



- ### SITE LOCATION KEY
- 1 War Games Building
 - 2 Battery Pratt Command Station
 - 3 Battery Pratt
 - 4 West Battery
 - 5 Battery Mishler
 - 6 Battery 245
 - 7 Rifle Range
 - 8 West Battery Commander Station and Mine Observation Station
 - 9 Parados
 - 10 Steam Plant
 - 11 155mm Gun
 - 12 Battery Clark Commander's Station
 - 13 Non-Commissioned Officers' Quarters (sites)
 - 14 World War II Barracks and Automotive School (sites)
 - 15 Battery Clark
 - 16 Central Power Plant
 - 17 Bakery - Service Club Center (sites)
 - 18 Artillery Engineer
 - 19 Guardhouse
 - 20 Hospital (site)
 - 21 Communications Bunker
 - 22 Test Tanks
 - 23 Mine Cable Storeroom
 - 24 Commissary
 - 25 Post Chapel (site)
 - 26 Fire Station (site)
 - 27 Chief of Engineers House Site and Bunker
 - 28 Laundry (Site)
 - 29 Searchlight Generator and Searchlights 3 & 4 (sites)
 - 30 Torpedo Loading Room
 - 31 Mine Dock Pillings
 - 32 Mine Loading Building
 - 33 Base End Station
 - 34 Battery Smur
 - 35 Coal Yard
 - 36 Mine Casemate and
 - 37 Original Earthrowk (site)
 - 38 Battery Freeman (site)
 - 39 Native American Longhouse

Fort Stevens State Historical Site

Fort Stevens, named for Territorial Governor General Isaac Ingalls Stevens, who was killed at Chantilly, Virginia, in 1862, was constructed during the Civil War and remained active until shortly after World War II. From 1897 to 1904, the fort experienced significant development, including the construction of eight concrete gun batteries. Although the guns have been removed, nearly all the batteries remain and are the primary features of this tour.

After the army coast artillery abandoned Fort Stevens, many of the buildings in sense of what the fort looked like when it was an active military post, visit the scale model and other exhibits in the museum.

A walking tour takes about an hour for the first half (stops 1-14 on the map) and an hour for the second half (stops 15-39).

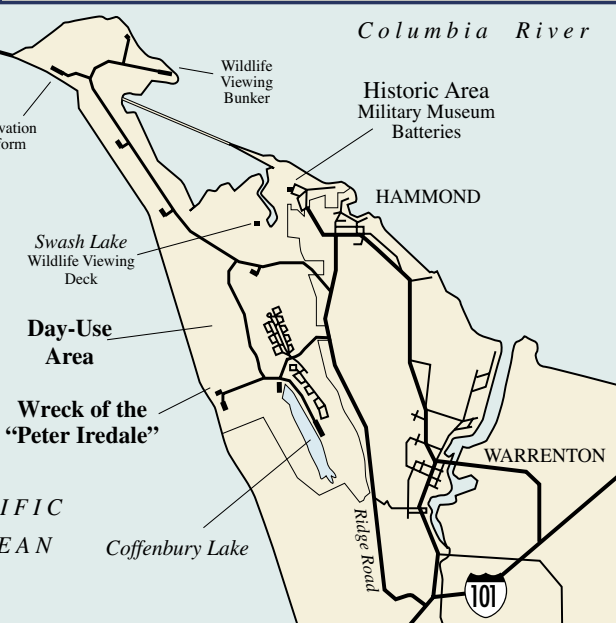
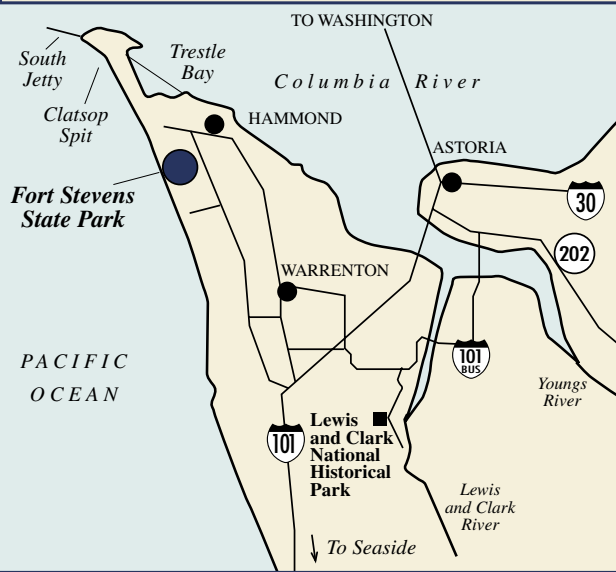
Guide to Historic Military Site & Recreation Trails

Experience Civil War History with a Self-Guided Tour

Fort Stevens State Park & Historical Site



Vicinity Maps



More information?
Call the Oregon State Park Information Center:
1-800-551-6949
or visit the Oregon state parks website:
www.oregonstateparks.org
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Fort Stevens State Park

Trail Guide & Historic Military Site



Welcome to Fort Stevens

The Fort Stevens Military Reservation guarded the mouth of the Columbia River from the Civil War through World War II. The park has more than five miles of hiking trails and seven miles of bike paths. The Oregon Coast Trail begins at the South Jetty and continues along the beach.

Hiking Trails

Scenic views of the water abound on the two-mile trail around Coffenbury Lake. A mile-long trail runs between the north end of the lake and Battery Russell along a ridge created by dune action many years ago, then connects with a nature trail east of the campground. This trail can also be accessed from the dump station.

If you look carefully at the forest, you can see how it is layered, with the tall trees on top, small trees and shrubs next, and small flowering plants on the ground. Each type of plant has found the level where the amount of sun is just right for its growth.

Trees & Flora

The park is full of Sitka Spruce, Shore Pine, Western Hemlock, Red Alder and Cascara Buckthorn. Small trees and shrubs include Pacific Red Elder, Oregon Crabapple, Coast Rhododendron, Red Huckleberry, Box Blueberry, English Holly, Salmonberry and Salal. The ground cover is patched with Horsetail, Skunk Cabbage, and a variety of ferns such as licorice, sword, bracken, deer and wood.

Watch for uprooted trees exposing broad, shallow root systems. This is caused by high water levels in the ground, which prevent the roots from going very deep. Because of shallow roots, large trees are toppled by storms. These decaying trees return to the soil and supply nutrients for other plants.

You are not walking alone on this trail; deer like to walk here, too. Other wild animals that inhabit the park, include waterfowl, ravens, squirrels, possum, beaver and raccoons. Look for mounds of earth and burrow holes made by gophers, moles, and mice.

Things to Know

Day-use fees are charged at Coffenbury Lake and the historic area of this park year-round. All vehicles in those areas must display a daily or a seasonal pass. Daily passes are available in these locations. Annual or 24-month day-use passes may be purchased at the park office or from other vendors.

The annual or 24-month day-use pass is valid at all state parks charging the fee. Your camping receipt or check-in card serves as a pass for those days registered. Display the receipt on the driver's side of your dashboard, or put your check-in card on your rear-view mirror.

Vehicles on the Beach

Motor vehicle travel on the beach is prohibited north of the Peter Iredale beach access to the South Jetty from noon to midnight May 1—September 15. Travel is permitted in this area at all other times. Be aware of posted signs for other rules and regulations.

Local Sightseeing

Astoria is historically important as the first permanent American settlement west of the Mississippi. The Columbia River Maritime Museum, Fort Astoria, the Clatsop County Historical Museum, and the Astoria Column all offer information on the area's history. Call the Astoria Chamber of Commerce (503) 325-6311 for more information.

Lewis and Clark National Historical Park is home to a replica of the fort in which the Lewis and Clark expedition spent the winter of 1805-06. Drive south on Ridge Road, turn left at the "Y" to find alternate Highway 101, then follow the signs.

Seaside and Cannon Beach offer resort activities and spectacular scenery. Call the Seaside Chamber of Commerce (1-800-444-6740) or the Cannon Beach Chamber of Commerce (1-503-436-2623).

Native American longhouse.



Battery Russell.



Observation platform.

Fort Stevens State Historical Site

1 MUSEUM / WAR GAMES BUILDING (1911)

Since its construction, the War Games Building has seen many uses. It was first an enlisted men's dormitory. After World War I, it was converted to a War Games center with plotting equipment and communications with various artillery batteries. When the fort was deactivated, it was used by the Corps of Engineers as their office. Presently it houses the Military Museum's collection of photos and displays portraying various eras of the fort.

2 BATTERY PRATT COMMAND STATION (1900)

Originally a small square structure set atop the surviving metal column. This tower was the control center for Battery Pratt. Later, it was the meteorological station for the fort.

3 BATTERY PRATT (1900)

Named for 1st Lt. James P. Pratt, who was killed in action during the Civil War, this battery remained active until

1945. It was armed with two 6-inch rifles on disappearing carriages, which provided supplemental fire power to the West Battery. Just before World War II, Battery Pratt was modernized to protect the Columbia River minefields.

4 WEST BATTERY (1898-1900)

The six 10-inch rifles on the West Battery were the primary weapons for Fort Stevens. Strategically located on the Columbia River, the heavy 10-inch shells were designed to penetrate the exterior armor of enemy ships. In about 1908, the three pairs of guns in West Battery were individually named: Battery Lewis for Meriwether Lewis of the Lewis and Clark Expedition; Battery Walker for Col. Leverett H. Walker, commanding officer of Fort Stevens 1906-1907; and Battery Mishler for 1st Lt. Lyman Mishler, killed in action in 1862. The four guns of the Lewis and Walker batteries were removed during World War I and shipped to France to bolster allied defenses.

5 BATTERY MISHLER (1900)

Perhaps the most interesting feature at Fort Stevens is Battery Mishler. It was different from the Lewis and Walker batteries in that it had circular gun pits with 360-degree fields of fire. The two guns remained in the battery as a curiosity during the years of lax security between the wars. At the beginning of World War II, the pits were covered over and it wasn't until the end of the war that the guns were removed. At the same time, interior tunnels were transformed into the harbor entrance control post for all military forces at the mouth of the Columbia River. Battery Mishler is the only facility of its kind open to the public in the United States. Guided, narrated tours of the battery are available to the public during the summer.

6 BATTERY 245 (1944)

During World War II, a group of batteries was constructed along the west coast to supplement the harbor defenses.

Battery 245 was constructed at Fort Stevens and batteries 246 and 247 were constructed at Fort Columbia and Fort Canby across the river. These batteries were armed with two 6-inch rifles on Barrette or pedestal-type mounts. The guns at 245 were mounted and fired, but the guns on the other side of the river were never fired. Today, two 5-inch 38 caliber Navy guns sit on either side of the battery. These were installed in 1979 because of their similarity to the original 6-inch guns.

7 RIFLE RANGE (c.1942)

Built during World War II, this was used as a training area for use of M-1 rifles.

8 WEST BATTERY COMMAND STATION (1899) and MINE OBSERVATION STATION (1911)

The command station in the west end of the Parados (#9) controlled all firing from the guns in the West Battery. The east bunker was used to site enemy ships in the Columbia River and their proximity to sea mines, which were detonated from shore as the ship passed.

9 PARADOS (c.1897)

The Parados was a concept developed by the brilliant French military designer, Vauban. It consists of a constructed embankment of earth at the back edge of an emplacement to protect it from rear attack. This parados was designed for protection from the rear, but it also protected the West Battery, by limiting the area of fire from the Columbia River. In a period of attack, the gun crews could effectively operate in the area without fear of flying fragments from enemy ship bombardments.

10 STEAM PLANT (c.1900)

Electrical power was produced from this plant to operate the West Battery. In 1920, it was converted into a reserve power plant to supplement the Central Power Plant (#16).

11 155mm GUN

Although the 155mm gun was never installed at Fort Stevens, it was used in many Coast Artillery forts on the west coast of the United States during World War II. As a harbor defense weapon, this gun was mounted on a concrete emplacement called a Panama Mount. The gun's projectiles weighed 95 pounds each and could be fired nearly 11 miles.

HALFWAY POINT OF TOUR

12 BATTERY CLARK COMMAND STATION (1899)

Around this concrete column was a five-story building from which the firing of Battery Clark was directed.

13 NON-COMMISSIONED OFFICERS' QUARTERS (1907-08)

With brick foundations and brick cisterns behind each house, these are among the oldest remains of buildings within the fort area. Each building was a two-story duplex.

14 WORLD WAR II BARRACKS (1941) AND AUTOMOTIVE SCHOOL (1941)

None of the buildings remain, but with a little imagination it is easy to think back to a time when the area was active with men busy at their daily tasks. The small foundations were at one end of the building and were for the restrooms and boiler room. The rest of the building was wooden and was set on concrete piers. The buildings were two stories high and housed 44 men each.

15 BATTERY CLARK (1899)

Named for William Clark of the Lewis and Clark Expedition, this was the only mortar battery at Fort Stevens. Originally, Battery Clark was armed with eight 12-inch mortars; then, in 1917, four of the mortars were moved across the river to Battery Guenther in Fort Canby. The move was made to provide mortar fire from another location at the mouth of the Columbia River and to make the operation of Battery Clark more efficient. With eight mortars, about 30 men were required to operate each pair of guns. As a result, the pits were overcrowded, dangerous and inefficient. The removal of four mortars solved these problems, and nearly the same number of shots could be fired with the new arrangement.

16 CENTRAL POWER PLANT (1910)

This plant was oil-fueled, producing steam for the electrical generators. It produced electrical power for most of the complex, with an auxiliary plant at the east end of the Parados. There was also a separate plant to produce power for Battery Russell and a small plant to power the searchlights.

17 BAKERY POST, SERVICE CLUB (c.1900) AND ARTILLERY ENGINEER (c.1900)

Bread for the fort's personnel was baked at this site. The building was later remodeled as a service club center, and was eventually demolished. When repairs were needed in the fort, it was usually the Artillery Engineer who took care of the problem, making repairs on-site or in this building.

19 GUARDHOUSE (1908)

Occasionally (especially on payday), men stationed at the fort would get disorderly. When this happened, they spent time in this building. The Guardhouse is open to the public on a limited schedule during the summer months.

20 HOSPITAL (c.1910)

A two-story building on this site served the medical needs of the men. During World War I, the swine flu devastated Fort Stevens and an estimated 50 men died in this building from the epidemic.

21 COMMUNICATIONS BUNKER (1922) and TEST TANKS

This bomb-proof and gas-proof building was the center of all communications for the fort. A large switchboard monitored activities and communications. The structures in front of this building were the test tanks used to test cable used for the sea mines.

23 MINE CABLE STOREROOM (1910)

All materials for the operation of sea mines, except the explosives, were kept in this building. The explosives were kept in the Mine Loading Building (#32).

24 COMMISSARY (1900)

This was the site where the fort's personnel purchased supplies.

25 POST CHAPEL (1941) and FIRE STATION (1941)

The religious and emergency needs of the fort were met in these buildings. The church was appropriately painted white and the fire station red.

27 CHIEF OF ENGINEERS' HOUSE SITE (1898) and BUNKER

The house once located at this site was built for the Chief Engineer during fort and jetty construction. The wood-paneled concrete bunker was built as a private bomb shelter after the Japanese shelled Fort Stevens in 1942.

28 LAUNDRY (1941)

The post laundry was privately constructed, owned, and operated until 1945, when it was transferred to command of the Army.

29 SEARCHLIGHT GENERATOR and SEARCHLIGHTS 3 & 4 (1918)

A small power generating plant was located in this building, providing power for the two minefield searchlights. To the north, over the small mound, are two searchlight stands.

30 TORPEDO LOADING ROOM (1900)

When this facility was used, a metal structure covered the concrete base and tank. Torpedoes were tested in the water tank, then loaded onto railroad cars and transported to a nearby loading dock.

31 MINE DOCK PILINGS (1894)

Earliest plans for Fort Stevens show a dock at approximately this location, but by 1874 the shoreline had changed and an extension was necessary. In about 1910, the mine operation at the mouth of the Columbia required the construction of a substantial docking facility, including a railroad track for loading the mines onto boats. During World War II, the mine loading docks were further improved in anticipation of potential naval assaults.

32 MINE LOADING BUILDING (1941)

In this building, the explosive charges were loaded into the sea mines. They were then transported to the mine dock on railroad cars. This building replaced an earlier mine loading building that was probably located near the mine casemate (#36).

33 BASE END STATION

The small bunker was used as an observation and security post for the east end of the fort. Evidence suggests that it was not used after 1920.

34 BATTERY SMUR (1902)

Named for 3rd Lt. Elias Smur, killed during the War of 1812, this battery was armed with two 3-inch rapid fire guns. Battery Smur was designed to protect mine operations in the Columbia River. It was deactivated in 1920 and the guns were removed and scrapped.

35 COAL YARD (1902)

Since the power plants were fueled by oil, it is probable that coal was used to heat the fort buildings.

36 MINE CASEMATE and MINE COMMANDER'S STATION (1918)

Before World War II, all the mines on the Oregon side of the Columbia River were controlled from this structure. Orders to detonate the sea mines came from the Mine Commander's Station to the south of the casemate. All mines were electrically detonated, and for extra protection, the casemate was gas- and bomb-proof. During World War II, this casemate was inactive and all sea mines in the Columbia River were controlled from Fort Columbia on the Washington side of the river.

37 ORIGINAL EARTHWORKS (1863) and BATTERY FREEMAN (1902)

Due to the presence of British and Confederate sea raiders in the area, President Lincoln ordered the construction of fortifications at the mouth of the Columbia River in 1863. On the Oregon side, Fort Stevens, a nine-sided earthen fort surrounded by a moat, was built at Point Adams. Armament consisted of 26 guns, including seventeen 10-inch muzzle loading Rodman cannons, which could fire a 128-pound cannonball over one mile. Fort Stevens was completed and occupied by troops in 1864. The earthwork was the only fort of its type on the west coast of the United States.

During a modernization program at the turn of the century, a new battery was constructed within the original earthwork. Battery Freeman, named for Lt. Col. Constant Freeman, who served in the Revolutionary War and the War of 1812, was armed with two 6-inch rifles on Barrette pedestal carriages and one 3-inch gun on a pedestal mount. All guns were removed from Battery Freeman in 1920, and the battery, along with the earthwork, was leveled in 1940 to make way for a parade ground. The earthworks is being reconstructed by the Friends of Old Fort Stevens in cooperation with the Oregon Parks and Recreation Department, and the help of the National Guard and U.S. Marine construction engineers, to give the public an idea of how the original fort appeared.

39 NATIVE AMERICAN LONGHOUSE

This Native American Longhouse representation was built in 1994. It sits approximately where a structure was marked on maps dating pre-Civil War. The Clatsop Indians would have inhabited such a dwelling.

