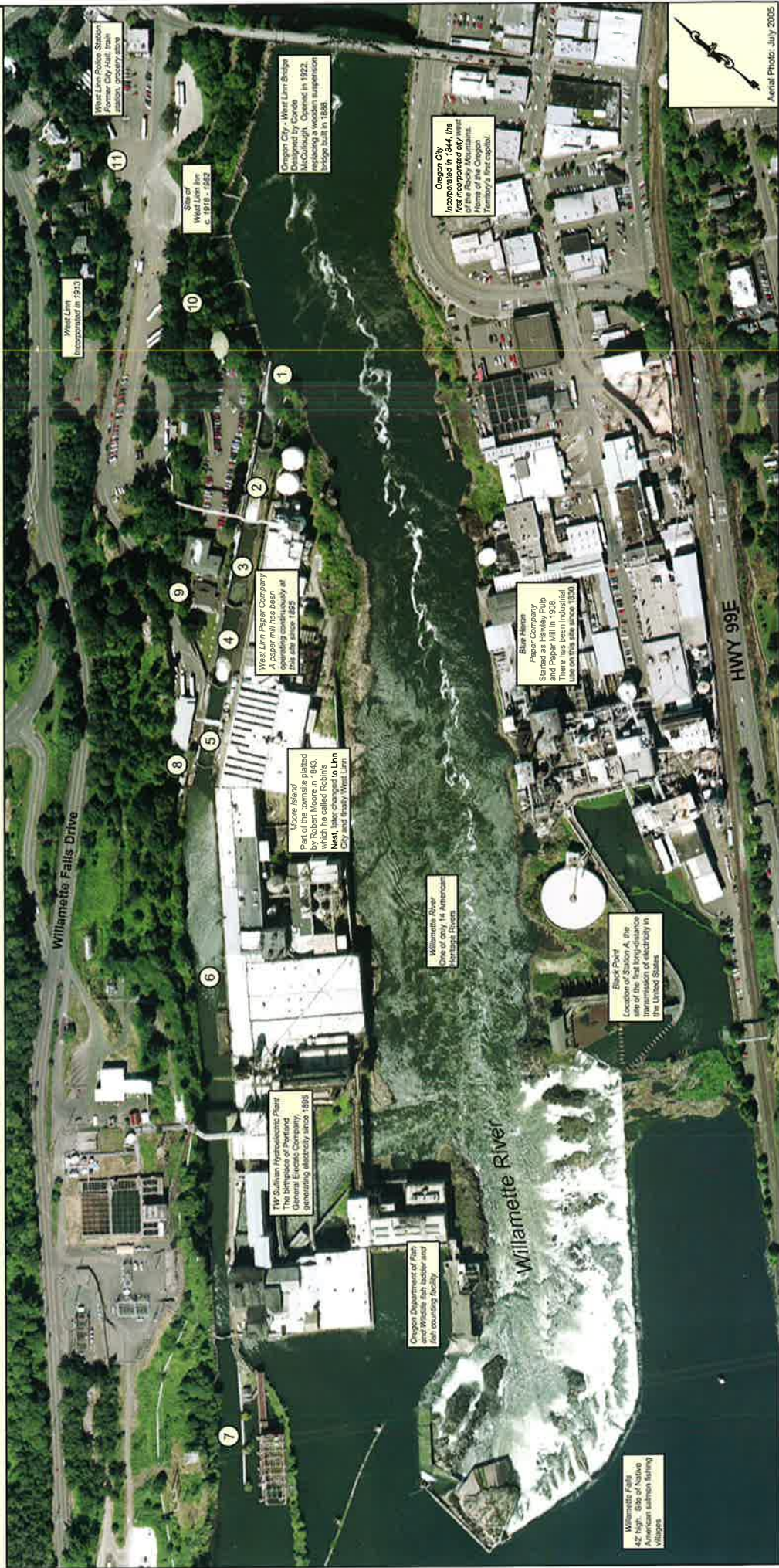


Willamette Falls Locks and Surrounding Area



Willamette Falls Drive

West Linn Police Station
located in the
station, probably since
1913.

11

West Linn
Incorporated in 1913

10

Site of
West Linn Inn
c. 1913 - 1922

Oregon City - West Linn Bridge
Designed by Corde
McCook and built in 1922,
replacing a wooden suspension
bridge built in 1888.

Oregon City
Incorporated in 1844, the
first incorporated city west
of the Rocky Mountains.
(Termed "The first capital")

11

2

West Linn Paper Company
A paper mill has been
operating continuously at
this site since 1929.

Blair-Himan
Paper Company
Started as Hawley Pulp
Company in 1900.
There has been industrial
use on this site since 1900.

9

4

3

5

8

Woods Island
Part of the site placed
by Robert Moore in 1943,
which he called Robb's
Nest, later changed to Linn
City and finally West Linn.

Willamette River
Package Express

Boor Point
Location of the
site of the first long-distance
transmission of electricity in
the United States.

6

The Sullivan Hydroelectric Plant
The headquarters of Portland
General Electric Company,
generating station since 1898.

Oregon Department of Fish
and Wildlife fish ladder and
fish counting facility.

Willamette River

7

Willamette Falls
42' high waterfall
at the site of
American salmon fishing
villages.



Aerial Photo, July 2005

HWY 99E

Willamette Falls Locks

The Willamette Falls Locks are the oldest continuously operating multi-lift lock and canal system in America. They opened on New Years Day in 1873. The locks project was built by the Willamette Falls Canal and Locks Company, winning the contract in 1868. Ben Holladay, owner of the Portage Railroad and the Willamette Transportation Company which controlled freight and passenger service both above and below the falls, negotiated for a contract to build the locks on the Oregon City side, but lost. For the Willamette Falls Canal and Locks Company to receive their \$300,000 payment from the State, the canal had to be opened by January 1, 1873. When they attempted to rent a steamboat to open the locks, they found all the boats in the area were already rented by Holladay. A boat was found in Washington Territory, the Maria Wilkins, but on its way to Oregon City the boat became grounded at the sandbar at the mouth of the Columbia River. The boat was freed, cleared the locks, and the money was awarded.

The lock chambers are made from stones quarried in Carver, ranging in size from 5 feet to 15 feet high. The massive stonework reflects European construction methods.

The locks were operated by a number of owners before the U.S. Army Corps of Engineers purchased them in 1915 from Portland Railway Light and Power Company for \$375,000. The Corps undertook a major renovation where the lock chambers were deepened from 3 to 6 feet as a response to the increased need for passage by deeper draft vessels.

Another renovation in 1941 replaced the original wooden lock gates with metal gates and installed a hydraulic system to open and close the gates, replacing manual operation.

The locks were placed on the National Register of Historic Places in 1974 and were designated as a State Historic Civil Engineering Landmark by the History and Heritage Committee of the American Society of Civil Engineers in 1991. The locks helped transform the development of Oregon's pioneer society into a young productive state and profoundly improved river transportation in the Willamette Valley.

1. Lower river approach
2. Lock chamber #1. Each lock is 40 feet wide and 210 feet long
3. Lock chamber #2
4. Lock chamber #3
5. Lock chamber #4
6. Canal basin
7. Upper river approach and guard lock. The guard lock acts as a flood control device by regulating the amount of water entering the lock chambers
8. Locks Museum - Former Lock Master Office
9. Lock offices, US Army Corps of Engineers Administration Building
10. Access pathway to the Locks Park
11. Parking

***For more information, contact the Willamette Falls Heritage Foundation:
www.willamettefalls.org***