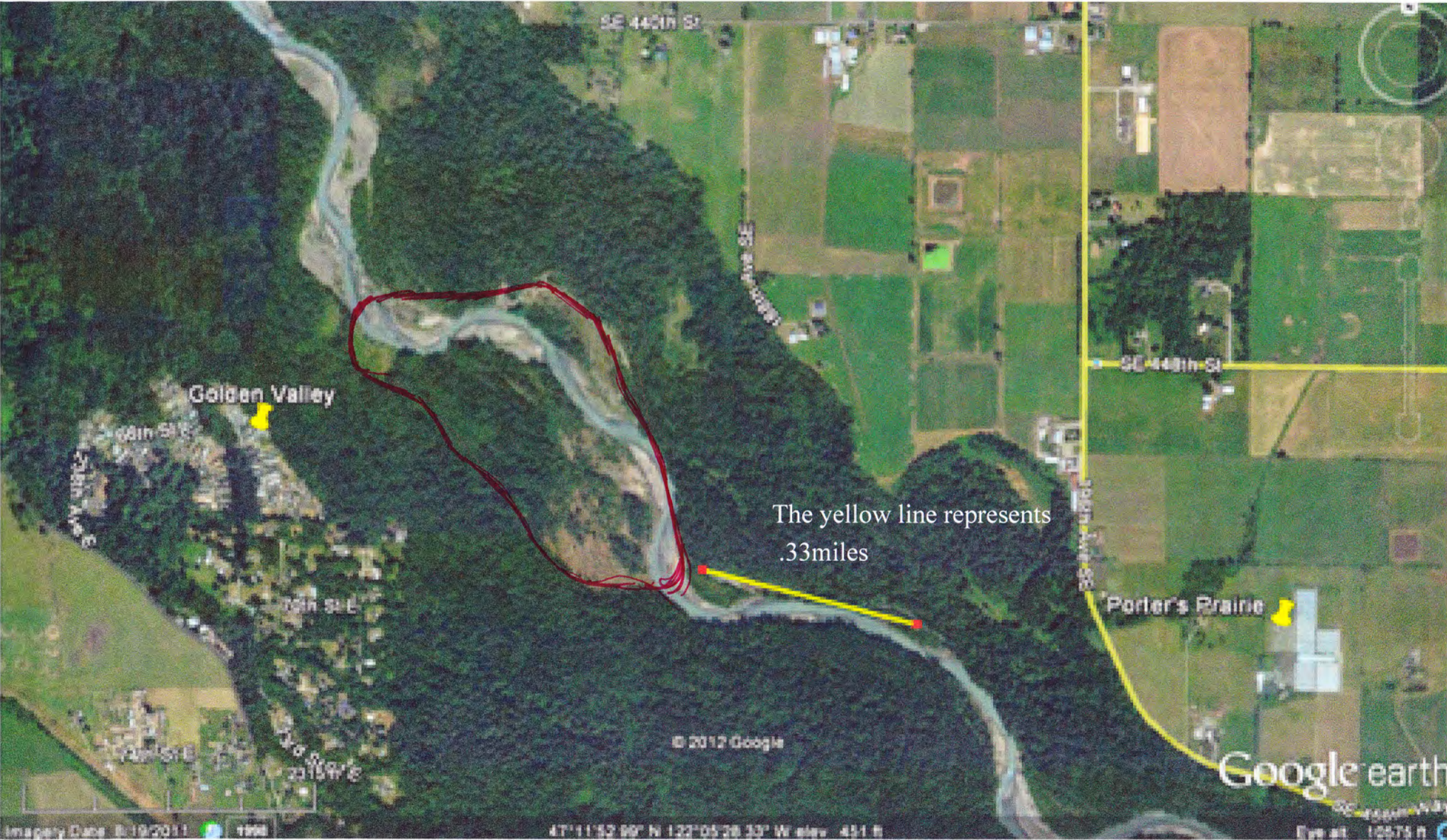
Deeming it due to the public that some report should be made by the commissioners appointed to superintend the cutting and clearing of the Naches trail, we respectfully furnished the following short summary of our proceedings.

Starting from here at noon, March 18th, we reached Connell's Prairie on the evening of the 20th. There is a good wagon road about thirty miles. On the 21st our work commenced; cutting to White River, two and a half miles, and crossing at Porter's, the old crossing, found it rather bad crossing owing to large boulders in the river.

Samuel McCaw
William Tidd
H.G. Williamson

<http://www.nachestrail.org>

The course of the White River has changed many times over the last 160 years, and the flow has been altered by Mud Mountain Dam. The area within red appears to be part of an historic floodplain with the terrain rising steeply to a plateau on either side of the river.



C. Reed Farm on Connell's Prairie –2.1 miles

Connell's Prairie is possibly the most historic site on the plateau.

Archaeological dig on Reed Farm with over a thousand Native American artifacts found and catalogued.

Lt. Johnson of United States Exploring Expedition in 1841 followed Naches Trail across the Cascades, likely came through the prairie.

The first Donation Land Claims on the plateau filed in 1853 by James Williamson and Michael Connell.

Theodore Winthrop made a brief stop in August 1853, meeting Connell and Williamson.

In August 1853, Theodore Winthrop met them as he was following the Naches Trail east over the Cascades. His nose had lead him to the men, because he caught the aroma of fried pork in the air and figured there must be Yankees in the vicinity. These young men had formerly served in the military, and they were now working on building their cabins. Winthrop was in a hurry to cross the mountains to continue his return trip to the east coast, so he did not spend time visiting. A few years later when he heard of the death of Connell, Winthrop regretted not having spent more time in conversation with the men. (He mistakenly thought both men had been killed)

The first wagon train (Longmire-Biles) stopped here in October 1853.

The Puget Sound Indian War began in 1855 with the deaths of Michael Connell and James McAllister, which is commemorated on a Washington State Historical Society monument about ½ mile away.

Military built 2 block houses and named this outpost on Connell's Prairie, Fort Hays. One was on the adjacent farm just a few hundred yards east.

Located on a hill, or bench- like terrace on the brow of a small hill, overlooking the (Connell's) prairie on the road between Buckley and Lake Tapps. The old block house was made of cedar logs split so that the inner wall was comparatively flat, and chinked with moss. Such nails as were used in its construction were of the old square cut type. Rocks piled around the base of the structure when it was built had been scattered by 1941, when this review was done. In the upper part of the structure were apertures for rifles. There is a junction with a dirt road. Going left on the road for 6/10 miles is the Connell's Prairie monument. *Washington: A Guide to the Evergreen State, pg 351, Federal Writer's Project. Sponsored by the Washington State Historical Society. Binford & Mort, Publishers, Portland, Oregon. Copyright 1941, Published 1941.*

The Battle of Connell's Prairie, considered to have been the decisive confrontation during the Puget Sound Indian Wars, was fought between Washington Volunteers and Indians led by Chief Leschi on March 10, 1856. Connell's Prairie is about 10 miles east of Sumner. The site is marked by an historical marker.

Nisqually Chief Leschi (1808-1858) was tried in a civilian court and convicted of the murder of the American soldier Colonel A. Benton Moses, a highly controversial verdict even at the time it was rendered. Nevertheless, on February 19, 1858 Leschi was hanged on a gallows at Fort Steilacoom. On March 4, 2004, the Washington State Senate passed Resolution 8727, which formally recognized the injustice of Chief Leschi's trial and execution and honored Chief Leschi as "a courageous leader" and "a great and noble man" (Washington State Senate Resolution 8727).

2. Connell's Prairie Marker

Information on the 4 sided Marker:

This memorial was erected by the Washington State Historical Society A.D. 1924

In this vicinity seven white men on way from Camp Naches to Fort Steilacoom were ambushed by Indians October 31, 1855. 2 of the number Colonel Miles & Moses were killed.

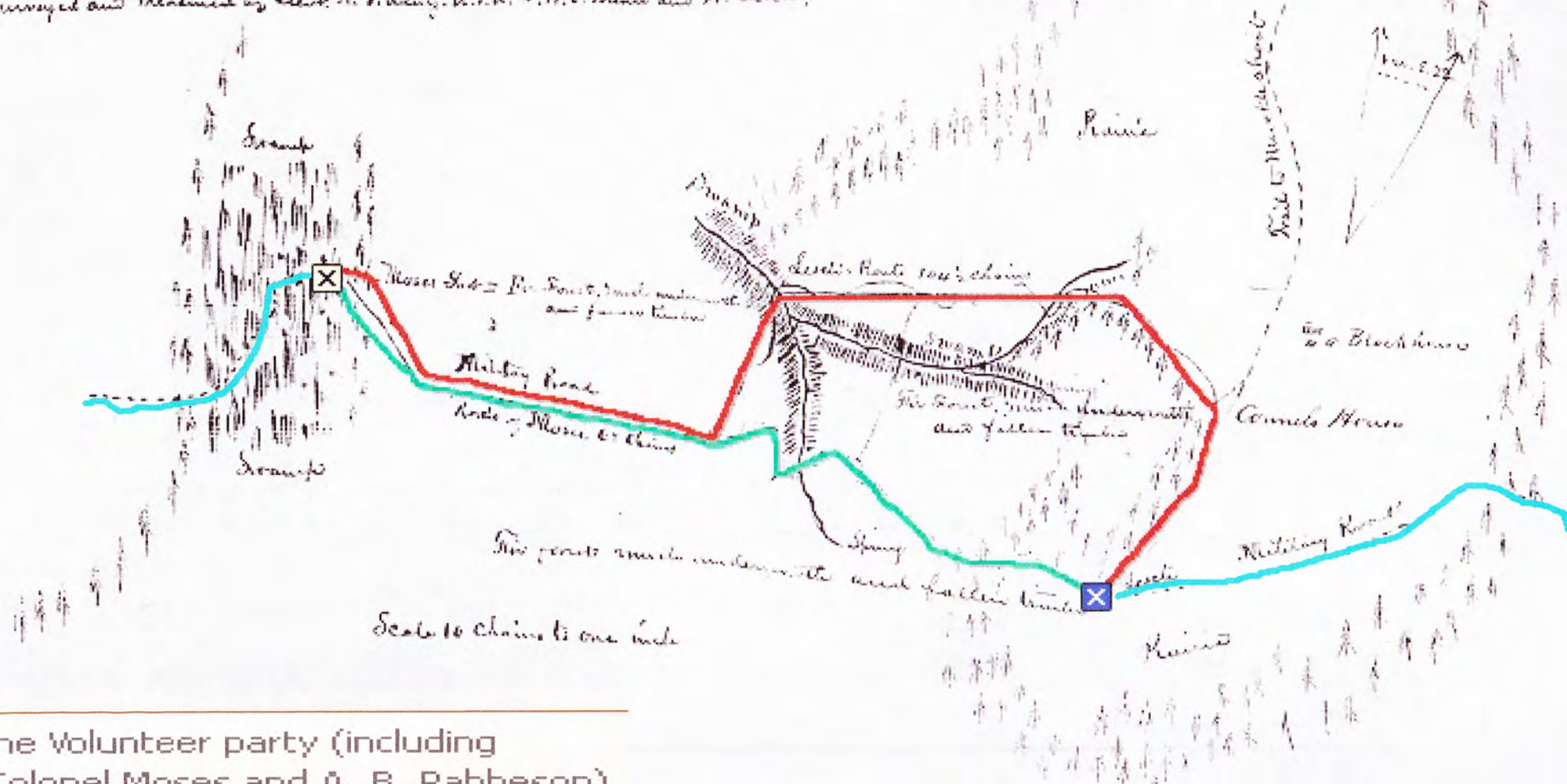
Near here Indians lay in ambush and killed Lieutenant McAllister and Michael Connell. October 27, 1855

50 feet directly in front of this was the military road from Fort Steilacoom via Naches Pass to Fort Walla Walla. Located A.D. 1853 - 1854

<http://www.nachestrail.org>

Plan of Jonathan Prairie, showing the improbability that Leschi could have killed A. B. Moses, on the 21st October 1855, the evidence showing that Moses had left Leschi on the prairie, and met him again in the Swamp 68 chain distant. To get there Leschi would have to go 1000's chains, the true impracticable part of the way for horses. Moses rode rapidly from Leschi to the Swamp, where he was killed.

Surveyed and measured by Lieut. A. Kautz, U.S.A., S. M. S. Selwin and W. Sill,



The Volunteer party (including Colonel Moses and A. B. Rabbeson) took a route that measured 68 chains (.85 miles) long. This route was a wagon road and much easier to travel than the route Leschi was purported to have taken.

In March 1857, Lt. August Kautz proved the improbability of Chief Leschi having committed the murders of Col. Moses and Joseph Miles and created this map to prove his assertion.

Stop #B @ Golden Valley

Stop #C @ Reed Farm

Stop #2 @ Connell's Prairie Monument



D. Kelley Lake Road,

The Longmire Wagon Train would have followed the approximate route we just took after leaving Connell's Prairie. In 1853 the area was covered with wetlands created by the seeps and springs that inundate much of this part of the plateau. Swamps and marshes were widespread. The wagons would have headed for firmer ground which took them along what is the current Old Buckley Highway. The lowland area through here continues to be listed on the National Wetlands map. About this time Reuben Ashford Finnell became the third resident of the plateau.

The donation land claim of Reuben Finnell consisted of 160 acres along Fennel Creek. He had built a cabin and a barn along the Naches/immigrant trail. Finnell had written about the gatherings of hundreds of Indians on the prairie near his cabin. It was a customary occurrence for the Indians of the Sound and those east of the Cascades to meet for trade purposes. Finnell served in the volunteer militia during the Puget Sound Indian Wars, but failed to return to his land with his burned out cabin and barn. He returned instead to his home state of Virginia, but continued to have an interest in Washington Territory and would send letters to the editor of the newspaper in Steilacoom.

Excerpt from Letter written July 17, 1856 by Reuben A. Finnell to the Hon. C. J. Faulkner, Congressman

"I have been nearly three years in Washington Territory and resided up to the commencement of the Indian war about 23 miles east of Ft. Steilacoom on the road leading from that place to Ft. Walla Walla. The tribe living in my vicinity and which are now hostile were the Nisquallies, Puyallup, White and Green River Indians.....

The first place our government in building the military road from Ft. Steilacoom to Ft. Walla Walla opened for these Indians an easy outlet from the Yakima Co to the sound and whereas before they had to climb up tortuous trails over frightful precipices and drive their burdened animals before them, they have now a good wide road and I have heard them express their gratification by saying that once they had walk up the hills but now they could ride all the way across the mountains. "

Benton Moses and Joseph Miles

Perhaps the most significant use of the trail came during the Puget Sound Indian Wars. They began and ended here on the plateau.

Following the killing of James McAllister and Michael Connell, about October 31st a party of Volunteer Militia men were ambushed while travelling along the Naches Trail/Military Road. The written account by A.B. Rabbeson, one of the survivors of the attack, tells of being surprised about a mile west of Connell's Prairie. That would put them right about 214th to the east. They had just entered the deep muddy swamp, which came up to a horse's belly in some places, when the Indians fired upon them.

One account stated the foliage was so dense that the rifle's barrel was almost touching the body of its target when fired.

Col. Joseph Miles was shot in the neck and fell from his horse. The others continued on through the swamp with the Indians in pursuit. Col. A. Benton Moses received a wound which entered his back and exited just beneath his heart. Another half mile further, unable to stay on his horse, the remaining men in the party managed to carry Moses about 100-150 yards above Finnell's creek, very likely along the ridge to right of where we are today. They wrapped him in a blanket and hid him in the brush. His final words reportedly were "Boys if you escape, remember me." Mr. Moses died, but the men did remember and later returned to take his body back to Ft. Steilacoom for burial.

Kelley Farm

The Finnell farm was vacated during the Indian War and settlers were not eager to settle in an area that had been so embattled. William B. Kelly arrived here in 1864 and acquired the Finnell Donation Land Claim plus additional acreage. The Naches Trail/Military Road ran through his property, paralleling the current Old Buckley Highway. The old trail had still been visible up through 2001, at which time property was sold by the descendants of Kelley to members of the Corliss family. The land was subsequently graded, leveled, and logged of most of the trees, thus obliterating the remnants of the original trail. In 2006 the Washington Trust for Historic Preservation included Kelley Farm on its top ten most endangered historic properties in the state, and it was suggested that the farm buildings and the surrounding 300 acres be considered as a national heritage site because of the location's importance to Territorial history.

3. Historic Marker – Naches Trail –Erected by the City of Bonney Lake and the Greater Bonney Lake Historical Society in 2009 with a Pierce County Historic Preservation grant. A stainless steel etched plaque is mounted on a base of Wilkeson sandstone.



2006 Most Endangered List

The Kelley Farm – Bonney Lake

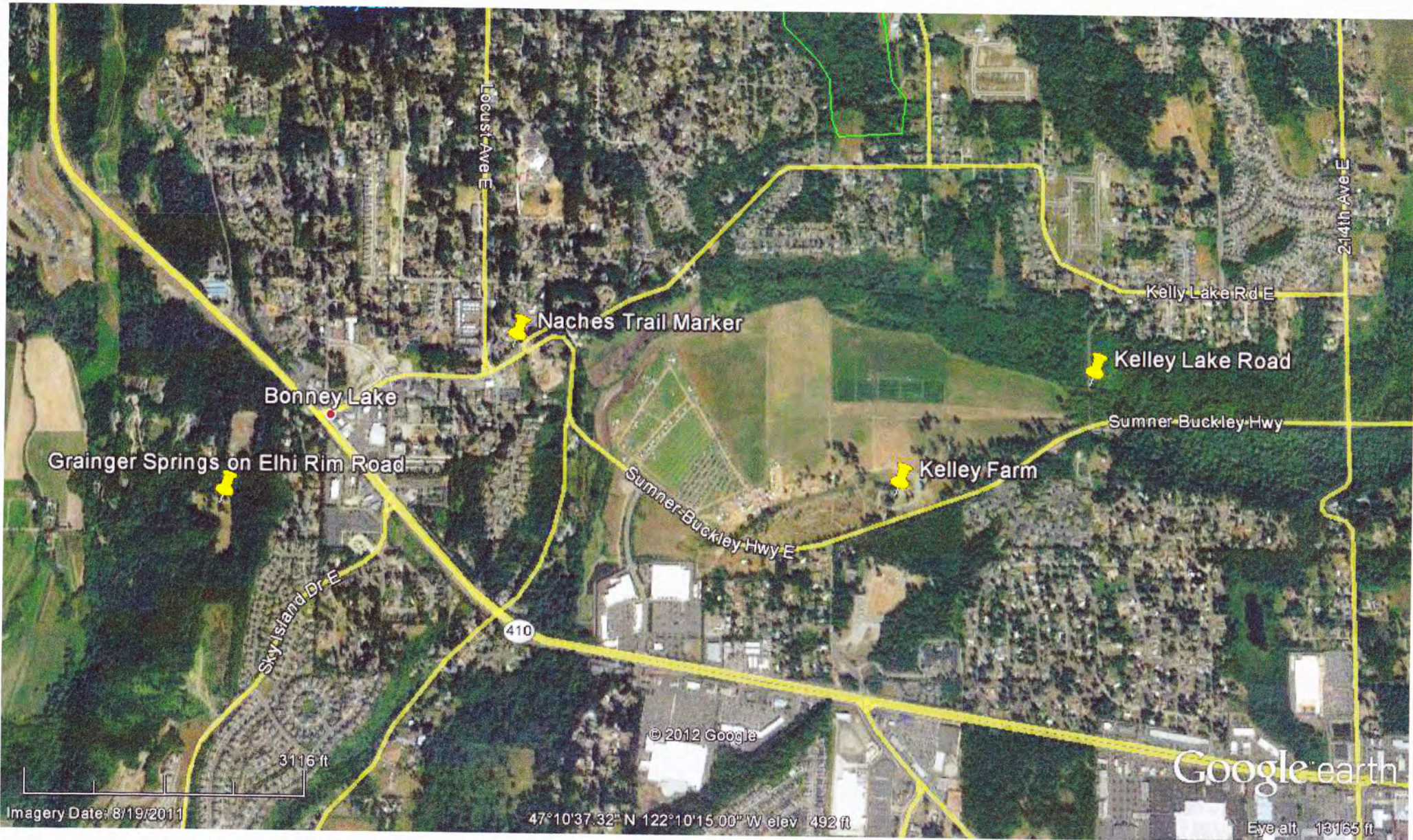
The Kelley Farm sits on the site of one of the earliest Donation Land Claims in eastern Pierce County: 160 acres given to Reuben Ashford Finnell, a member of the Washington Territorial Volunteer Militia, in 1853. Finnell abandoned this claim, and William Barton Kelley purchased the land along with an additional 40 acres in 1864. Kelley served a two-term legislative stint in the Washington Territorial government and held the post of Pierce County Auditor for a period of six years.

The location of the Kelley Farm is also significant for its pre-pioneer association as an Indian gathering ground. The historic Naches Trail runs through the site, marking a location where various tribes gathered for trade between inhabitants of the Puget Sound region and those living east of the Cascades.

The configuration of the present farm includes a c. 1910 farmhouse, a smaller residence, a barn and six additional outbuildings spread over a 50-acre parcel.

The Threat: After its purchase in 1864, members of the Kelley family retained ownership of the farm for 137 years until its recent sale in 2001 to T&S Properties, LLC. Due to non-sanctioned 'improvement' of the site, Pierce County imposed a 6-year development moratorium on the property. Despite this, in 2005 T&S submitted a site plan to the City of Bonney Lake proposing the development of 255 single-family residences once the moratorium expired. The location of the farm is currently an unincorporated portion of Pierce County, but would be annexed to the City of Bonney Lake pending development. Public concern over the proposal prompted the Pierce County Executive to create the Fennel Creek Advisory Council. After studying the issue, the council recommended preserving the farm buildings and restoring the landscape to its natural riparian habitat, an area consisting of 250 total acres.

Stop #D @ Kelley Lake Road, formerly part of the William B. Kelley farm.
Stop #E @ Grainger Springs on Elhi Rim Road.



E.Grainger Springs on Elhi Rim Road.

January 23, 1966 *Tacoma News Tribune, Sunday Ledger*, p. 17

Charles McHugh remembers when he was a young boy on his father's hop farm near Buckley.
[Located near OBH and Mundy Loss Road]

McHugh, 82, vividly recalls the meanderings of that pioneer passageway and can point out traces of wagon ruts as they descend the precipitous Elhi Hill, cross through meadows and follow along creek beds.

McHugh remembers sitting alongside his father as they bounced over the rough road to take their hops to Olympia. "Over the steeper grades of the road, my father had to fasten chains to the axle and have the horses ease the wagon down to prevent the hops from spilling," McHugh said.

A well-defined trace of the Military Road may easily be found by automobile about three miles out of Sumner along Highway 410 just before reaching the Lake Tapps turn-off. Up the timbered Elhi Hill at your right you will see the trail still relatively free of undergrowth and obstruction. But be prepared to hike if you want to explore much of the road for in a short distance the trail becomes too narrow to drive a car.

"The steep grades and hairpin turns along this particular section of road show some remarkable feats of engineering, considering the tools with which those pioneer road-builders worked," stated the spritely McHugh, who still enjoys a brisk hike over the old trail.

From: Allan Catanzaro

Sent: Wednesday, May 18, 2011 1:34 PM

Subject: Naches Trail at Grainger Springs

The whole site is gated and locked because it is a major water source.

The story I heard from Public Works crew member Dave Baumam was that 20-30 years ago he was hired by the City to fill in the Grainger Springs wetland area to create the meadow that we see today. They removed trees and filled in the wetland to cut down on evapo-transpiration on this vital water source.

Dave's recollection was that the Naches Trail circumnavigated the upper spring area and wagons would use this as an excellent stopping point [chances are the Longmire wagon train did not spend any time stopping here, but knew they were close to their destination and were eager to continue] The actual

spring area is the southerly upper meadow area in the image below. Dave said only the spring area was filled in and the perimeter Naches Trail which we walked along yesterday was left intact to this day. We collected GPS coordinates for the trail that circumnavigates the upper meadow and it's probably OK to add this data to any master Naches Trail database, but I am not sure of the confirmation process.

There are several spring well heads all over this upper meadow. The well heads pipe the spring water down to the lower meadow area where you can easily see our pump house. There is an outflow pipe from the pump house with quite a sizeable continuous flow of water. When the pump in the pump house goes on the flow in the outflow pipe diminishes. We do not pump continuously. This water is pumped up to the treatment plant and then directly to your home!

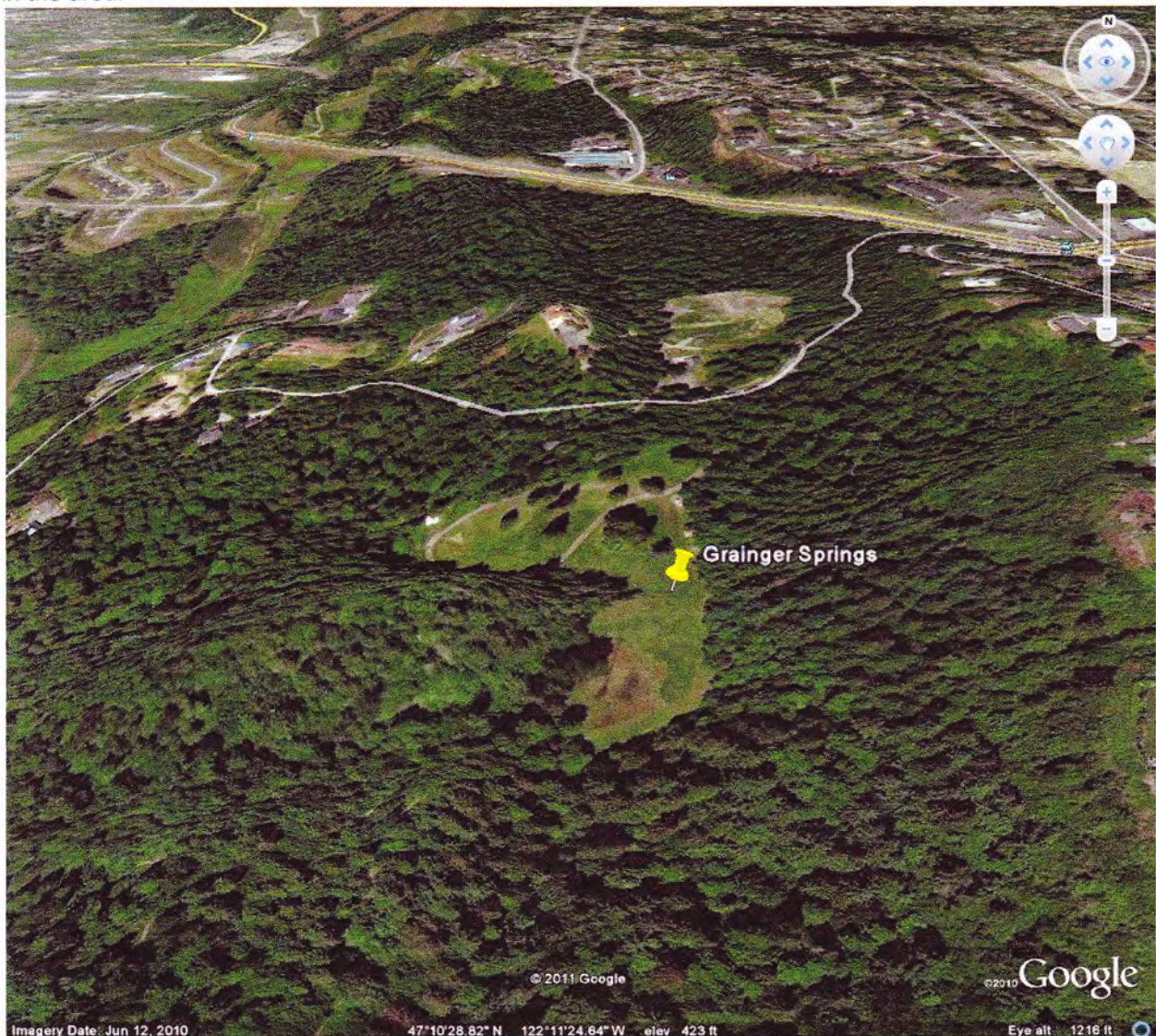
We reviewed the Grainger Springs site in our GIS and there are plenty of trails to the south of the upper meadow that switchback down to the Puyallup Valley but none really led directly to or from the springs. I suspect these are modern trails. The springs sit in a low spot surround by very steep terrain, especially the upper meadow, so it's not likely the Naches Trail took this route. However in the lower meadow by the pump house we did notice a cut into the forest and it may lead back to Elhi Rim Road. The rest of the

Naches Trail in the Grainger Springs area may follow the Elhi Rim Road. There is also a short access road to the springs from Elhi Rim Road. However, Dave mentioned there was a steep trail cut directly from the SR410/SBH intersection down to the springs, so it's likely that all modern roads were constructed completely independent and away from the original Naches Trail. We are going to obtain some highly accurate LiDAR (Laser Detection and Ranging) elevation data and carefully review the entire Grainger Springs site.
More later! Thanks! –AL

The Lakes Observer, June 9, 1982

Paul Anstey, city engineer for Bonney Lake, stood last week above the first manhole installed in the Grainger Springs project. The three new springs being tapped are located just 20-30 feet from the original wagon trail which ran up Elhi Hill and Connected Bonney Lake with the valley floor.

The project, funded with a \$40,000 state grant and about \$17,000 from city water system revenues, will tap three new springs and drain a swamp which has tainted water coming from an old spring the city uses in the area.



BONNEY
Lake



Downtown
Regional
Storm Pond

175TH AVE E

182ND AVE

ELHI RIM RD

410

181ST AVE

Pump
House

Access
Road

Lower
Grainger
Springs

Upper Grainger
(Milotte) Springs

92ND ST E

Hard Trail-Like
Surface

Possible Trail Out
of Grainger Springs
Down to Valley



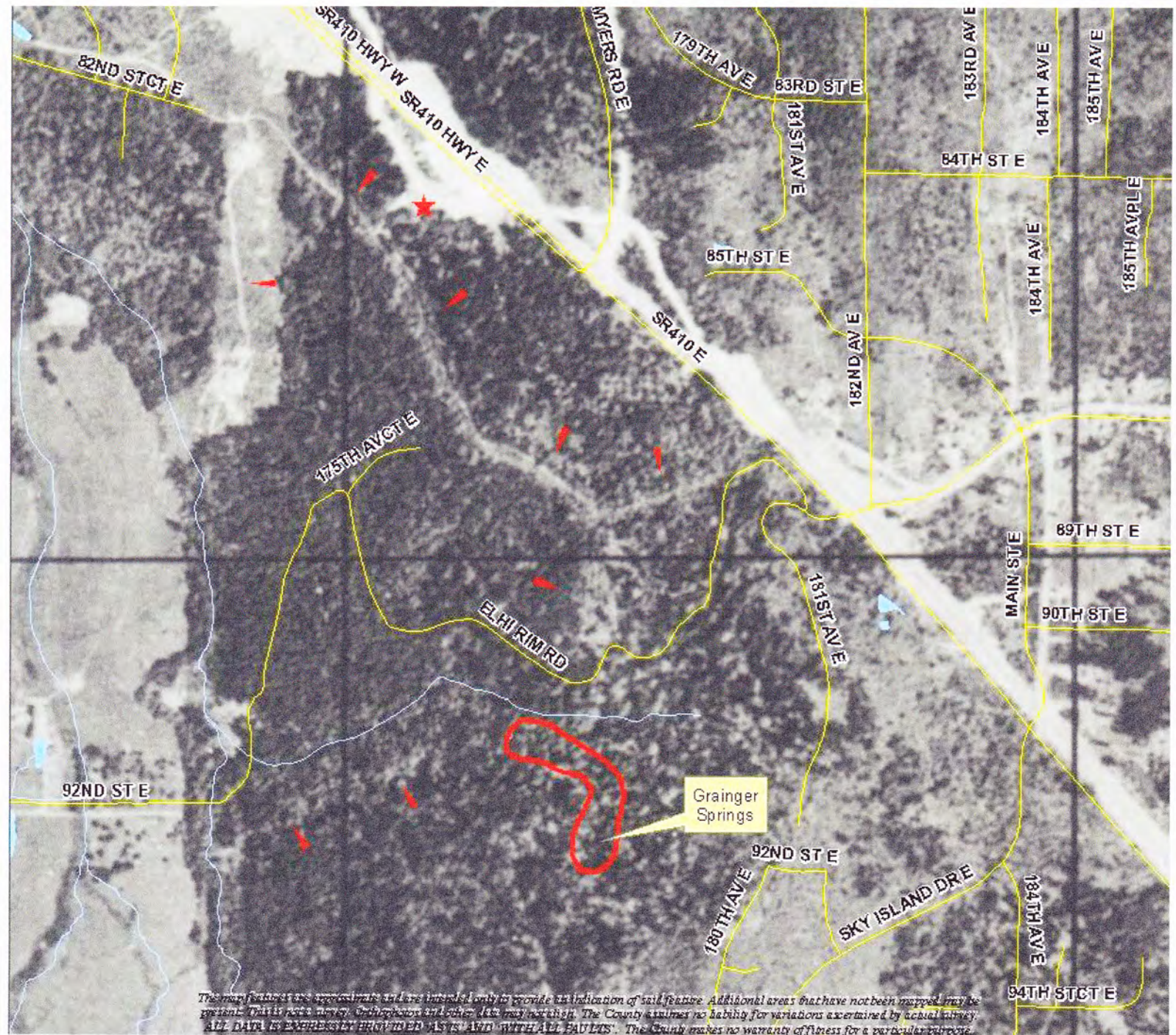
0 200 400 600 800 1 000 Feet

180TH AVE

181ST AVE

SKY ISLAND DR E

1931 Aerial Map





The water prospector

Paul Anstey, city engineer for Bonney Lake, stood last week above the first manhole installed in the Grainger Springs project. Anstey said he expects one million gallons of fresh, cold water supplies will be added to the city's water system when the project is finished. The three new springs being tapped are located just 20-30 feet from the original wagon trail which ran up Elhi Hill and connected Bonney Lake with the valley floor, Anstey said.

*The Lakes
Observer.*

6/9/1982

F. Bridge across Puyallup on 96th

This was part of Van Ogle's Farm and approximately where the crossing of the Longmire wagon train occurred.

Tacoma Sunday Ledger – Pages 9 to 10. Sunday, August 21, 1892

JAMES LONGMIRE, PIONEER

We again crossed White River, making the seventh time, and pushed on to Connell's prairie, thence to the Puyallup River, to the present site of Van Ogle's hop farm. Little did Van think then that he would ever raise, bale, and sell hops on that piece of ground. We found the river low and filled with humpback salmon. We armed ourselves with various weapons, clubs, axes and whatever we could get and went fishing. Every man who could strike a blow got a fish, and such a feast we had not enjoyed since we had potatoes boiled in the jackets, but fish was far ahead of potatoes. John Mayer declared they were the best fish he had ever eaten. We had a royal feast. Some of our party was up all night cooking and eating fish. All relished them but Mrs. Longmire, who was feeling indisposed, but she fortunately got a delicacy – rare to her – a pheasant, which she bought from an Indian – her first purchase on Puget Sound.

October 13, 1963

Tacoma News Tribune, Sunday Ledger, p.3

After the war Van Ogle, from Ohio, one of the Naches Pass immigrants, homesteaded on the east side of the river near the ford. It took on his name – Van Ogle's Ford. In his hospitable log house by the side of the ford he welcomed travelers going east or west, often giving them overnight lodgings and meals, help in crossing the river, and if necessary, food to take on their journey. Once he sent a family on to their new home with staple groceries and a cow to start them out. He communicated with his neighbors across and up and down the river by blowing a cow horn that always hung ready on his porch.

AN ACT

TO AUTHORIZE VAN OGLE TO KEEP A FERRY ACROSS THE PUYALLUP RIVER IN PIERCE COUNTY.

SECTION 1. *Be it enacted by the Legislative Assembly of the Territory of Washington,* That Van Ogle, his heirs or assigns, are hereby authorized to keep and maintain a ferry across the Puyallup river at a point where the military road from Fort Steilacoom to Walla-walla crosses said river; and the said Van Ogle, his heirs or assigns, shall have the exclusive privilege of one mile above and one mile below the aforesaid point, for the term of ten years from the passage of this act.

SEC. 2. It shall be lawful for the said Van Ogle, his heirs or assigns, to collect and receive the following rates of toll for ferriage upon said ferry:

For each wagon with two animals attached.....	\$ 50
For each two additional animals.....	25
For each pack or riding horse.....	25
For all loose animals other than sheep or hogs.....	20
For each sheep, goat or hog.....	05
For each foot passenger.....	10

SEC. 3. The said Van Ogle, his heirs or assigns, shall, within sixty days from the passage of this act, keep on said ferry a sufficient number of boats, and hands to work them, to transport persons and property over said river without delay.

SEC. 4. The county commissioners of Pierce county may at any regular term of commissioners' court, alter the rates of toll, and the rates so fixed may be collected by the said Van Ogle, his heirs or assigns.

SEC. 5. The failure of the said Van Ogle, his heirs or assigns, to comply with the provisions of this act, shall render this act null and void.

FRANK P. DUGAN,
Speaker of the House of Representatives.

FRANK CLARK,
President of the Council.

Approved January 7, 1865.

WILLIAM PICKERING,
Governor of Washington Territory.

AN ACT

AUTHORIZING R. S. MORE AND VAN OGLE TO KEEP A BRIDGE ON
PUYALLUP RIVER.

SECTION 1. *Be it enacted by the Legislative Assembly of the Territory of Washington, That R. S. More and Van Ogle, their heirs or assigns, be and they are hereby authorized to construct*

and keep a bridge across the Puyallup river at a point where the military road crosses said river; and the said R. S. More and Van Ogle shall have the exclusive privilege of constructing and maintaining a bridge one mile above and one mile below the crossing of said military road for the term of fifteen years from the passage of this act: *Provided further, That the said bridge, when so constructed, shall not interfere with any rights heretofore granted by the Legislature of the Territory of Washington to any corporate company or companies: And provided, that said bridge, when constructed, shall not interfere with the navigation of said Puyallup river in anywise: Provided further, That said bridge, when so constructed, shall be under the same regulations as other bridges are or may be by the laws of this Territory prescribing the manner in which bridges shall be kept and regulated: And provided further, That the county of Pierce shall at any time before the expiration of said fifteen years, have a right to take said bridge upon payment to said R. S. More and Van Ogle, their heirs or assigns, a fair valuation therefor, and thereafter all and singular the rights hereinafter granted to said R. S. More and Van Ogle, their heirs or assigns, shall pass and vest in said county.*

SEC. 2. The county commissioners of Pierce county shall regulate the rates of toll, and it shall be lawful for said R. S. More and Van Ogle to collect and receive toll only according to the rates of toll fixed by said commissioners.

SEC. 3. That no courts or board of county commissioners shall authorize any person, except as hereinafter provided in this act, to construct or keep and maintain a bridge at the point herein designated: *Provided, That the said R. S. More and Van Ogle, their heirs or assigns, shall, within one year after the passage of this act, construct and keep a good, substantial and safe bridge; and should the laws regulating the construction of bridges be violated by said R. S. More and Van Ogle, their heirs or assigns, or if no good and sufficient bridge be constructed and completed within one year, upon proof thereof being made to the satisfaction of the county commissioners of the county of Pierce, then this act shall be void.*

SEC. 4. This act to take effect and be in force from and after its passage.

FRANK P. DUGAN,

Speaker of the House of Representatives.

FRANK CLARK,

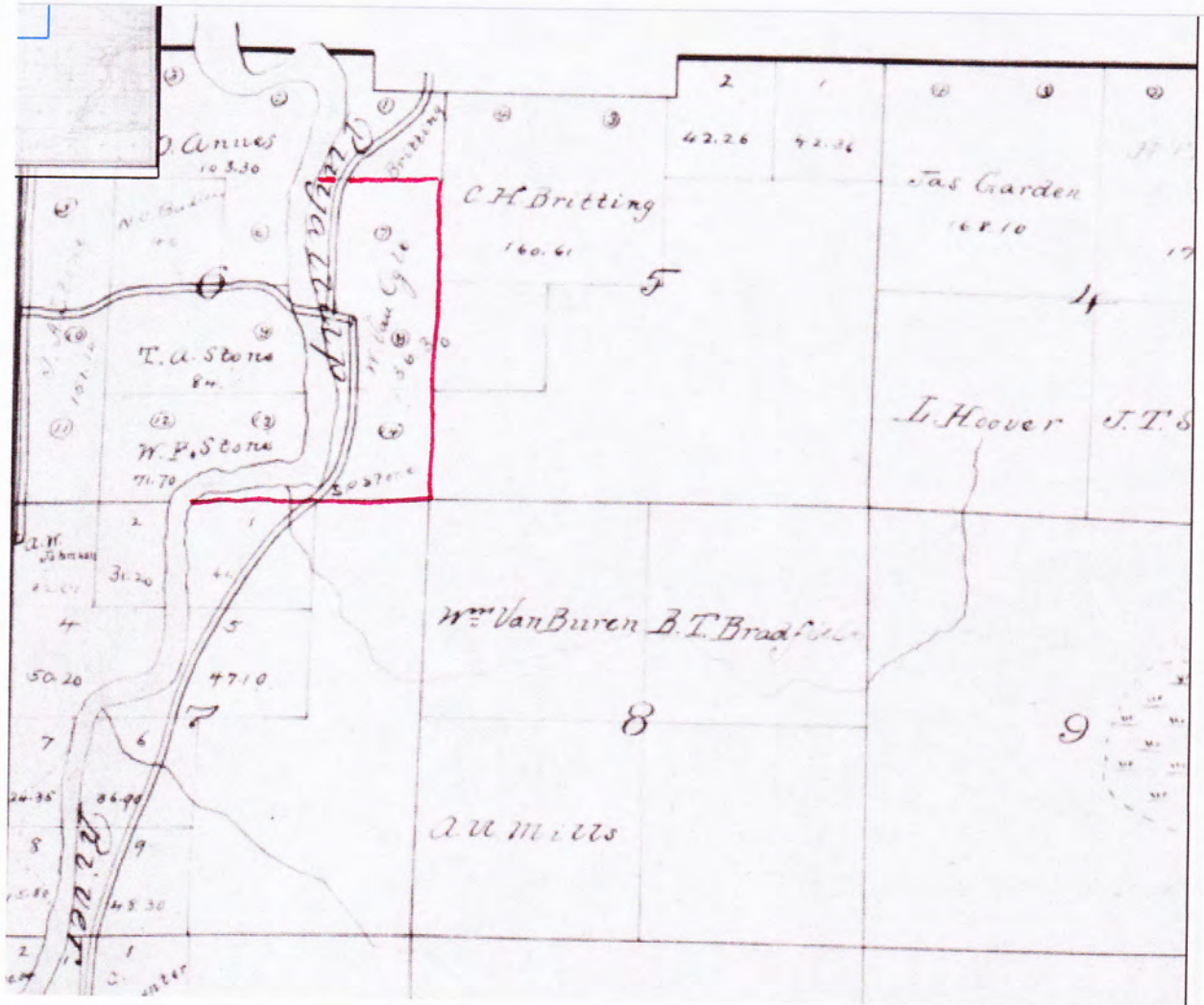
President of the Council.

Approved January 7, 1865.

WILLIAM PICKERING,

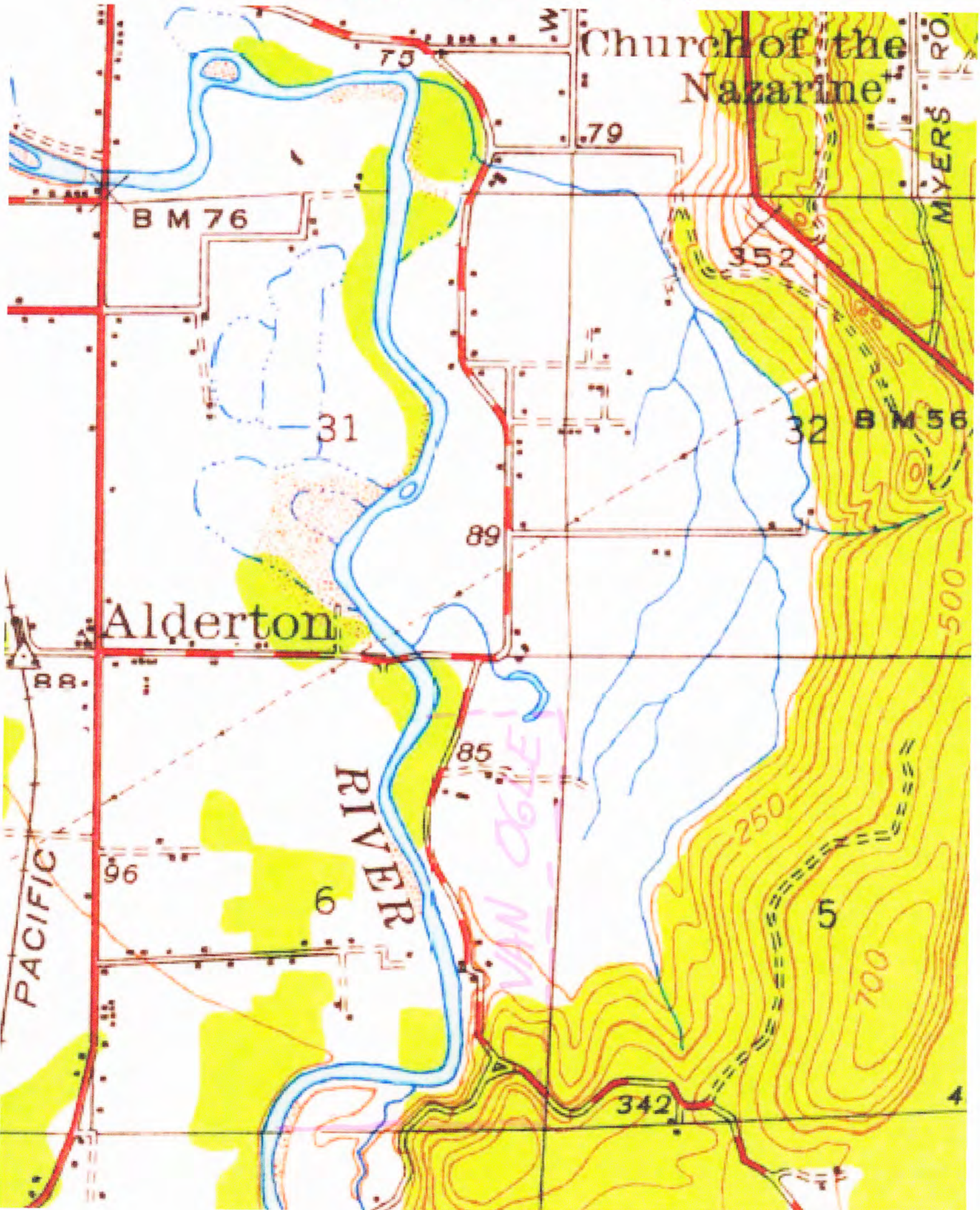
Governor of Washington Territory.

T. 19 N, R. 5 E.



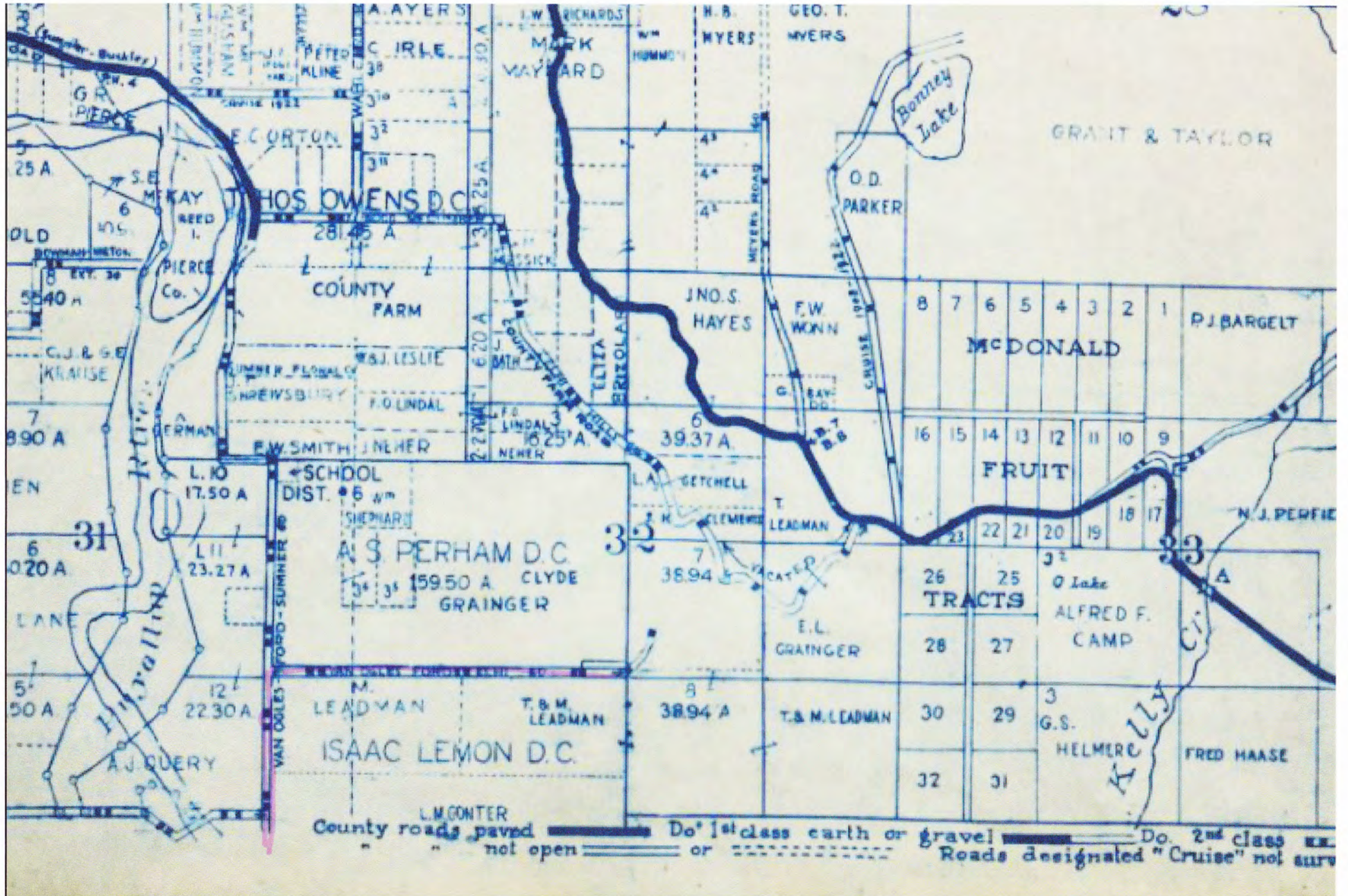
Van Ogle's farm was the site of the Naches Trail/ Military Road crossing of the Puyallup River. This is from an 1889 Plummer map.

1942 Terrestrial Map



White's Atlas of Pierce County 1928

Tp 20 N, R. 5 E



**Final stop at the 96th Street Bridge across the Puyallup River,
just north of Van Ogle's Farm.**

