

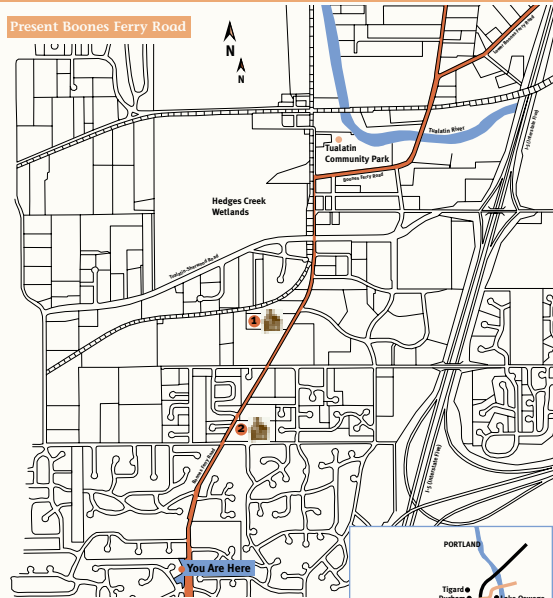
Traveling the Old Road

Early Oregonians traveled by Indian trails, water courses, or on primitive rough-hewn wagon roads etched into the landscape by emigrant settlers. Long before Oregon's State Highway Commission took charge of road construction in 1917, enterprising pioneers established many of the state's first and most important transportation routes like Boone's Ferry Road.



The Boone's Ferry Road was first paved in the early 1900s with gravel from the Nyberg rock quarry. Logs from the old corduroy surface lie in the ditch to the left.

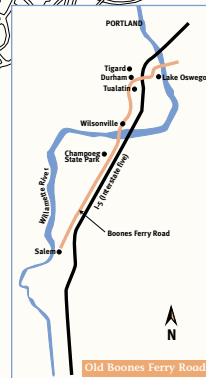
The Boone's Ferry crossed the Willamette River near present-day Wilsonville for 107 years carrying thousands of horses, cows, buggies, automobiles, and pedestrians. Jesse Boone operated the ferry for 1847 until his death in 1872. The State of Oregon assumed control of the ferry during the early 1900s, and by the 1950s, a cable-drawn vessel carried up to 12 cars per crossing. The ferry was decommissioned in 1954, shortly after completion of the I-5 bridge over the Willamette River.



1  Tualatin Grade and High School built in 1899.



2  Little Red School House built in 1866.



Alphonso Boone (1796-1850), grandson of Daniel Boone, patriarch of Oregon's Boone family, and Oregon emigrant of 1846.

Alphonso Boone, grandson of frontiersman Daniel Boone, and his ten children emigrated to Oregon in 1846 along the arduous Applegate Trail. In 1847, the family established a homestead on the banks of the Willamette River near present-day Wilsonville, and within the year they operated an oar-drawn ferry on the river. Before the year's end, Alphonso's eldest son, Jesse, began clearing a path that eventually connected Portland with Salem—a route paralleled in many places by today's Interstate 5.



The Boone's Ferry with Jesse Boone standing to the right of the three women on the Willamette River.