

# Barlow Wagon Road Oregon Trail 1845-1846

***This research report, with GPS data and maps, documents the Barlow Wagon Road (Mt. Hood Toll Road), from The Dalles, Oregon to Oregon City Oregon. The toll road was promoted and built by Samuel K. Barlow and others. This research is based on....***



Steve F. Russell

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### Cover Photo

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*Steve F. Russell*  
*September, 2015*

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## Introduction

[D:\+OREGON-CALIFORNIA-TRAILS\1845-46 Barlow Road](#)

### **Barlow Road (Wikipedia)**

[https://en.wikipedia.org/wiki/Barlow\\_Road](https://en.wikipedia.org/wiki/Barlow_Road)

### **Barlow Road (National Register of Historic Places)**

Barlow Road, Oregon Trail, Barlow Road Historic District (1845-1919)

<https://npgallery.nps.gov/GetAsset/19961670-e65b-4194-9a52-0a65795c4c43>

The Barlow Wagon Road was a great innovation for pioneer travelers to the Willamette Valley of Oregon. Prior to 1846, travelers had to descend the Columbia River on dangerous "barges" and through the rapids below Fort Dalles, OR. There were many deaths and loss of cargo with these barge accidents.

Two major attempts to avoid these rapids were the Barlow Road (1846) and the Applegate Road (1846). Applegate chose to follow the California Trail route to north-central Nevada and then go northwest to the southern border of Oregon and on north to the Willamette Valley. Barlow chose to build a toll road around the south side of Mt. Hood, that would allow wagons to pass from Fort Dalles to Oregon City. Between the two approaches, the Barlow Road was much the better choice for a variety of reasons.

The route that most pioneers followed over the Barlow Road was from Fort Dalles to Oregon City. Other roads converged and diverged from the Barlow Road but only the main routes are covered in this research report. The road construction did not commence at Fort Dalles nor did it go all the way to Oregon City. Both ends of the route already had some constructed roads.

On the east end, the commencement of road building could have begun at one of the following candidate points:

1. **Fort Dalles** – This is very unlikely. It seems like the original Barlow party was already following a trail southward from Fort Dalles. I've rejected this starting point.
2. **Five Mile Creek** – It was approximately September 27, 1845 when they stopped at the creek to make their camp. They stayed at this camp for several days. It is unlikely that they started construction at this point.
3. **\*Tysch (Tygh) Valley** – This is a very likely candidate for the start of the constructed road. The south side of the valley was steep and would have required some road building. Also, the 1855 map by Williamson and Abbot showed that road beginning at the valley.
4. **Gate Creek** – It makes sense that the constructed road would begin at the toll gate but it is also likely that the toll gate would be strategically placed so that travelers could not easily bypass it.

The most logical choices are Tysch Valley and Gate Creek. For the purposes of this research, I chose to represent Tysch Valley as the start. However, the 'real' construction of the road would have begun where the terrain got steep and trees needed to be removed. Mary



Barlow reports that the east side was relatively easy, but compared to what! It is likely that this hard work started west of Gate Creek and definitely west of Immigrant Spring. Mary Barlow reported that the west side of Barlow Pass was very difficult.

On the west end, the commencement of road building could have begun at one of the following candidate points:

1. **Oregon City** – Many maps show this as the west terminus of travel on the Barlow Road, and that is true, but that should not be taken as the western end of the Barlow Road construction. That end was several miles eastward. Roads were already present to the east of Oregon City so no road building was needed.
2. **Feld(en)heimer Ferry Site** – This site is shown as the western terminus of the Barlow Wagon Road in the 1855 map by Williamson and Abbot. It is highly probable that this ford of the Clackamas River had already been developed by local settlers.
3. **\*Foster's Place** – Philip Foster was an early Oregon pioneer. He was an early supporter of the Barlow Road and also contributed money toward its construction. It is highly likely that Foster already had a road to Oregon City that crossed at the Feld(en)heimer Ferry Site. It is a highly probable site for the western terminus of the Barlow Road. On the early survey maps, Foster's plat is oddly shaped because he wanted to have it reach Goose Creek on the northeast and reach the Eagle River in its southwest corner. The Foster farm is not clearly shown on any of the old maps.

Foster's Place and the Feld(en)heimer Ferry Site seem equally likely as the western terminus. For the purposes of this research, I've chosen Foster's Place.

For practical purposes, I have chosen to loosely refer to the route from Fort Dalles to Oregon City as the "Barlow Wagon Road." The route from Tysch Valley to Foster's place will be referred to as "Barlow's Toll Road" or "Barlow's Constructed Road". The following distances describe the Barlow Road:

1. Fort Dalles to Oregon City - 116.8 miles. (Barlow Wagon Road)
2. Tysch Valley to Foster's Place - 71.5 miles. (Barlow's Constructed Road)
3. Distance between East and West Toll Gates – 33.1 miles

## Research

### Modern Description of the Route

#### Notes:

1. Hunt's Journal, translated from English to French to English, was used for these descriptions.
2. Travel distance may not have been accurately translated between the English and French versions of the journal. Distance measurements and reporting had not yet been standardized in 1811.
3. The course readings given by Hunt seem to be almost 45 degrees off in some locations and more in others. When he says northwest, it is actually west and when he says north, it is actually northwest. There is no explanation for this problem. Some obviously incorrect courses may be omitted in this description.
4. On the map, a date with an \* denotes highly probable location, while a date with missing \* means an estimate.
5. My annotated version of Hunt's English translation is attached to this report so the reader has access to the Journal details.

#### **Westward from the Arikara Villages to The Little Missouri River (near Camp Crook)**

**Feb 16, 1812** — They arrived at Fort Astoria. Hunt reports travel of 30H miles (no course given).



Arikara Village Site

1. Fort Dalles to East Gate
2. East Gate to Barlow Pass
3. Barlow Pass to West Gate

West Toll Gate

45.31982N 121.90372W

4. West Gate to Oregon City

## References

**1. Barlow Road (Wikipedia)**

[https://en.wikipedia.org/wiki/Barlow\\_Road](https://en.wikipedia.org/wiki/Barlow_Road)

**2. Barlow Road (Oregon Historical Society)**

[https://www.oregonencyclopedia.org/articles/barlow\\_road/#.X8ViILhZAug](https://www.oregonencyclopedia.org/articles/barlow_road/#.X8ViILhZAug)

**3. Barlow Road 1846 (Map, Walter Meacham)**

"Barlow Road" map by Walter M. Meacham (1879-1951), self published, 1947.

[D:\+OREGON-CALIFORNIA-TRAILS\1845-46 Barlow Road\09-Atlas Volume\Map Barlow Road 1846, Walter Meacham 1947.jpg](#)

**4. Barlow Road**

[https://www.oregonencyclopedia.org/articles/oregon\\_trail/#.X8VszbhZAug](https://www.oregonencyclopedia.org/articles/oregon_trail/#.X8VszbhZAug)

**5. Barlow Road (National Register of Historic Places)**

Barlow Road, Oregon Trail, Barlow Road Historic District (1845-1919)

[D:\+OREGON-CALIFORNIA-TRAILS\1845-46 Barlow Road\05-Resources & References\Barlow Road, National Register.pdf](#)  
<https://npgallery.nps.gov/GetAsset/19961670-e65b-4194-9a52-0a65795c4c43>

**6. History of the Barlow Road**

"History of the Barlow Road," William Barlow and Mary S. Barlow, The Quarterly of the Oregon Historical Society, Vol. 3, No. 1 (Mar., 1902), pp. 71-81 (11 pages)

[D:\+Books-Historical\History of the Barlow Road, Barlow & Barlow 1902.pdf](#)

**7. History of the Barlow Road**

The Barlow Road, Walter Bailey, The Quarterly of the Oregon Historical Society, Vol. 13, Sep. 1, 1912 (10 pages)

[D:\+Books-Historical\Barlow Road, Bailey, 1912.pdf](#)

**8. Palmer's Journal of travels over the Rocky Mountains, 1845-1846**

"Palmer's Journal of travels over the Rocky Mountains, 1845-1846," Early Western Travels 1748-1846, Reuben Gold Thwaites, Vol. XXX, Cleveland, Ohio, Arthur H. Clark Company, 1906.

<https://www.loc.gov/resource/lhbtn.th030/?st=gallery>

[D:\+OREGON-CALIFORNIA-TRAILS\1845-1846 Palmer's Journal, Oregon Trail](#)

## Internet Links

6. [Summer Trail Photos, SFR](#)

<http://www.barlowtrail.org/>

<http://sites.rootsweb.com/~ortt/History/Trails/Barlow-Road/barlow.htm>

<https://www.wamiccommunity.org/barlow-trail-history.html>

<https://www.clackamas.us/planning/historicbarlow.html>

<http://oregontrail-barlowroad.org/barlowrd/barlow-pass/>

<https://wyeastblog.org/tag/laurel-hill/>



## **Appendix A.**

### **GPS Waypoints for the Barlow Wagon Road, Steve F. Russell**

#### Viewing Attachments in Adobe Acrobat

These following waypoints are also provided in separate attached files in the following GIS formats: .GPX and .CSV. To access these embedded attachments in Adobe Acrobat, use the main menu and choose: **View > Navigation Panels > Attachments**. You can save the attachments to your computer from the window displayed.

The Format is: Waypoint Name, Latitude, Longitude (WGS84)

#### Barlow Trail Waypoint Segments for Kris

<D:\+OREGON-CALIFORNIA-TRAILS\1845-46 Barlow Road\08-Dataset Volume>

1. East Extension "E": This is the trail from Fort Dalles, "The Dalles" to Tysch (Tygh) Valley. It was in existence before the Barlow Wagon Road was constructed.
2. Constructed Road Waypoints "CR": This is the trail segment that documents the actual road construction.
3. West Extension "W": This is the trail from Foster's Place to Oregon City. It was in existence before the Barlow Wagon Road was constructed.
4. Aux. Trail "A": This is a road segment that was used to bypass Fort Dalles when the emigrants had sufficient supplies to reach Oregon City.
5. Aux. Trail "B": This was an alternate route developed after 1846.
6. Aux. Trail "C": This is a road segment that was used as the toll road around 1884.

**Appendix B.**  
**National Register of Historic Places, Completed Registration Form**

**Appendix F.**  
**Photos of the Wagon Road Route**

<P:\PHOTOS\2016\2016 Summer Trails SFR>

**Appendix G.**  
**Maps of the Wagon Road Route**

[D:\+OREGON-CALIFORNIA-TRAILS\1845-46 Barlow Road\06-TOPO!](#)

[D:\+OREGON-CALIFORNIA-TRAILS\1845-46 Barlow Road\09-Atlas Volume](#)

[D:\+OREGON-CALIFORNIA-TRAILS\1845-46 Barlow Road\09-Atlas Volume\1855  
Williamson-Abbot Survey Map #2 Oregon \(Barlow Road Location, Red\).ppt](#)

## APPENDIX H.

### Historic Trail Discovery and Research Methodology

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#### Introduction

This brief monograph addresses the methodology I have developed for finding historic trails and wagon roads. Trying to describe a process that has been developed using science, inference, and intuition is difficult because it involves so many variables and perturbations. It is similar to a basketball coach writing a monograph on the process of coaching during a game. Some people question if it is even possible to develop such a methodology, but finding actual old worn trail tread is the proof that it works. In this monograph, the word ‘trail’ means the erosion trace of an historic trail or historic wagon road.

Trails and roads are transportation routes that people use to get from one point to another in the most practical way possible. The main criteria for trail location choices have always been directionality, water, food, shelter, safety, ease of travel, and availability. These are the same criteria that have been used by all travelers for uncounted millennia.

#### Major Criteria for Trail Location

|                       |                                                                                                                                                                                                                                                                                                                                                        |
|-----------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Directionality</b> | A traveler is interested in getting from “point-A” to “point-B” in the most effective way possible. Thus, trails have a directionality characteristic. This means the trail connects the points in the shortest practical distance, given obstacles and availability constraints. The trail may meander but it tries to keep close to a direct path.   |
| <b>Water</b>          | Essential for all life, a trail must pass by water sources frequently enough to serve the needs of people and livestock. Most of the time, a water source every 3-15 miles is acceptable although we know distances of 40-70 miles are a difficult reality for some trails..                                                                           |
| <b>Food</b>           | Also essential for life, the area traversed by a trail must provide plant and animal food sources adequate for livestock and people.                                                                                                                                                                                                                   |
| <b>Shelter</b>        | Shelter from adverse weather is highly desirable but often scarce. Caves, cliffs, and tree-branch shelters can serve the purpose –when available. People often transport their shelter with them as they travel. For aboriginal people and early fir trappers, it was often animal hides. In modern times, it is the nylon tent and/or warm rain gear. |
| <b>Safety</b>         | For aboriginal people, this was a key element in the location of trails. Safety from enemies, dangerous animals, cliffs, steep hillsides, etc, were paramount.                                                                                                                                                                                         |
| <b>Ease of Travel</b> | If a trail is well located for ease of travel, energy requirements, and food requirements; ‘wear and tear’ and stress and trauma are reduced. It is a plus if a trail can be located on reasonable slopes/ grades.                                                                                                                                     |
| <b>Availability</b>   | A good trail is available during most months of the year. The location must take into account snow, rain, tree dead-fall, and flooding streams and rivers.                                                                                                                                                                                             |

## **Trail, Road, and Highway Construction, Induced Erosion Characteristics**

A knowledge of the historical progression of trail-use helps greatly with the discovery of true trails. For example, a trail route such as the Ice Age Trail from Canada to the southern United States was traveled thousands of years ago by people on foot and with whatever domesticated animals (most often dogs) they had available. These migration routes can be crudely estimated by campsites but any trail erosion trace has long disappeared due to erosion from rain, snow melt, fire runoff, etc.

In the Pacific Northwest, trails were worn by human foot traffic and dogs before the arrival of the horse – about 1730. Lewis & Clark followed well-worn Indian trails for most of their journey across the mountains (excepting Lost Trail Pass). As horse herds increased their number, pack horses replaced the dog travois, especially in brushy, mountainous, timbered areas. The increased use of pack horses also increased the depth and braid of existing trails. It is the horse trail erosion tread that we find in the mountains today.

Wagon roads replaced horse trails in some locations but, for the most part, the wagon roads were separate because (with notable exceptions) they required a route that was less steep; with more gentle hillside slopes. Constructed wagon roads such as the Lander Road of the Oregon-California Trail and the Lewiston & Virginia City Wagon Road (Bird Truax Trail) in north-central Idaho, were surveyed to an acceptable wagon road grade.

The era of mechanized road construction and western agriculture brought about the destruction of the fundamental nature of the historic horse trail. Single-lane dirt roads covered over some of the trails and were followed by paved roads. Travelers of modern paved roads are usually unaware that they are driving over what was once a major Indian Trail – less than two centuries ago. One interesting use for old trails was to turn them into ditches for agriculture and mining. Sometimes they were located in the right place and had a slope that accommodated use as a water ditch.

The construction characteristics and erosion characteristics of a trail give powerful clues as to its origin. Constructed trails and wagon roads can be quite different from trails pioneered by aboriginal people and emigrants. Erosion trails by horses and horse travois are significantly different from erosion trails caused by wagons.

## **Trail Use Identification**

One of the most difficult tasks in historic trail discovery and documentation is to determine its origin, era of use, and type of use. A trail can come into use by many different means. Science and art must both be used to properly identify them. Here are some trail types.

- ANIMALS; Horses, Cattle, Sheep, Buffalo, Elk, Moose, Deer, etc.
- HUMAN FOOT TRAFFIC; hiking, camping, hunting, etc.
- CONSTRUCTED TRAILS; Silver and Gold Mining, hunting, National Forests, National Parks, Recreation, Federal and State Government.

Indian Trails (Horse Trails) For the most part, these trails travel as directly as possible between two points, even when they had to go through difficult terrain. They tend to stay on ridges and other high points and almost never travel in the brush and windfall bottoms of rivers and creeks. They also tend, when possible, to be located in the most sunny areas of



travel. This makes the trail usable earlier in the spring and later in the fall. For example, the trail will be located near the crown of the ridge but on the sunniest edge of it. These main trails do not 'dip and dive' off a ridge to access each water source or meadow of horse feed. The main trail stays on the ridge and travelers access these places with a side trail. This is the most energy efficient way of travel and energy efficiency was, and still is, very important. They will avoid locations that may expose them to enemy ambush. One significant feature of Indian trails in steep areas is the nature of the trail switchbacks. The trail is serpentine steeply up the hill and the switchbacks are only 3-5 times the length of a horse (30-50 feet). When a trail has long, shallow-slope switchbacks, it is not an Indian trail.

Cattle Trails Cattle create grazing trails and patterns on hillsides where there may be a horse trail. This can create a difficult separation problem unless a vantage point can be gained where the weaving cattle pattern can be distinguished from the 'straight-line' horse trail. Cattle also produce a radial pattern of trails around a water source or salt block. Historic horse trails do not. Cattle were often driven on historic trails and create erosion patterns that are difficult to distinguish from horse trails. In the mountains, cattle do a lot of single-file traveling, just as saddle horses do. I employ a variety of methods to eliminate cattle trails. Heavy cattle grazing over decades can obliterate a major historic trail.

Sheep Trails A stock driveway used by sheep can be 20 or more feet wide and a very well beaten path. It often looks more like a road than a trail. It does not have the deep erosion patterns created by horses and cattle. Historic trails can be rapidly destroyed by sheep because they graze the plants so close to the ground that significant erosion is created.

National Forest Trails These trails were originally designed for horse and foot traffic but now may have mountain bike, motorcycle, or ATV traffic. Many of these trails were converted Indian trails with reroutes and longer switchbacks constructed where needed. Over the last 100 years, the historic nature of the original Indian trail has been lost. Forest trails were constructed, or modified, to create a more shallow grade and reduce erosion. Maps of these trails exist back to at least 1911 which helps separate them from Indian trails. Forest trails have a 'constructed' look about them that is different from pioneered trails.

National Park Trails These trails, for the most part, are constructed for tourist hiking and are of recent vintage. My research work up to this time has not included areas of National Parks.

Mining Trails Gold and silver miners originally used the Indian trails for explorations and travel so some historic trails have been greatly impacted by mining activity. This is especially true for the Southern Nez Perces Trail in north-central Idaho. As mines were established and travel route changes were needed, the miners would abandon some sections of the Indian trail and construct their own trails. They had different needs and objectives. Because miners and Indians traveled the same way with horses and mules, distinguishing the two can be a challenge. In these areas, it is helpful to have old journals and knowledge of various mine locations to separate them out.

Hunting Trails In high-traffic hunting areas, hunters often develop trails from camping areas to water sources and meadows. These are often horse trails and, depending on their age, may be difficult to distinguish from historical trails. Fortunately, they can be distinguished by the way they link camping areas with known water sources and hunting meadows. On the Lolo Trail corridor in Idaho, they are usually less than five miles in length and most are less than two miles in length. They also tend to connect with National Forest trails so a good trail map is essential to separate the two. Additionally, maintained National Forest trails are brushed out to specific standards which can distinguish them from hunting trails, which tend to have brush.

Livestock Driveways These were large trails used to drive cattle and sheep from winter pastures to summer pastures and from pastures to railheads. They were characterized by wide beaten paths and the directionality associated with pastures and railheads.

Wagon Roads In frangible soil types, old wagon roads tend to have a central swale created by the horse hooves and often, there are no discernable wagon wheel ruts. Where very rocky soil and hard surfaces exist, the wheel ruts are easily discernable.

### **Historical Documentation of Trails**

Historical documentation of western trails is often available in the form of government maps, fur trader maps, explorer and pioneer journals, and history books. Original sources are essential for the best research quality. Second, or third-hand information can be degraded in quality caused by editing, bias, gross error and general lack of accurate knowledge. Even high-quality journals like those produced by Lewis & Clark and the Corps of Discovery can be interpreted in different ways and subject to editorial changes.

I rely mostly on original explorer journals and their maps as well as the Government Land Office (GLO) Plat Surveys. Of course, both have occasional errors but their first-hand accounts usually produce good information to locate the erosion traces.

### **Original Research Independence**

The hallmark of my research has been to use only original documents dating, as near as possible, to the original dates of use of a trail or wagon road. This avoids the bias of using previous research. This is especially true for derivative books. After I apply my research methods and have determined trail and road locations as accurately as possible, I will then compare previous research results with my own. Most of the time they do not influence my results but, occasionally, I discover new information or an error in my research which I correct.

Anecdotal information and published oral histories have frequently proven to be inaccurate to the point where I place little confidence in them. In nearly all cases, the information has been passed down over a 100+ year span between the original source and today's generation.

### **Trail Dating and Route Evolution**

Whenever reporting on trail research, it is essential to assign a correct date as to the

location of the trail – at that time. The location of some portions of a trail will usually evolve over time and the reader and future researchers need to know the date that applies to whatever trail documentation is being provided. It is ideal if, when creating a map, each branch of the trail can be labeled with an applicable date. This evolution was never more abundantly clear than in the evolution of the various California and Oregon immigrant trails. There are literally hundreds of both major and minor branches in that trail system.

### **Ground Truthing**

Hiking and finding the erosion trace of an old trail, and documenting it with a precision GPS, is the best way to insure high-quality research on an historic trail. Satellite, aerial, and ground photos can be very helpful and may produce good results in some cases, but they are no substitute for ground truthing. Various types of old maps can be used for approximation but accuracy is poor by modern standards. The original plat surveys by the Government Land Office (GLO), now called the Bureau of Land Management (BLM), offer good accuracy, but only on section-line intersections with trails. The GLO maps can be quite inaccurate within section interiors. It is best to get the information directly from the hand-written survey notes.

### **Experience, Intuition, and Dumb Luck**

There is no amount of written information that is an adequate substitute for experience, inference, and intuition, when it comes to finding old trails. Trail location is so dependent on use, topography, vegetation, water, and other factors that there are unique aspects to each trail. Much trial and error is involved until this experience is gained. Last, but not least, is the element of ‘dumb luck.’ It happens when you are hiking along and literally stumble into the erosion trace of an old trail where you never expected it to be.

### **Revision and Additional Information**

I will try to revise this document at new experiences point to new directions in research. I hope this information will be valuable to later generations of trail researchers.

***Steve F. Russell***

***Ames, Iowa***

***April 4, 2014***

## Appendix I.

### Inference in Historic Trail Research

#### Inference in Historic Trail Research

Inference is a very important concept in all types of research from theoretical physics, to medicine, to historic trails. The skill of the researcher in understanding inference, properly applying it, and acknowledging its use, is of paramount importance. A researcher can never claim that the conclusions reached using inference are "absolute truth," and yet, this often happens in many fields of research.

**"Evidence" > "Logic & Reasoning" > "Conclusions"**

#### Conclusions reached by Inference are not Absolute Truth

The dictionary definition of inference is:

- a conclusion reached on the basis of evidence and reasoning.
- synonyms are: deduction, conclusion, reasoning, conjecture, speculation, a guess, presumption, assumption, supposition, reckoning, extrapolation.

Another dictionary definition for statistical inference is: "the theory, methods, and practice of forming judgments about the parameters of a population and the reliability of statistical relationships, typically on the basis of random sampling." The key term in all research inference is "**forming judgements**." It is the process of forming judgements that sometimes goes far astray in reporting research results. It is not uncommon for researchers to "create" unsubstantiated evidence (a.k.a., assumptions) to complete the "forming judgements" part of their work and their conclusions can be very misleading. It is incumbent on the researcher to avoid this behavior or, at least, to make it very clear what assumptions were made.

These definitions, however, do not give a full understanding of how inference is often applied. In historical research, the "evidence" is often sparse, or at best, fragmented, and no amount of "logic and reasoning" can make up for inadequate evidence. This results in "conclusions" that are often shaky, at best, or really wrong, at the worst.

Despite its importance, some researchers do not seem to fully understand the roll of inference in their research. For example, in medicine, we hear the term "statistical inference" which means to present research where the results are reported in terms of probability and statistics, and the reader is often left to make their own conclusions. This is not really "inference." The conclusions reached by "statistical inference" are one step removed from actual inference and, thus, produce conclusions that are even more speculative, and possibly misguided.

In historical trail research, inference plays a big roll in trying to understand the history of the trail as well as trying to accurately determine its location on a map and documenting associated landmarks and campsites. This is especially true when original-source historical documentation is limited.

***In my research, I acknowledge my use of inference to produce my results to the best of my ability, and do not claim to have produced "absolute truth."***

**Steve F. Russell**  
**Historic Trails Research**  
**Ames, Iowa**

**2010**

## **Appendix J.**

### **Final Years as a Trail Researcher**

#### **Final Years of a Trail Researcher**

I am beginning to realize that I'm in the final years of my life, and definitely in my final years as a "trail pounder." Those trail slopes seem to have gotten much steeper in the past ten years! Many of the hikes I had planned for the future will not be realized. However, 35 years of solo camping and hiking have given me many wonderful memories and exciting adventures that I will cherish.

Those "steep slopes" also apply to my writing and research report production. It is hard for me to accept that there is more research to be done on these trails but my advancing years make it necessary for me to publish what I have at the current time and leave the remainder of the research to future generations.

With my final years starting to loom large, I've decided to produce as many reports on my trail research as time and energy permit. I apologize in advance for some incomplete results, or lack of thoroughness, that will be a natural part of this final effort. That is why I hope future generations will continue on and expand and correct my research.

I still have more than one hundred trails to finish documenting and that will take the remainder of my life – even if I reduce the effort for new research. Documenting old trails has been one of the best journeys of my life and I wish I could live longer and do more research.

*Steve F. Russell*  
Ames, Iowa

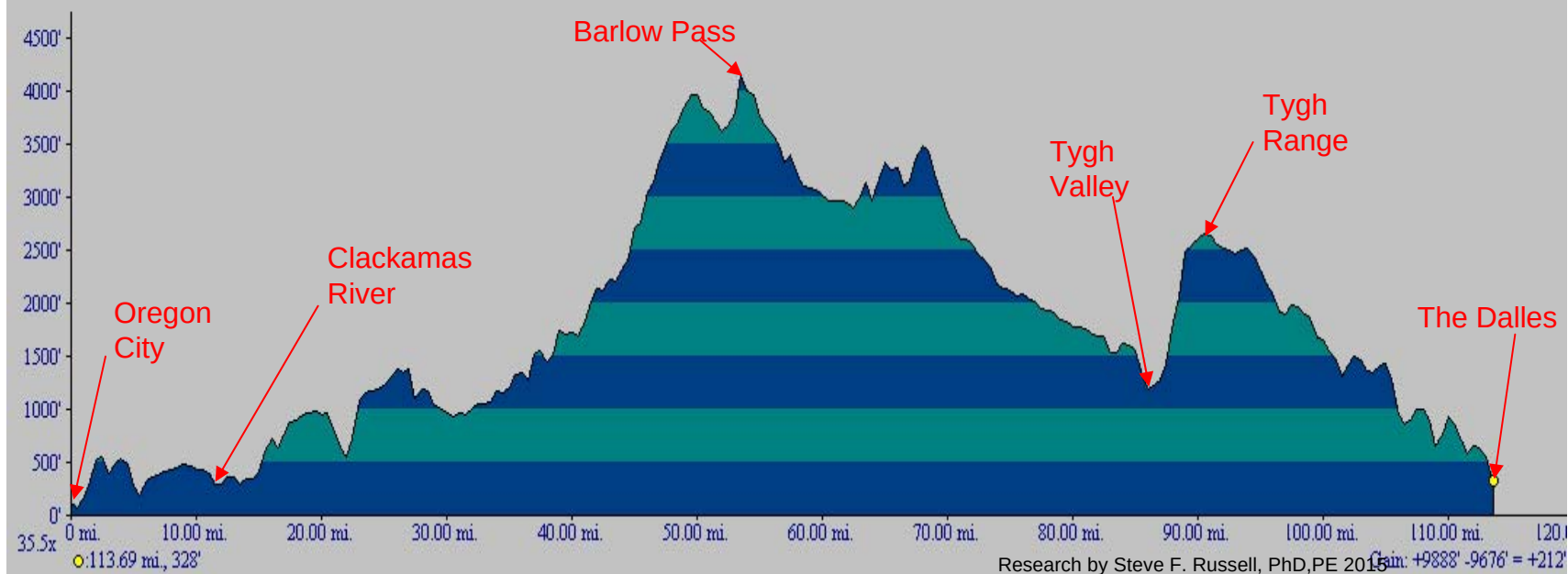




Barlow Wagon Road F04 - Lines and Waypoints



## Elevation Profile of the Barlow Road 1849



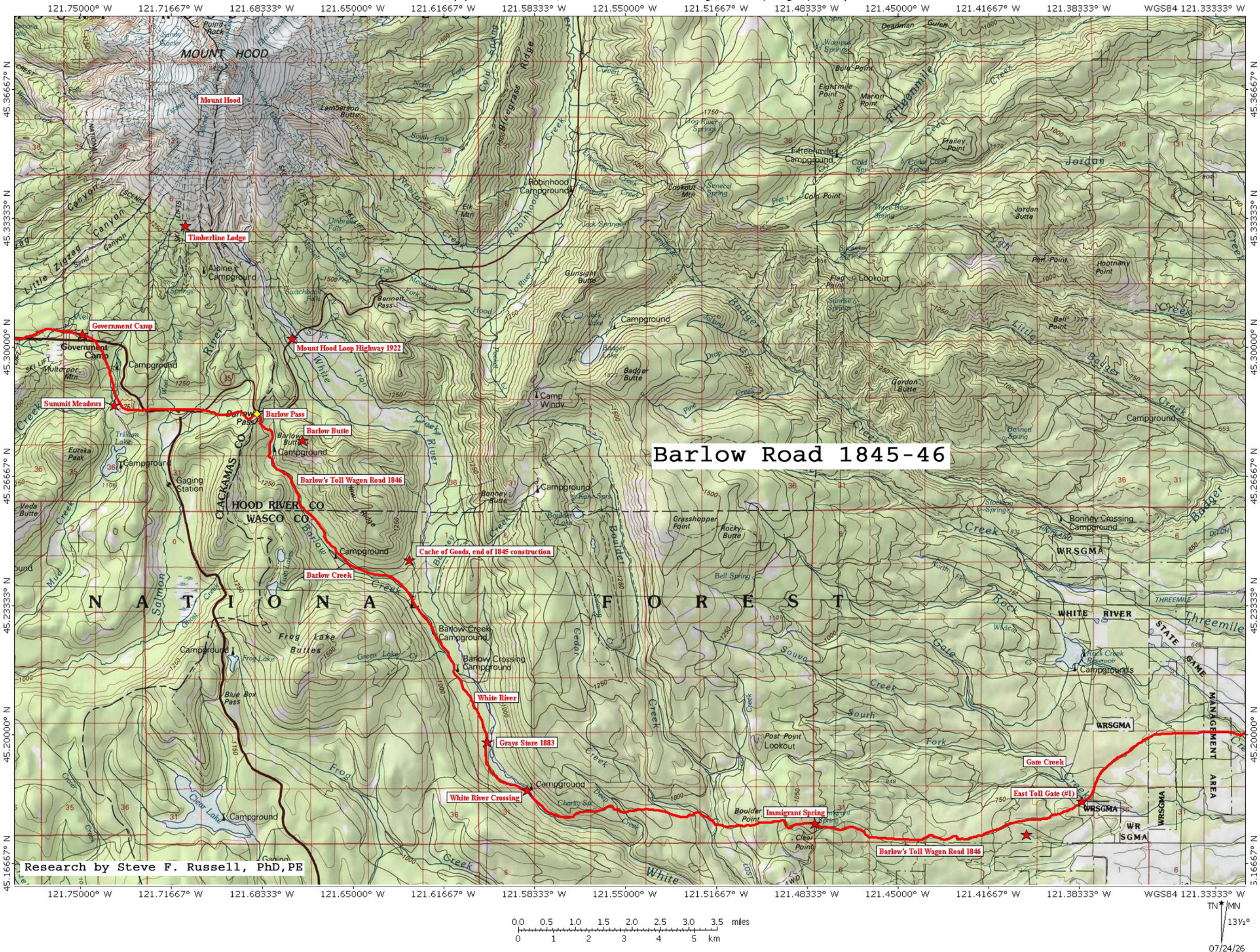


Trail Research by Steve F. Russell, PhD, PE







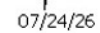




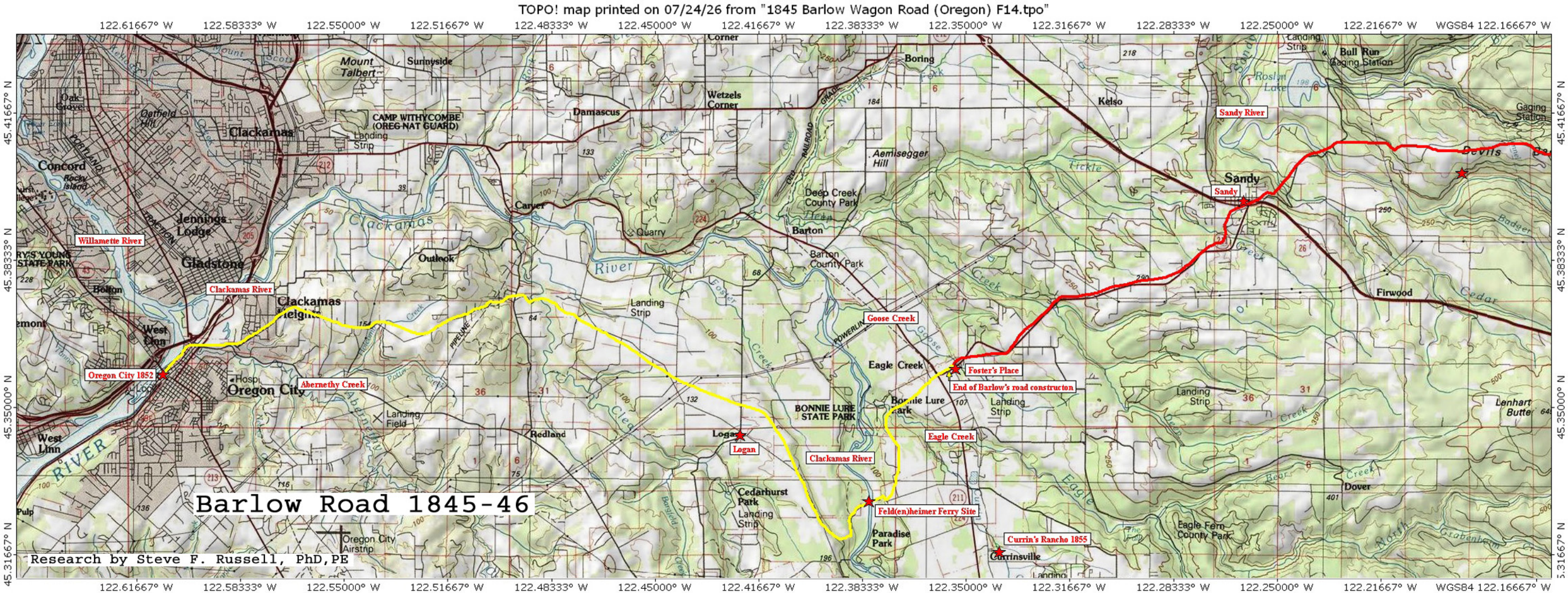


Research by Steve F. Russell, PhD, PE

Research by Steve F. Russell, PhD, PE









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United States Department of the Interior  
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Registration FormRECEIVED  
MAR 06 1992NATIONAL  
REGISTER

This form is for use in nominating or requesting determinations of eligibility for individual properties or districts. See instructions in *Guidelines for Completing National Register Forms* (National Register Bulletin 16). Complete each item by marking "x" in the appropriate box or by entering the requested information. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, styles, materials, and areas of significance, enter only the categories and subcategories listed in the instructions. For additional space use continuation sheets (Form 10-900a). Type all entries.

## 1. Name of Property

historic name Barlow Road  
other names/site number Oregon Trail

## 2. Location

street & number Mount Hood National Forest N/A not for publication  
city, town N/A vicinity  
state Oregon code Or county N/A code N/A zip code N/A

## 3. Classification

## Ownership of Property

☒ private  
☐ public-local  
☒ public-State  
☒ public-Federal

## Category of Property

☐ building(s)  
☒ district  
☐ site  
☐ structure  
☐ object

## Number of Resources within Property

| Contributing | Noncontributing     |
|--------------|---------------------|
| <u>10</u>    | <u>7</u> buildings  |
| <u>10</u>    | <u>7</u> sites      |
|              | <u>7</u> structures |
|              | <u>7</u> objects    |
|              | <u>7</u> Total      |

Name of related multiple property listing:

Number of contributing resources previously  
listed in the National Register 1

## 4. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1966, as amended, I hereby certify that this  
☒ nomination ☐ request for determination of eligibility meets the documentation standards for registering properties in the  
National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60.  
In my opinion, the property ☒ meets ☐ does not meet the National Register criteria. ☐ See continuation sheet.

Signature of certifying official

Date

State or Federal agency and bureau

In my opinion, the property ☒ meets ☐ does not meet the National Register criteria. ☒ See continuation sheet.

Signature of commenting or other official

Date

Oregon State Historic Preservation Office

State or Federal agency and bureau

## 5. National Park Service Certification

I, hereby, certify that this property is:

- ☒ entered in the National Register.  
☐ See continuation sheet.  
☐ determined eligible for the National  
Register. ☐ See continuation sheet.  
☐ determined not eligible for the  
National Register.

☐ removed from the National Register.☐ other, (explain:)Antwone Lee4/13/92for Signature of the Keeper

Date of Action



**6. Function or Use**

Historic Functions (enter categories from instructions)

Transportation: road-related (wagons  
and pedestrians)

Funerary: cemetery, graves

Current Functions (enter categories from instructions)

Transportation: road-related  
(vehicular)

Funerary: cemetery, graves

**7. Description**

Architectural Classification

(enter categories from instructions)

N/A

Materials (enter categories from instructions)

foundation N/A

walls N/A

roof N/A

other N/A

Describe present and historic physical appearance.

The present and historic physical appearance is discussed on  
Continuation Sheets 7-1 to 7-33.



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Continuation Sheet**

Section number 4 Page 1

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**COMMENTS OF THE OREGON STATE HISTORIC PRESERVATION OFFICE**

BARLOW ROAD HISTORIC DISTRICT (1845-1919)  
Mt. Hood National Forest  
Clackamas, Hood River and Wasco counties  
Oregon

The nominated area is an irregular east-west corridor typically 1,200 feet in width to include visible traces of the Barlow Road, its variations and associated features between termini at the east boundary of Mt. Hood National Forest and Summit Ranger Station near Government Camp (Segment A) and between termini on the western outskirts of Government Camp and Rhododendron (Segment B). The district extends a combined distance of 30 miles through Wasco, Hood River and Clackamas Counties and encompasses approximately 6,194 acres. Non-contributing developed features within the district include portions of State Highway 35, U.S. Highway 26, and campgrounds and recreational and administrative buildings generally post-dating the historic period, which ended in 1919. While some of the recreational cabins of special-use permittees may possibly meet criteria of the National Register under recreational and architectural themes, they are not considered to contribute to the significance of the Barlow Road Historic District. They would need to be evaluated in separate contexts.

Virtually all land within the nominated area is in federal ownership, but the area includes a portion of the White River State Game Management Area, which is under the jurisdiction of the Oregon State Department of Fish and Wildlife, and the Summit Meadows Cemetery, which is maintained by the Clackamas County Historical Society.

All land owners of record and affected public officials were notified of the proposed nomination in accordance with Federal Rule (36 CFR 60.9). On October 25, 1991 the Oregon State Advisory Committee on Historic Preservation met in duly-announced regular session and voted unanimously to recommend the State Historic Preservation Officer's signature of concurrence, which is herein provided accordingly.



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Present and historic physical appearance.

In 1845 overland pioneers located, blazed, and partially opened a route from Tygh Valley on the eastern flank of the Cascade Range via the southern slopes of Mount Hood to the Willamette Valley. Unable to get beyond Barlow Pass, the road location party left wagons and goods in the mountains and traveled from the pass to the settlements. Samuel K. Barlow and others returned in 1846 to open a wagon road. The Barlow Road operated as a toll route until 1919 and served both westbound emigrants and eastbound home seekers of later generations.

The Barlow Road passes through four, distinct physiographic and geological provinces: Columbia Basin, High Cascades, Western Cascades, and Willamette Valley. The first three provinces are located within the Mount Hood National Forest and include portions of the Barlow Road in this nomination.

The Barlow Road enters the Mount Hood National Forest from the Columbia Basin province. The route, which led southwest from The Dalles, lies at 2,200 feet at the eastern boundary of the Forest. As the road moves westward into the foothills of the Cascades, it begins a gradual ascent through groves of oak and increasingly dense forests of ponderosa pine. The character of the forest alters with the change in elevation to include vine maple and, ultimately, larch and Douglas Fir. The route follows ridges north of White River and crosses several south-flowing tributary creeks of that stream. It descends to White Rivers, crosses the stream, and ascends the western bank of White River to Barlow Creek. The Barlow Road then heads northwesterly to the base of Barlow Pass and ascends to the divide of the main Cascade Range at an elevation of 4,157 feet.

The Barlow Road descends into the drainage of the East Fork of Salmon River, crosses that stream, and heads almost due north on an ash flow toward the base of Mount Hood. It then turns westerly and descends into swampy Summit Meadows and the watershed of Still Creek. The road turns northerly again and passes through the center of Government Camp, Oregon, and westward to the top of Laurel Hill. Over time the road operators opened and maintained different descents of this hill where the Barlow Road followed a ridge dividing the watersheds of Camp Creek and the Zigzag River. At the foot of Laurel Hill the road moves westerly across an ash flow to the Tollgate near Rhododendron, Oregon. The road leaves the Forest at Zigzag, Oregon having traversed nearly 33



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miles of federal land.

Because the Barlow Road is a linear, historical feature, the following description addresses its present and historic physical appearance in four segments. While these segments do not possess any particular historical identity, they are a convenient means for describing the property. Further these four segments have been integrated into the planning process of the Mount Hood National Forest and are reflected in the Forest's planning documents. Two segments lie east of Barlow Pass and two lie to the west. Within these segments are sites which have historical identity. The following description addresses these specific sites and lays out the rationale for evaluating them as contributing and noncontributing. This nomination considers all of the extant segments of the Barlow Road on the Mount Hood National Forest between the eastern Forest boundary and Rhododendron, Oregon, as contributing sites to the historic district.

## Contributing sites:

- ° Barlow Road
- ° Barlow Gate (Gate Creek) Site
- ° Emigrant Springs
- ° White River Station
- ° Fort Deposit [?]
- ° Pioneer Woman's Grave
- ° Summit Meadows Cemetery
- ° Summit House Site
- ° Chute #2
- ° Tollgate Replica Site

## Noncontributing sites:

- ° Klinger's Camp
- ° Grindstone
- ° Devil's Half Acre
- ° Swim Site
- ° Government Camp Historic Markers
- ° Chute #3 Site
- ° Cairns [?]



United States Department of the Interior  
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Continuation SheetSection number 7 Page 31. Eastern Forest Boundary to White River Station.

This segment of the Barlow Road is approximately 12 miles long and passes through T4S, R11E, Secs. 25, 36, 35, 34, 33, 32, 31; T5S, R11E, Sec. 5; T4S, R10E, Secs. 36, 35, 34, 33, 32, 31, and 30, W. M.

The Barlow Road enters the Forest in T4S, R11E, Sec. 25, W.M. Between the Forest boundary on the east and Gate Creek, the road has been little altered since established. The route is a largely ungraded, ungraveled, clay wagon road which has left a trace or set of ruts across the hardpan where grow mixed groves of ponderosa pine and oak. Accessible to vehicles in a few places, this segment crosses a rocky prairie. Throughout this region from the Forest boundary to west of Gate Creek are lithic scatters, primarily of obsidian, suggesting prehistoric use of this area, probably for hunting and root-digging. At points the road ruts are not readily distinguishable because of the hard ground and the lack of a need of the road builders to stack stones to the margin of the right-of-way.

At Gate Creek the road descends from the oak-covered plateau down a well-defined trace. The road cuts along the margin of a basalt flow from which have tumbled numerous boulders. The road builders pried and rolled these to the side and they provide a well-demarcated identification of the route. Two sets of parallel ruts descend the hillside east of Gate Creek. At the base of the hill are the berms which once served as the footings of a low-water bridge spanning Gate Creek. In 1989 beavers have dammed Gate Creek. The ponds have backed up through the bottom and created a swampy setting, across which the trace of the road leads in a westerly direction toward the site of the old Gate Creek toll house.

Barlow Gate (Gate Creek) Site [T4S, R11E, Sec. 35, SE $\frac{1}{4}$ NE $\frac{1}{4}$ , W.M.]

On the western margin of the bottomland at Gate Creek is the probable location of the original toll station on the Barlow Road. A fairly extensive scatter of historic era debris identifies the site. The objects include enamelware cooking pans, a galvanized washtub, broken bottles, porcelain dinnerware, and stove parts. Two rock-lined depressions on the eastern face of the sidehill suggest that coolers or storage cellars were once located at this site. The bottomland at Gate Creek, site of the first toll station and subsequent residences, is owned by the Oregon Department of Fish and Wildlife. This section of the Barlow Road is fenced and



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closed to vehicle access approximately one-quarter mile both east and west of Gate Creek. The integrity of the Barlow Road in this area is good and the visual qualities are high. As the road ascends the basalt flows west of Gate Creek, a majestic vista of Mount Hood rises on the northwest horizon.

The western edge of the bottomland is the probable site of the toll station used by the road owners from 1846 to 1852. This site was variously known historically as Barlow's Gate or the Gate Creek Toll Station. Long identified as the "Strickland Place" in the twentieth century, this site was occupied in 1872 when the cadastral surveyors laid out the subdivisions of the township. They identified the site as "Russell's House" (Mason and Campbell 1872). The trace of an irrigation ditch passes from north to south and bisects the edge of the terrace where buildings once stood. To the southwest of the caved-in cellars lie the remains of a split-rail fence which followed the right-hand side of the Barlow Road as it ascended from the bottomland. In 1947 John Beard camped at this location during a horseback trip over the Barlow Road. His photograph showed the terrace on the west side of the bottomland wherein stood a barn with vertical board and batten siding and a nearby one story building, probably of log construction (Beard 1949: facing 25). None of these structures remains in 1989, though nails and decaying wood suggest they once stood at this site.

The setting at Gate Creek in 1989 is probably quite similar to that which emigrants found in the nineteenth century. Many stopped at this site to feed their livestock in the lush meadow grass in anticipation of the several days of travel through the forest where they could not secure browse for their oxen and horses. Some tarried to repair their wagons or even lighten their loads. Isom Cranfill arrived at this site on September 9, 1847, and noted: "four m[ile]s further brot us to another branch here is Barlows toll Gate (poor camp) we had some Good Road & some bad Rocky &c" (Cranfill 1847). On September 3, 1848, William W. Anderson noted: "we traveled 19 miles which brought us to what is cal[le]d Barlows gate on a small branch at the entrance of the cascade mountains. we had to drive our cattle 1 mile to the left of the road for grass here Mr Barlow was stationed with a few men to take toll from the emigrants he said to pay him for working the road through the Cascade mountains for which he charged 5 dollars per waggon which sum some of the emegrants paid and some gave there notes and others drove right along without doing either" (Anderson 1848).

An emigrant on September 10, 1852, noted: "This morning we started



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for the much dreaded Cascades. Came to the gate and each team has to pay five dollars toll. Two or three men undertook to bridge a bad slough, which has caused the emigrants much trouble and loss of cattle (Allen 1946:108). E. W. Conyers arrived five days later and noted: "We are now camped at the foot of the Cascade Mountains, and three miles from the 'Barlow Gate,' where toll is supposed to be taken for the great benefit to be derived by the poor emigrant, worn out by his long trip of two thousand miles across the continent with an ox team, who now has the privilege of paying a few paltry dollars for crossing the last range of mountains that lays between him and civilization" (Conyers 1906:500).

Amelia Stewart Knight, near Gate Creek on September 6, 1853, wrote: "Still in camp, washing and overhauling the wagons to make them as light as possible to cross the mountains. Evening--After throwing away a good many things and burning up most of the deck boards of our wagons so as to lighten them, got my washing and cooking done and start on again. Crossed two branches, traveled 3 miles and have encamped near the gate or foot of the Cascade Mountains (here I was sick all night, caused by my washing and working too hard)" (Knight 1933:52). By 1854 the toll road managers had abandoned this site. Philip Condit noted on September 7: "Still very homesick to 9 miles Creek near Barlow's gate where there had been a toll gate kept on the Mts." (Condit 1854).

Gate Creek Toll Station Site is a contributing site to the Barlow Road Historic District nomination.

West of Gate Creek the Barlow Road runs along the northern margin of a prairie. At the west end of the prairie, the road enters the forested eastern slope of the Cascade foothills. This segment of the road is sometimes used by four-wheel drive vehicles. It is not maintained. Dead oak trees have fallen across it and have discouraged vehicle use. At the western edge of the prairie is a cattle guard and at that point the Barlow Road is identical with Forest Road No. 3530. From this site to the west bank of White River, a distance of nearly 10 miles, the Forest Service has established for the past decade a program of non-maintenance. It has not graded, graveled, cleared, or taken any action to sustain vehicle use of the route. The result is that the road is badly rutted, filled in places with stray rocks, and is encroached upon by the forest understory. This management has significantly restored the historic landscape of probable original conditions of the



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road grade. Fewer and fewer vehicles travel over this segment of the road each year because of its condition.

Emigrant Springs [T4S, R11E, Sec. 31, NW $\frac{1}{4}$ SW $\frac{1}{4}$ , W.M.]

Identified variously as Emigrant Springs or Immigrant Springs, this site is a lonely trickle of water oozing into a muddy puddle about 100 feet north of the Barlow Road. The setting is densely forested with a mix of firs and maples. In 1978 a wooden box enclosed the spring. That feature has since disappeared, but nearby are the scattered boards from a structure constructed of sawed lumber, presumably from the twentieth century.

John Beard visited this site in 1947 and photographed it. In that year the spring was surrounded by a three-sided enclosure of logs with battered ends stacked between vertical poles. On the fourth side, a log could be raised to provide access to the spring box (Beard 1949).

Emigrant Springs was probably used by emigrant travelers on the Barlow Road. Some may have camped at this site, though its location was sufficiently close to Gate Creek that emigrants normally would have had little reason to remain at the spring. Its lack of any feed for livestock and the determination of most travelers to try to reach White River Station in one day of travel were further factors mitigating its use.

Emigrant Springs is a contributing site to the Barlow Road Historic District nomination.

Although most of the Barlow Road in this segment is identical to Forest Road 3530, sections of the early trace appear to the north or south of the present route in a number of locations. Approximately 60 feet west of the crossing of Boulder Ditch, for example, an old segment descends the hillside. This trace has been badly disturbed in past years by logging, yet the ruts are visible as they lead to Boulder Creek (a stream more recently identified as Crane Creek). West of this creek the old trace leads directly up the hillside, while Road 3530 uses switchbacks for its ascent. Boulder Ditch, an irrigation feature running through the Forest, was constructed prior to 1930 (Mount Hood National Forest 1931). The ditch passes under the Barlow Road [T4S, R10E, Sec. 35, SW $\frac{1}{4}$ , W.M.] in a culvert and contains a quiet,



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crystal-clear flow of water in an excavation about six feet wide and three feet deep. The ditch does not have a negative impact on the Barlow Road and crosses under it in a dense stand of conifers.

The Barlow Road runs along the south edge of Forest Campground at the crossing of Forest Creek [T4S, R10E, Sec. 34, NE $\frac{1}{4}$ , W.M.]. The campground is identified by a rustic sign and a series of battered end, log car barriers. It is a marginally developed camping site with three picnic tables and, about 350 feet north of the Barlow Road, two inobtrusive, outdoor toilets. Although this is clearly a recreation site, its appearance is harmonious with a forested setting. The site can hold but three or four parties of campers and does not detract from the historical integrity of the Barlow Road. Immediately west of the crossing of Forest Creek, the Barlow Road crosses Road 4885, an improved gravel road, and ascends a side hill. This segment of the road is badly rutted and clearly discourages vehicle use.

At Deep Creek [T4S, R10E, Sec. 33, SW $\frac{1}{4}$ NE $\frac{1}{4}$ , W.M.] a well defined segment of the old road trace descends on the east side of the ravine. Some have referred to this site as "Little Laurel Hill," and have suggested that emigrants here slowed the descent of their wagons by wrapping ropes or chains around the trees. A Forest Service sign, erected about 1935 and yet in place in 1989, reads: "Historic Oregon/ Mount Hood National Forest/ Early pioneers had difficulties at this/ point on the old Barlow Road lowering/ their wagons with cables. Trunks of trees/ on top of hill still show scars of cuts/ made by cables." While cables or wire rope did not exist during the period of overland emigration, this hill probably required special braking for wagons. Deep Creek is today called Klip Creek. An old road trace ascends the slope west of the creek and joins Road 3530 about 300 feet beyond the crossing.

E. W. Conyers, an emigrant of 1852, wrote of this site: "We started this morning bright and early to cross the Cascade Mountains, traveling fifteen miles to Little Deschutes River [White River], over a very good mountain road, except one very steep hill called 'Little Laurel,' which we were obliged to descend to reach the river. We locked both wheels and then rough-locked the chains, and then came very near killing one of our wheel oxen. Something had happened to one of the teams ahead of us, which caused a stoppage of all the teams on the hill back of them. When our leaders stopped, and the hill being so very steep, the other oxen in the team telescoped them, caused by our wagon running onto them.



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In the mixup one of our wheel oxen had its neck so wrenched that a stream of blood about the size of a lead pencil spurted from his nose" (Conyers 1906:504).

West of Klip Creek the Barlow Road begins a long descent to the west into the watershed of White River. The road passes Charity and Faith springs and drops several hundred feet in elevation in a steady but not precipitous route. At points short segments of old road traces are visible to the south or below Road 3530. As with other parts of the route between Gate Creek and the crossing of White River, this portion of the Barlow Road is not graded, cleared, or maintained. It is rutted, filled with irregular-sized rocks, and, in places, brushy. It has good historical integrity and quality landscape. The segment passes through fine stands of timber and, in places, is washed by the waters which pour out of springs in the sidehill.

Forest Road 3530 is maintained west of the crossing of White River in T4S, R10E, Sec. 32, W.M. The exact route of the old road trace is uncertain west of base of the descent of the hill east of White River. Emigrants probably took advantage of the generally open, gravel banks of White River and guided their wagons up the course of this meandering stream. Travel diaries mention crossing the river several times. Approximately a mile west of the base of the hill, the old road trace is clearly synonymous with Road 3530 and passes along the west side of White River Forest Camp.

White River Station [T4S, R10E, Sec. 30, NW $\frac{1}{4}$ NW $\frac{1}{4}$ , W.M.]

This popular recreation site on the west bank of White River was a primary first day destination for pioneers. Most attempted to push westward from Gate Creek to this site since it was relatively open, afforded water for livestock, and provided a respite from the dark, forest conditions through which they had traveled. The site is a well-drained terrace on the margin of a forest. To the west lies a swamp. A CCC sign erected in the 1930s at this site reads: "Old White River/ Station/ a camp site used/ in pioneer days."

The ascent of White River proved a challenge to many emigrants. Isom Cranfill wrote on September 10, 1847, "we Descended a S[t]eeple Mountain to a creek 8 or 9 yds wide this Creek is of a Milky Colour we As[c]ended the Creek 4 ms. Crossing it 5 or 7 times & Camped the Road for the first 5 or 6 ms. was tollerable Good it



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then become verry Rocky in places verry short turns Difficult Driveing Team\$' (Cranfill 1847). Amelia Stewart Knight found a merchant at this site in September, 1853: "First day in the mountains. Came 16 miles; cross Deschutes, or a branch of it, 4 5 times and have encamped on the bank of it. Bought flour at 20 cent per pound to feed the stock" (Knight 1933:52).

Another emigrant found the route of the road near White River Station terrible: "Saturday, [September] 11: This has been a day replete with trouble, trial and difficulty. Started early. Got along tolerably well for awhile, although the roads were miserable. Crossed the Little Sandy [White River], six or seven times. This is a large stream running through the mountains. The water is white and sandy. Towards noon, our roads became intolerable. I never could have imagined such roads nor could I describe it for it beggars description! Over roots and branches fallen trees and logs, over streams, through sloughs and marshes, up hill and down, --in short, everything that could possibly make it intolerable! The cattle began to give out, and at noon our company was reduced to the necessity of leaving two wagons! They put what oxen they had left to two of the wagons. Then they started with the expectation of finding some grass five or six miles distant" (Allen 1946:108).

As early as 1882, Cornelius Gray operated a store at White River Station (Rumsey 1882a). In 1883 Perry Vickers, who resided at Summit Meadows, was murdered at this site in a shoot-out with robbers fleeing Clackamas County (Grauer 1976:94-96). On September 7, 1976, Russell E. Ofstad used a metal detector at this site and located two rows of nails. Digging to six inches, Ofstad removed a variety of artifacts: parts of a cook stove, heating stove, ox shoe, horseshoe, knife and fork, jackknife, shell cases, square nails, square spikes, heavy pieces of tin, an 1880 cent, two stove lids, harmonica, bolts, files, and miscellaneous iron (Ofstad 1976b).

In 1989 the site of old White River Station lies between the Barlow Road and White River. The road ruts, identical with Forest Road 3530, run in a nearly north-south direction through the forest to the west. Modestly improved campsites with fire rings lie on the bank of the river. White River has cut into the terrace where White River Station once stood. In 1989 it is impossible to



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identify the location of Gray's store or to find any artifacts suggesting past activity at this site. Recreation seekers have used this area for heavy traffic of off-road vehicles, primarily two and three-wheel motor bikes, and have churned the volcanic ash and shallow layer of soil into a fine powder. The presence of this modestly improved campsite does not detract from the historical integrity of the Barlow Road. None of the four or five campsites is visible from the road. Each is screened by dense thickets of pines from the road.

White River Station is a contributing site to the Barlow Road Historic District nomination.

## 2. White River Station to Barlow Pass

This segment of the Barlow Road is approximately seven miles in length and passes through T4S, R10E, Secs. 30, 19; T4S, R9E, Secs. 24, 13, 12, 11, 2, 3, 4; T3S, R9E, Secs. 33, 28, W.M.

At White River Station the Barlow Road probably followed the present route of Forest Road 3530 a mile north to Barlow Creek. Some emigrants may have stayed close to the margin of the stream or even driven their wagons up the bed of White River. The annual freshets which sweep down the river from the glaciers and snowfields on Mount Hood have obliterated old traces of that route. The distinct trace of the Barlow Road ascends Barlow Creek through an increasingly dense forest and makes a prominent turn at Klinger's Camp.

In its ascent of Barlow Creek, the Barlow Road passes through Barlow Crossing Campground. Consistent with other recreation sites along Forest Road 3530, the camping sites lie behind trees on either margin of the road. They are semi-improved: clearings with a fire ring and picnic table. The sites, in most instances, are invisible to travelers on the road, unless they are occupied by campers who have parked vehicles which can be seen through the forest. Barlow Crossing Campground does not diminish the visual or historical qualities of the Barlow Road.



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Continuation SheetSection number 7 Page 11Klinger's Camp [T3S, R9E, Sec. 2, SE<sup>1</sup><sub>4</sub>SE<sup>1</sup><sub>4</sub>, W.M.]

This site lies to the northeast of the Barlow Road where it makes a bend deep in the forest. In the 1930s the Forest Service, or a CCC crew, erected a sign at this location which remains and reads: "Historic Oregon/ Mount Hood National Forest/ Klinger's Camp/ At this place a camp known as a/ 'Hay Burner's Station' was maintained in/ pioneer days by Louis Klinger, a trapper/ and hunter and his wife Malissa, where/ hay and other supplies were sold to/ emigrants portion of the original/ fireplace still remains"

In 1989 no signs of the fireplace were visible. Although identified in more recent secondary accounts as a historic site on the Barlow Road, this location probably bears an erroneous identification of such association. Lenore Woodcock Walters, a relative of Klinger's wife, Melissa (Woodcock) Klinger, wrote in 1975: "Beyond the White River Sands was the old Klinger Camp and the remains of the Joe Douglas cabin. Joe was a Wamic man, whom the writer remembers well. He liked to trap and built a crude mountain cabin for his winter trapping shelters. A large Klinger Camp Forest Service sign is mistakenly located there. Gradually Joe's cabin decayed with the years, leaving the rock fireplace which now is no more" (Clackamas and Wasco County Historical Societies 1976:34). Klinger, born in Missouri in 1837, emigrated with his parents to Oregon in 1847. In 1863 Klinger and his wife settled on Eightmile Creek near Dufur, Oregon. He was a rancher, stockraiser, and mayor of Dufur. A biography published in 1905 noted: "Mr. Klinger is an enthusiastic hunter, and fisherman, passing a large portion of the summer in the mountains" (Shaver et al. 1905:244-45).

Evidence thus suggests that the Klinger Camp sign is in error. Klinger may have camped at the site of the old Joe Douglas cabin, but he had little relationship to the Barlow Road, other than traveling it when hunting or fishing in the mountains. This site, a small clearing in the forest, lacks documented association of emigrant use of the road.

Klinger's Camp is a noncontributing site to the Barlow Road Historic District nomination.



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In T4S, R9E, Sec. 3, SW $\frac{1}{4}$ , W.M., the Barlow Road passes through an opening of about an acre in the forest. In the twentieth century this site has carried the name Grindstone, presumably because of its association with a grinding stone for sharpening tools. None of the overland diaries for the Barlow Road identify this location. The cadastral surveyors reported no opening in the forest in 1882 when they worked in this area (Rumsey 1882b). Emigrants found the ascent of Barlow Creek difficult. Amelia Stewart Knight, a traveler in 1853, for example, wrote: "Thursday, September 8th --Traveled 14 miles over the worse road that was ever made, up and down, very steep, rough and rocky hills, through mud holes, twisting and winding round stumps, logs and fallen trees. Now we are on the end of a log, now over a big root of a tree; now bounce down in a mud hole, then bang goes the other side of the wagon, and woe be to whatever is inside. There is very little chance to turn out of this road, on account of timber and fallen trees . . . ." (Knight 1933:52).

Grindstone [T4S, R9E, Sec. 3, NE $\frac{1}{4}$ SW $\frac{1}{4}$ , W.M.]

This site is maintained in 1989 as a semi-improved campground. The features include two, metal fire rings and an outdoor toilet. These improvements lie more than 80 feet west of the road and are not obtrusive or visible.

John Beard, horseback traveler of the Barlow Road in 1947, camped at Grindstone and wrote:

"We prepared to remain here over the Sabbath Day. We soon made camp, cleaned out the spring, spread our sleeping bags beneath the thick, widely spreading branches of a giant fir and turned in for a long night's rest."

"Scarcely had we pulled the flaps of the down bag over our shoulders when there came a tremendous crash of thunder rolling its bellowing echoes through all the mountains. A flash of lightning illuminated the entire forest. The rain now began to fall gently, but under the thick branches of the fir scarcely a drop reached us, and those that did slide harmlessly off the water-repellent envelope in which the sleeping bags were encased."

Beard spent Sunday looking for signs of emigrant use of the road and noted: "We found real blazes on two giant firs. They were so



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deep that they might well have been made by Barlow and Rector when they scouted out the trail over a hundred years ago" (Beard 1949:15-16).

Grindstone is a noncontributing site to the Barlow Road Historic District nomination.

In T3S, R9E, Sec. 33, W.M., Forest Road 3530 twice crosses Barlow Creek near the center of the section. These crossings lie southeast of Devil's Half Acre. A heavily brushed-in but visible trace of the Barlow Road lies on the east side of Barlow Creek and runs parallel with Road 3530 which is on the west bank between the crossings. Although blocked by fallen logs and nearly impenetrable thickets of vine maple, these ruts are discernible and are indicated on the cadastral plat of survey. The old trace of the Barlow Road becomes synonymous with Forest Road 3530 at the lower margin of Devil's Half Acre.

Devil's Half Acre [T3S, R9E, Sec. 28, NW $\frac{1}{4}$ , W.M.]

Considerably more than a half acre, this clearing lies east of Barlow Pass near the headwaters of Barlow Creek. The Barlow Road enters the site from the southeast and follows along the eastern margin of the clearing. Forest Road 3530 then cuts across the clearing and ascends to Barlow Pass. The Barlow Road continues in a northerly direction and passes Devil's Half Acre Campground. This site, probably first improved by the Civilian Conservation Corps in the 1930s, has two stone fireplaces, three metal fire circles, two picnic tables, and an outhouse. None of these features impinges on the setting. All are to the west of the Barlow Road and are concealed by the dense forest on the margin of the clearing.

Diaries of overland travelers in the 1840s and the 1850s make no mention of this site. Repeatedly emigrants reported that they had no available feed for their cattle and had to push on as quickly as possible to cross Barlow Pass and get to the fodder at Summit Meadows. The origin of the clearing near the headwaters of Barlow Creek was probably the result of forest fires, perhaps those caused by emigrants. Passing this area in 1848, William W. Anderson noted: "fire gets out in these mountains from the emigrant camps and burns a great [d]eal of timber I have seen acres of green fir timber burnt off smo[o]th" (Anderson 1848:46).



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Some reminiscent accounts refer to Devils Half Acre as the Big Deadening (Clackamas and Wasco County Historical Societies 1976:34). Decaying, burned stumps and logs in this opening confirm past forest fires and the probable origin of both the name and the presence of this grassy clearing.

Devil's Half Acre is a noncontributing site to the Barlow Road Historic District nomination.

Long a site of speculation and research, Fort Deposit was the place where the initial emigrant party of 1845 cached wagons and goods before setting out on horseback to the Willamette Valley. While precise identification of Fort Deposit is impossible, evidence suggests that it was probably the clearing at the eastern base of Barlow Pass, a site approximately one mile northwest of Devil's Half Acre. The Barlow Road ascends to the headwaters of Barlow Creek and, at this level acre deep in the forest, turns to the west to make the steep ascent to Barlow Pass a half mile to the north.

Fort Deposit [?] [T3S, R9E, Sec. 28, SE  $\frac{1}{4}$  NW  $\frac{1}{4}$ , W.M.]

During the exploration and opening of the Barlow Road from Gate Creek to Barlow Pass in 1845, the emigrants were unable to complete their labors before the onset of winter. Facing snows and danger of perishing in the mountains, the party concluded to cache wagons and supplies. On October 20, 1845, Joel Palmer, a member of this contingent, wrote: "Ten men yet remained at camp, and, after selecting a suitable place for our wagon-yard, we erected a cabin for the use of those who were to remain through the winter, and to stow away such of our effects as we could not pack out. This being done, nothing remained but to await the return of those who had gone for pack horses. We improved the time in hunting and gathering berries, until the 25th, when four of us, loaded with heavy sacks, started on foot for the valley of the Willamette" (Palmer 1847:79).

The remains of the cabin, presumably the site known as Fort Deposit, were noted on August 18, 1853, by an emigrant: "Left the gate and took into the Cascade Mountains. Drove 26  $\frac{1}{2}$  miles and camped  $\frac{1}{2}$  mile past the foundation of an old cabin" (Gaylord 1850-53).



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On July 10, 1976, Russell E. Ofstad, using a metal detector, examined the clearing at the eastern base of Barlow Pass, a site where Barlow Creek Trail No. 485 meets Trail No. 670 at the trace of the Barlow Road. Excavating where he found indications of metal, Ofstad recovered parts of a heating stove, an axe head, sideboard irons, and ox shoe, ox harness ring, horseshoes, a hub ring, harness buckles, knives and forks, coins, bolts, a harmonica, and other objects of material culture. Ofstad concluded that he had found the site of Fort Deposit (Ofstad 1976a).

Fort Deposit is a contributing site to the Barlow Road Historic District nomination.

From Devil's Half Acre Campground to the probable site of Fort Deposit to the summit of Barlow Pass, the trace of the Barlow Road is closed to vehicle use and has strong historic and visual quality. The road passes through majestic stands of old growth Douglas Fir. The margins are lined with boulders laboriously stacked to the roadside. The segment from the level ground east of the base of the pass to the summit is cleared and used as a cross-country ski trail. Water bars, constructed by Boy Scout troops in the 1980s, have slowed erosion and helped preserve the road trace.

### 3. Barlow Pass to Crest of Laurel Hill

This segment of the Barlow Road wanders across the southern slopes of Mount Hood and passes through T3S, R9E, Secs. 28, 29, 30, 20; T3S, R8½E, Secs. 25, 24, 23; T3S, R8E, Secs. 24, and 14, W.M.

The Barlow Road reaches a high point in elevation of 4,147 feet. The road is bisected at the pass by old Highway 35, the loop road around Mount Hood to Hood River. A paved parking lot is located atop the road and is popularly used by hikers in summer and skiers in winter. A handsome Forest Service sign, carved about 1935 by Larry Espinoza of the Zig Zag Ranger Station, stands atop the pass and has a relief panel showing emigrants with ox teams traveling the Barlow Road. The sign reads: "Historic Oregon/ Barlow Road/ First Road Built Over Cascade Range/ in 1845-46 by/ Samuel K. Barlow (1792-1867)/ an Oregon Pioneer from Kentucky." The sign provides mileages to Wamic, the Dalles-California Highway, and Maupin.



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West of the pass, the road descends into the watershed of the East Fork of Salmon River. This segment of the Barlow Road is in pristine condition and is used as a cross-country ski trail. Boy Scouts have cleared the route of brush and have constructed water bars at steep places to slow erosion. At three badly eroded sections, the ski trail leaves the route of the Barlow Road and runs parallel across the floor of the forest. At several points are stacks of boulders at the roadside. Some aged trees yet bear blazes, though such marks are disappearing with the growth of bark. The Barlow Road enters a level area east of the East Fork of the Salmon River at a site known as Pioneer Woman's Grave.

Pioneer Woman's Grave [T3S, R9E, Sec. 29, SE $\frac{1}{4}$ NW $\frac{1}{4}$ , W.M.]

The Pioneer Woman's Grave is a rock cairn replica on the south side of old Highway 35 on the east side of the East Fork of Salmon River at the western base of Barlow Pass. Road construction crews discovered this site in 1924 while building the Mount Hood Loop Highway 35. That summer a highway crew disinterred human remains in a wagon box. Reportedly they reburied the bones and constructed the cairn replica over the new grave.

This site has subsequently had a succession of historical markers. The first was a wooden cross atop the cairn which bore the inscription "In Memory of a Pioneer Woman of 1845." The marker and cairn were dedicated on June 30, 1924. On August 23, 1936, the Multnomah Chapter of the Daughters of the American Revolution mounted a bronze plaque at this site. It was subsequently stolen. In the 1930s the Forest Service or the Civilian Conservation Corps erected a large, rustic, wooden marker on the north side of the highway opposite the cairn which reads:

"Pioneer Woman's Grave/ The last resting place of a pioneer woman who/ died in 18-? while enroute to western Oregon by/ ox team over the old Barlow Road which passed/ near this spot./ The Barlow Road was built in 1845-46 by/ Samuel K. Barlow an Oregon pioneer from Kentucky./ Being the first road over the Cascade Range,/ It was used by many emigrants to the Willamette Valley/ and along its route are landmarks which record/ the experience and hardships of these early pioneers./ Mount Hood/ National Forest."

On August 23, 1982, the Multnomah Chapter, Daughters of the



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American Revolution, mounted another bronze plaque near the stone cairn: "In memory of an unknown pioneer woman of 184?"

Pioneer Woman's Grave is a contributing site to the Barlow Road Historic District nomination.

Not evident to the many visitors who stop to read the sign and plaque and, at times, to place flowers on this cairn, are the sharply defined ruts of the Barlow Road. The road trace passes across the flat on the east side of the East Fork of Salmon River and fords the stream about 20 feet above the large culvert over which passes old Highway 35. The road then moves through a cut, nearly five feet deep, on the west bank and turns north in the forest directly toward Mount Hood. At this point the Barlow Road commences the transit of an ash flow from the volcano. Its trace is clearly evident on the floor of the forest. The road crosses new Highway 35 and continues north more than a quarter mile in a setting of firs and pines. The wagon ruts have cut through the shallow soil on the ash flow. The road turns sharply at a large boulder on the north side of the road. The base of this boulder [T3S, R9E, Sec. 20, SW $\frac{1}{4}$ , W.M.] is clearly scarred--perhaps purposefully--with an arrow or gash pointing to the southwest.

The road trace then follows the east bank of Salmon River. Over the years those improving or maintaining the road stacked rocks and boulders along the route. This segment has some of the finest visual qualities of the entire road segment on the Forest. The trace meanders between pines and around boulders across the ash flow to Highway 35. The Barlow Road then turns due west and crosses the northern half of Section 30. The route is badly disrupted for nearly three-quarters of a mile by the major highway interchange of Highways 26 and 35. The trace of the road, however, is still visible in the forested traffic "island" in the middle of the interchange. A small segment of the road runs through the Forest north of Highway 26 in the NW $\frac{1}{4}$  of Section 30, but is compromised visually by construction in 1989 of a new, four lane section of highway between the interchange and Government Camp.

In the NE $\frac{1}{4}$  of Section 25, T3S, R8 $\frac{1}{2}$ E, the Barlow Road again possesses excellent integrity. The trace is visible on a roadside cut of the Forest road running south to Trillium Lake. The Barlow Road descends almost due west through virgin forest to the eastern margin of Summit Meadows. The segment is sharply defined by deep ruts in the ground and, in places, by stacks of rocks to the roadside. At Summit



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Meadows the road enters a dense thicket of alders and is impassable. Over the years those who maintained the road laid down a corduroy section across the northern part of Summit Meadows. These logs have settled into the swamp and have become covered with alders and willows.

Summit Meadows was an important landmark and camping place for emigrants on the Barlow Road. In the years 1845-1865 it was the only clearing and the best prospect for finding feed for livestock. Although many cursed its sedge and lamented the condition of their animals, most stopped at the meadows to camp and prepare for the next challenge of the trail. E. W. Conyers in 1852 noted: "Tonight we are camped two miles past the summit, and about four and one-half miles south of Mount Hood. Very little good grass for our cattle tonight, but plenty of sour mountain grass. John Jones brought in a lot of blue huckleberries this afternoon. We find the nights very cool here in the mountains" (Conyers 1906:504).

That year the Kerns family crossed Barlow Pass on September 27 and camped at Summit Meadows. John Kerns wrote: "Were off again 7 oclock, -wound our way through the forest over a stony, crooked & hilly Road. Crossed the dividing or summit ridge of the Cascade Mountains, 9 miles from camp, found some Good Grass near the divide, & some on this side at our camp; & Grass having been as scarce as 'morality' for the last two days, our cattle & horses were ravenous enough to swallow it whole. Left two of our cattle this morning which were 'give out.' Mt. Hood stands just north of our camp, with its lofty, white dome penetrating the ethereal Blue as if it had sworn to remain an eternal Barrier to the clouds, while time awaits eternity" (Kerns 1852).

Esther McMillan Hanna wrote in 1853: "Got along tolerably well as we had to go very slow. The three loose mules were troublesome, running into the wood. Came six miles to where there was swamp grass. Here we found several camps . . ." (Allen 1946:110-112). For George Bond this segment of the trail in 1853 was one of great anguish. His terse diary documented his situation in September:

W[ednesday] 14 - traveled to the somet Praria met Hardon Davis  
laid by half day

T[hursday] 15 - Hana Died laid by

F[riday] 16 - Buried Hanah traveled to and camped on Loral  
hill (Bond 1853)



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Continuation SheetSection number 7 Page 19Summit Meadows Cemetery [T3S, R8 $\frac{1}{2}$ E, Sec. 25, SE $\frac{1}{4}$ NW $\frac{1}{4}$ ]

The Summit Meadows Cemetery is owned by the Clackamas County Historical Society. The site includes three marked graves within a picket fence enclosure and a bronze plaque commemorating the burial near this site of Baby Morgan. It is not known if Hanah Bond is buried in this cemetery, though such is likely. The graves include the following:

- 1) Grave marked by native stone turned on edge. No inscription.
- 2) Grave marked by native stone inscribed "P. Vickers." This is the tombstone of Perry Vickers who settled in 1866 at Summit Meadows and operated the tollgate for five years. Vickers was one of the earliest guides for climbers on Mount Hood. He built the Summit House. Vickers was murdered at Cornelius Gray's store at White River station on August 18, 1883. Friends brought his body over the pass and buried him at this site (Grauer 1976:94-96).
- 3) Grave marked by native stone inscribed on three sides. The north elevation reads: "Of Such is the Kingdom of Heaven." The east (front) elevation reads: "BBBB/ Infant son/ of W L & Bar/ bara Barclay/ Born Jul 15/ Died Sept. 14/ 1882." The south elevation reads: "A Mothers Love." The Barclay child died while the parents were camped at Summit Meadows. Vickers reportedly selected the gravesite (Grauer 1976:94-96).

Nearby is a bronze plaque mounted on the west face of a large boulder in the forest. The inscription reads: "This marks the grave/ of/ Baby Morgan/ Infant Daughter of/ Daniel and Rachel Woodsides Morgan/ Born near Independence Rock, June, 1847./ The baby died as a result of an accident and/ was buried here at Summit Meadows Oct. 24, 1847./ Burial witnessed by/ Jacob and Sarah Woodsides Caplinger./ 'Sweetly rests our baby dear/ All the labor ceases here/ Far from home though laid to sleep/ Loving hears they memory keep.'/ Dedicated by descendant relatives Aug 20, 1957" (Clackamas and Wasco County Historical Societies 1976:42-49).

Summit Meadows Cemetery is a contributing site to the Barlow Road Historic District nomination.



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Continuation SheetSection number 7 Page 20Summit House Site [T3S, R8 $\frac{1}{2}$ E, Sec. 25, NE $\frac{1}{4}$ NW $\frac{1}{4}$ , W.M.]

The site of the Summit House is located at the northwestern corner of Summit Meadows and about 150 feet east of Still Creek. Following Perry Vickers' settling at this site in 1866, the owners of the Barlow Road used this point until 1871 as a toll station. By 1905 the site features included the following: (1) Summit House, a one and one-half story, wood frame building with vertical board and batten siding and a hip-on-gable roof; (2) tepee, a conical building with an exterior of hewn, cedar shakes and a band of imbricated shingles; the structure had projecting window dormers and a covered porch at its entry; (3) barn; (4) corral; and (5) gate on the Barlow Road. Esther Kelly Watson sketched a general site plan in 1975 based on her memories of camping at the Summit House during the summers of 1906 and 1907 (Clackamas and Wasco County Historical Societies 1976:44).

After Vickers' death, Horace Campbell settled on this squatter's claim. An eccentric man, Campbell was a spiritualist and claimed he communicated regularly with Christian saints. Known to some as King David, Campbell eventually secured patent to the property and had it surveyed on August 19, 1901 (Clackamas County Surveyor 1900-02:93-96). Esther Kelly Watson wrote of Campbell: "He was a tall, angular man with a long, gray beard, which led us to think of him as an old man. In fact, with complete respect, we referred to him as "old man Campbell" (Clackamas and Wasco County Historical Societies 1976:46).

At this site are stone footings for the foundation of the tepee and the Summit House. Between the building site and the Barlow Road are several inscribed boulders:

- 1) H/ X
- 2) RH/ 1906-/ J.R.K.

This inscription stands for Ralph Hall and Joyce Raymond Kelly who camped with Kelly's parents and sisters at Summit Meadows during the summer of 1906. Esther Kelly Watson recalled that her family inscribed a number of boulders in front of the Summit House when camping at this site (Watson 1978).



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- 3) [?] LK-/ 1906/ A.B.

This inscription stands for Laura Kelly, another of the Kelly children who lived for nearly 90 years in Portland, Oregon. Her sister Esther Kelly Watson believed the initials A.B. were those of a hired girl who cooked and prepared meals for the Kelly family during the summer of 1906 (Watson 1978).

- 4) J. RAWSON/ 48-[?]5 0-1-2-3-

Claire and M. W. Belsher believe this inscription relates to a mining claim filed by a relative of Julia Hobday. Miss Hobday owned Summit Meadows for a number of years in the twentieth century (Belsher 1978).

- 5) Inscribed with a triangle.

- 6) [This rock was inscribed K.M. In 1989 it was dug out, overturned, and hidden in the forest.]

- 7) July 21-07 [A?] WS[?] EDW

- 8) [This rock, inscribed with the painted letter "L," had been removed from the site in 1989. It was inventoried in 1978.]

- 9) O [?]/ G [?]/ R.B.

- 10) R BLASE' July 18 [?]/ [?]

Summit House Site is a contributing site to the Barlow Road Historic District nomination.

At the Summit House the Barlow Road turned north to follow the east bank of Still Creek for about a quarter mile. The historical integrity of the road is compromised in this short segment. The road is graded, graveled, and maintained as East Summit Road. Two private residences stand west of the road, but both are heavily screened by dense forest and understory. The structures at 9105 East Summit Road are four, weathered shingle buildings. The private holdings do not detract significantly from the historic landscape, though foot travelers on the route of the Barlow Road can catch glimpses of them through the forest.



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The Barlow Road enters the SW $\frac{1}{4}$  of Section 24 and passes through the west side of Still Creek Campground. This is an improved camping area containing 27 sites. Each has a metal fire ring and picnic table. The road system within the campground is covered with asphalt, including the trace of the Barlow Road from the Forest Boundary to the site of Swim. This is Forest Road 2650. These recreation improvements and the paving of this short segment of the Barlow Road appear irreversible. They are a compromise to the integrity of this segment of the route, but do not totally interrupt the experience of a hiker. The setting is one of dense forest. The campsites and the use of asphalt are the most evident changes.

At Swim, a former recreation site, the Barlow Road again exhibits high historical and visual qualities. The route crosses the course of a warm water spring and ascends in a slightly northwesterly direction to Summit Ranger Station and Government Camp. The trace of the road is sharply defined by ruts, deep cuts, and stacks of stones to the margins on the floor of the dark forest. This section of the road is cleared and is used as a cross-country ski trail between Government Camp and Summit Meadows. A rustic, log bridge spans Still Creek at the road crossing. Its purpose is to permit skiers to cross the stream. It was not a feature encountered by emigrants, but its materials and construction are compatible with the forest setting and present use of the old road.

Swim Site [T3S, R8 $\frac{1}{2}$ E, Sec. 24, NE $\frac{1}{4}$ SW $\frac{1}{4}$ , W.M.]

Swim was a resort site which took advantage of a small hot spring which oozes out of the ground about 100 feet west of Still Creek and due north of the trace of the Barlow Road. The site was first developed about 1913-15 (Watson). By the 1920s Swim had an enclosed, concrete pool, post office, and several log cabins. Swim served as the area's postal station through 1929. In the fall of 1927 Ole Langerud developed a ski jump near this location (Grauer 1976:51). None of the Barlow Road emigrants noted this site.

In 1989 the site of Swim is barely discernible. Most of the concrete pool has disintegrated, though sections of the walls remain. They are mostly obscured by dense growth of alder and willow. A low stone wall about 25 inches high and located about 60 feet north of the Barlow Road is visible on the floor of the



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forest. It once marked the front yard of the lodge or resort. This site does not have a negative impact on the historical character of the Barlow Road.

Swim Site is a noncontributing site to the Barlow Road Historic District nomination.

The Barlow Road is obliterated at the east end of Government Camp. The trace of the road turns west at Summit Ranger Station and is covered with Highway 26 and, in the townsite of Government Camp, with old Highway 26. Two bronze plaques mounted on a boulder and the remains of a 1930s Forest Service sign commemorate the location of the route in the town.

Government Camp Historic Markers [T3S, R8½E, Sec. 23, NW¼NW¼, W.M.]

These markers are located on the north side of old Highway 26 in the center of Government Camp. The bronze plaques read as follows:

- 1) Samuel Kimbrough Barlow/ Oregon pioneer from Kentucky/ built the first wagon road across the/ Cascade Mountains/ passing this spot/ 1845-1846/ The building of railroads since has been of less/ importance to the community than the opening/ of this road which enabled the settlers to/ bring their wagons and teams directly to the Willamette Valley./ Erected and dedicated by the/ Sons and Daughters of Oregon Pioneers./ 1923.
- 2) Susannah Lee Barlow/ wife of S. K. Barlow/ A real daughter of the/ American Revolution and/ the real Madonna of the/ Barlow Trail./ Arrived in Oregon City Dec. 25, 1845/ Placed by/ Susannah Lee Barlow and/ Multnomah Chapters/ DAR/ 1923.

Both markers contain elements of dubious historical accuracy, especially the statement about the insignificance of railroads to the economy of the Pacific Northwest.

The third marker is a log with a relief scene of emigrants on the Oregon Trail carved about 1935 by Larry Espinoza of the Zig Zag Ranger Station. A vandal took a chain saw and cut off the mileages and other information on the bottom of the sign, contending that this information was no longer accurate. The marker has stood unrestored since 1978.



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The Government Camp Historic Markers are a noncontributing site to the Barlow Road Historic District nomination.

On the western end of Government Camp, the trace of the Barlow Road enters private land in the NE $\frac{1}{4}$  of Section 24, T3S, R8E, W.M. A finely defined set of ruts passes along the southern margin of Collins Lake. The route is then crossed by three lanes of Highway 26. The Barlow Road continues south of the highway through private property, meandering behind the Darr house and fording Mosquito Creek, a tributary of Camp Creek. The Barlow Road is crossed by the eastern access road (old Highway 26) at Multorpor recreation area. The trace of the road is on the floor of the forest in a narrow island between old and new segments of Highway 26 due north of the recreation facilities at Multorpor. At the west entrance into Multorpor, the road trace turns northwesterly, is crossed by Highway 26, and enters a virgin forest in the vicinity of Enid Lake. The route enters the SE $\frac{1}{4}$  of Sec. 14, T3S, R8E, W.M. The trace is visible on the floor of the forest east of old Highway 26 to the crest of Laurel Hill and the declivity into the Little Zigzag Canyon.

The Barlow Road segment north of Highway 26 at Multorpor and running to the crest of Laurel Hill was cleared by the Civilian Conservation Corps and used as part of the Pioneer Bridle Path, a recreation feature connecting Government Camp and Rhododendron. The impact of this use is negligible. At several points in this well-preserved road segment, however, are metal signs posting the presence of underground telephone cables.

#### 4. Crest of Laurel Hill to Tollgate Site

This segment of the Barlow Road runs from the crest or western margin of the summit of Laurel Hill at 3,600 feet elevation to the Tollgate Site at Rhododendron, Oregon, at 1,700 feet. The road passes through T3S, R8E, Secs. 14, 15, 16, 17, 18; T3S, R7E, Secs. 13, 14, and 11, W.M., and descends nearly 2,000 feet in vertical distance.

The Barlow Road in this segment makes the precipitous descent of the western slope of the Cascade Range and enters the Western Cascades. The ridge of Laurel Hill, a divide between the Zigzag drainage to the north and Camp Creek watershed to the south, serves as the principal route for the road. The descent of Laurel Hill involved the evolution of several different routes during the nineteenth century. The earliest



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route to the west required emigrants to lower their wagons down steep, vertical descents or chutes by use of ropes or chains snubbed around trees and stumps. Some emigrants used drag trees up to 40 feet long to slow their wagons. Barlow's petition to the Oregon Provisional Legislature of December 9, 1845, suggests that the trail he blazed and initially opened came down Laurel Hill and dropped into the Camp Creek watershed before reaching the western foot of the hill and, eventually, entering the Zigzag drainage. Barlow's petition read: "then down lawrel hill to falls [Camp] creek 2 mil[e]s--thence down said creek 3 miles to zigzag creek, very heavy timber" (Beckham 1979[2]:IV).

In September, 1847, Isom Cranfill noted that his party descended Laurel Hill "in three benches." He concluded: "the last is much the longest & most Dif[f]icult" (Cranfill 1847). The lore of Laurel Hill as well as historical data from the 1840s offer plausible evidence for the earliest route down Laurel Hill. This earliest route, however, proved so difficult and terrifying, that the road company, probably in the mid-1850s, opened a second road which descended from the summit of Laurel Hill northwesterly into the Little Zigzag Canyon. This segment has good historical integrity for one and a quarter miles through Section 14 to Kiwanis Camp in Section 15. It was cleared in the 1930s by the Civilian Conservation Corps and has been used since about 1935 as the Pioneer Bridle Path. West of Kiwanis Camp the route was obliterated in the 1920s by construction of old Highway 26. Faint traces, however appear between Old Highway 26 and the Zigzag River in Section 16.

The oldest section of the Barlow Road and the part which elicited such protests and anguish from emigrants starts on the floor of the forest in dense thickets of rhododendron west of old Highway 26 on the crest of Laurel Hill. To the north are clearings for the undeveloped Mount Hood View Campground. This segment runs northwesterly for a half mile. Cleared in the 1970s, it has grown up with forest understory and is increasingly difficult to travel on foot. The route drops about 100 feet in elevation and then is abruptly severed by a deep cut for present Highway 26 in the SW $\frac{1}{4}$  of Section 14. The road cut is nearly 70 feet of steep bank on the east. This is the probable location of chute #1, the descent to the first bench on Laurel Hill. All traces of this chute were obliterated in construction of present Highway 26. The Barlow Road resumes on the west side of the cut and continues on the top of Laurel Hill in a westerly direction to enter Section 15 and terminates at the top of Chute #2.



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Chute #2 [T3S, R8E, Sec. 15, NE $\frac{1}{4}$ SE $\frac{1}{4}$ , W.M.]

Emigrants shuddered at the site confronting them at the top of this 300 foot long talus slope. One traveler in 1847 boldly stated: "this is the worse hill on the road from the States to Oregon" (Harden 1847:43). In 1848 William Wright Anderson wrote: "we traveled 16 miles and passed over laurel hill this is a verry long steep mountain to de[s]cend some of the emegrants cut trees and chained to the hind axel tree of their waggons to hold them back" (Anderson 1848:46). John James in 1851 wrote: "Crossed Laurel Hill, one of the worst in the world, and went through a tremendous mud hole before coming to the hill" (James 1850-53). Another pioneer that year departed from Summit Meadows and wrote: "Started early and traveled over the worst roads I ever saw. There were many wagons abandoned and left and a great number of dead cattle which caused a terrible stink all along the way. Camped at the foot of Laurel Hill. Oh! what a hill" (Brandt 1851:25).

E. W. Conyers descended Laurel Hill in 1852. His description painted a memorable picture of its challenges:

"We started as early as usual and traveled eight miles to the Laurel Hill. The road on this hill is something terrible. It is worn down into the soil from five to seven feet, leaving steep banks on both sides, and so narrow that it is almost impossible to walk alongside of the cattle for any distance without leaning against the oxen. The emigrants cut down a small tree about ten inches in diameter and about forty feet long, and the more limbs it has on it, so much the better. This tree they fastened to the rear axle with chains or ropes, top-end foremost. This makes an excellent brake for the wagon, especially in going down such hills as this one. . . . Our wagon was in all shapes coming down this hill; sometimes one fore [w]heel would drop nearly three feet from a boulder in the road, while at the same time the opposite rear wheel dropped two feet or more into another hole. Bad as the road was we succeeded in getting down this hill in safety" (Conyers 1906:504-505).

In the 1920s Highway 26 cut through the lower portion of this chute or talus slope. The abandoned, paved roadbed remains. It is a compromise to the integrity of this historic feature but, nevertheless, the chute is recognizable and clearly evokes the



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sentiments recorded by emigrants. Until 1980 rope-burned trees and stumps were yet visible on the margins of this chute. Sometime during the winter of 1979-80 the last of these sections of marks disintegrated. Several rotting stumps remain where the emigrants once anchored their wagons on this precipitous descent.

In 1947-48 the Oregon Department of Transportation, at the urging of the Oregon Chapter of the American Trails Association, erected a marker on the south side of Highway 26 near the base of Chute #2:

"Historic Oregon Trail/ Laurel Hill/ The Pioneer Road here/ detoured the Columbia/ River rapids and Mount/ Hood to the Willamette/ Valley. The road at/ first followed an old/ Indian Trail. The later/ name was Barlow Road./ Travel was difficult./ Wagons were snubbed to/ trees by ropes, or held/ back by drags of cut/ trees. Early travelers/ named the hill from/ the resemblance of/ native leaves to laurel."

This marker was replaced by a new panel with the same text about 1985.

Chute #2 is a contributing site to the Barlow Road Historic District nomination.

At the base of the second chute, the Barlow Road turned slightly to the north and crossed a short saddle and headed uphill and westerly on Laurel Hill. This saddle is in 1989 traversed by Highway 26. On the north side of the highway, however, the trace of the Barlow Road is easily discernible and leads due west for nearly two miles in a finely preserved segment of the road. This section of the road has excellent historic and visual integrity. The only obtrusive element is a mine shaft on the north side of the road about a quarter mile west of the saddle. This section of the Barlow Road was cleared for the Pioneer Bridle Path in the 1930s and passes through dark stands of virgin conifers. The route also cuts across another prominent talus slope and is clearly demarcated where road builders cleared and terraced the roadbed.

Chute #3 Site [T3S, R8E, Sec. 16, SE $\frac{1}{2}$ , W.M.]

A third, terrifying chute or descent, probably the longest and most difficult on Laurel Hill, dropped from the main ridge into the



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watershed of Camp Creek. The historical and visual integrity of this feature are irreversibly compromised by logging and the massive cuts for modern Highway 26. The terrain and diaries suggest that this third chute was the one down which a stream coursed while emigrants struggled to lower their wagons and livestock. In 1989 the upper portion of the chute is a tangle of rotting logs and dense alder thickets. The lower portion is obliterated by the road cut and massive piles of rock blasted from the south-facing slope of Laurel Hill.

Amelia Stewart Knight described this site on September 10, 1853:

"It is something more than half mile long, very rocky all the way, quite steep, winding, sideling, deep down, slippery and muddy, made so by a spring running the entire length of the road and this road is cut down so deep that at times the cattle and wagons are almost out of sight, with no room for the drivers except on the bank, a very difficult place to drive, also dangerous, and to make the matter worse, there was a slow poking train ahead of us, which kept stopping every few minutes, and another behind us which kept swearing and hurrying our folks on, and there they all were, with the poor cattle all on the strain, holding back the heavy wagons on the slippery road. The men and boys all had their hands full, and I was obliged to take care of myself and little ones as best I could, there being no path or road except the one where the teams traveled. We kept as near the road as we could, winding round the fallen timber and brush, climbing over logs, creeping under fallen timber . . . . To keep from smelling the carrion, I, as others, holding my nose" (Knight 1933:52-53).

Chute #3 is a noncontributing site to the Barlow Road Historic District nomination.

Eventually the road operators graded and opened a section of the road on down Laurel Hill, extending west of the second chute. This segment is well-preserved and, since the 1930s, has served as the route of the Pioneer Bridle Path. This segment runs in a westerly direction across the southern half of Section 16. At the foot of Laurel Hill the Barlow Road is obliterated for nearly a mile by the wide cut and grading for Highway 26. This area is used for chaining up vehicles during the winter. There are no traces of the Barlow Road for three-quarters of a mile west of the junction of Highway 26 with old Highway 26 running into



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the Little Zigzag Canyon. A short road segment is located north of Highway 26 in the SW $\frac{1}{4}$  of Section 17 and another segment of nearly a quarter mile lies north of the highway in the southern half of Section 18. Highway 26, like the old Barlow Road, runs down the crest of the divide between Camp Creek and the Zigzag River.

Cairns [?] [T3S, R8E, Sec. 17, SW $\frac{1}{4}$ , W.M.]

Two low piles of stones, or what may be cairns, are located in the forest north of Highway 26 and south of the access road to summer homes sites along the Zigzag River. The site is due north of the highway sign one-quarter mile east of the turn-off to Camp Creek Campground. There is no documentation to confirm that these piles of stone are cairns marking graves or another feature. They are not adjacent to extant road ruts.

The Cairns [?] are a noncontributing site to the Barlow Road Historic District nomination.

In Section 13 are several segments of the Barlow Road, mostly lying north of Highway 26 in the SE $\frac{1}{4}$  and the NW $\frac{1}{4}$ . These segments are immediately adjacent to the highway and are filled with brush or forest understory. The cut for an old bridge across the Zigzag River is visible adjacent to a summer home on the north bank of the river in the NW $\frac{1}{4}$ SE $\frac{1}{4}$  of Section 13. The incessant roar of traffic on Highway 26 is the most notable compromise to the integrity of these surviving trail segments. In the NW $\frac{1}{4}$  of Section 13 is a road segment north of Highway 26. Extensive erosion of the ash flow in this area, however, has badly rutted this segment and a dense growth of bull pine has nearly filled in the open trace.

Tollgate Replica Site [T3S, R8E, Sec. 11, SE $\frac{1}{4}$ SE $\frac{1}{4}$ , W.M.]

The tollgate used by owners of the Barlow Road from 1879 to 1915 was located on the right-hand bank of the Zigzag River a quarter mile east of Rhododendron, Oregon. This was the longest operated and last toll gate on the Barlow Road. The road owners maintained it as a seasonal station on a narrow, old stream terrace at the base of the hillside. The hill and nearby river made it virtually impossible for travelers and even livestock drovers to find a way around this point without paying the toll.



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Historical photographs show that three structures once stood at this site. South of the road was a one-story, log house with an attached and enclosed lean-to on its west elevation. This building had a split shake roof. On the north side of the road appeared a projecting, open porch, perhaps a feature attached to a barn. Log posts supported this shake-covered porch. Farther east but also on the north side of the road was a one and one-half story wood frame building covered with vertical board and batten siding. This structure had a false front on its south (front) elevation. Fences on a north-south axis blocked travel or stock movement except through the gate. None of these features is standing in 1989.

Two large maples, planted in the late 1880s by toll master Daniel Parker, flank a replica of the gate. Between the trees the Garden Clubs and the Mount Hood National Forest have reconstructed a toll gate. Built of rough boards and using some square nails, this replica is an attractive feature of the old Barlow Road. Natural plants were used in landscaping. The Pioneer Bridle Path, marked by large, river-washed cobbles turned on edge, is identical to the Barlow Road and passes through the gate on east-west axis and follows the old trace about a quarter mile to the east.

Highway 26 has, since the 1920s, run directly through this site. It covers the location of the toll house and probable barn. Scattered historic artifacts north of the highway, however, confirm the importance of this site as a stopping point on the road. A concrete footing in the forest may be the site of the Forest guard station located here in the 1930s.

Tollgate is developed for interpretation. It was surveyed and designed in July, 1933, as part of the Tollgate Campground subsequently constructed by the Civilian Conservation Corps for the Mount Hood National Forest. A paved turn-out on the south side of Highway 26 is located west of the tollgate replica. A wooden, historic marker reads:

"Barlow Road Tollgate/ Replica of the Western Tollgate/ on the first wagon road over the Cascade Range. The road, built in 1846 by Samuel K. Barlow/ party, was the alternate route/ to rafting the Columbia River/ from The Dalles to the Willamette/ Valley./ Mt. Hood National Forest."



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A historic photograph of the site, vandalized, is attached to a metal plate on a stone in front of the wooden marker.

Tollgate Site Replica is a contributing site to the Barlow Road Historic District nomination.

A trace of the Barlow Road continues for another 500 feet through Tollgate Campground and then vanishes under Highway 26 and structures in Rhododendron, Oregon. West of Rhododendron the route of the Barlow Road is problematic. The route divided at Rhododendron. One segment continued west along the north bank of the Zigzag River. In 1918 the DAR erected a bronze plaque near the point of the divide in the road in the SW $\frac{1}{4}$ NE $\frac{1}{4}$  of Section 11, T3S, R7E, W.M. This marker was remounted on a larger boulder with new landscaping in 1988. The marker reads: "The Oregon Trail/ 1846/ Erected by Multnomah Chapter/ Daughters of the American Revolution/ Portland, Oregon/ 1918."

The part of the Barlow Road on the north bank of the Zigzag River is compromised by development in the 1930s of the Old Oregon Trail Summer Homes, road construction, and right-of-way for power lines. It is difficult to identify road segments with certainty between Rhododendron and the Sandy River.

The part of the Barlow Road on the south bank of the Zigzag River is probably identical to old Highway 26. This route is paved and passes through a residential area before entering the Zigzag Ranger Station at Wemme, Oregon.

Because of the serious compromises to the integrity of the route west of Tollgate Campground, residential and commercial development, and lack of well-preserved road segments this nomination terminates at Rhododendron. This is the terminating point for the segment identified as a "Significant Resource" by the National Park Service in its National Historic Oregon Trail: Comprehensive Management and Use Plan (1981).



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1991 addendum Fort Deposit (?)

My question as to whether this is Fort Deposit remains and mounts.  
I recently obtained the 1848 diary of Riley Root. He wrote:

[September] 5th [Departing from Barlow's Gate] Over the rocky hills, 12 miles to camp, on a muddy arm [White River] of Deshutes, flowing from Mount Hood. Ten and a half miles to the arm, 1½ up the same to camp. No grass for our stock.

[September] 6th 3 miles up Deshutes [White River] valley, to Palmer's cabin. In consequence of having lost some of our cattle in the thick and impenetrable forest, our day's drive was short. A little below Palmer's cabin, are signs of a very rich bog iron ore (Root 1955:31)

Root's diary confirms that Joel Palmer's cabin for caching supplies was probably on lower Barlow Creek, possibly at its confluence with White River. In light of Palmer's diary of October 20, 1845, mentioning the erection of a cabin, it would appear that Fort Deposit, the cache and wagon yard, was not in T3S, R9E, Sec. 28. Ofstad, however, found an interesting array of artifacts at this site just east of Barlow Pass.

I have also worked with the Benjamin Cleaver diary. He wrote on September 10, 1848:

we commenced our travel this morning up the Deschutes [White] River a small milkey-looking stream from having its source at Mount Hood it is about 15 paces wide. we soon left Deschutes & crossed quite a number of fine little Streams and the handsomest pine and cedar trees that I ever Saw. After traveling one mile we came to the old Barlow Cabin This part of the Road Sandy, we then & the sand continued for 2 or 3 miles further at about 10 miles distant we had to go up & down over the Ridge Called the Summit from its being the dividing Ridge of the Kaskade Mountains

Cleaver's diary seems to confirm even more firmly and specifically that the Barlow/Palmer cache was on lower Barlow Creek in 1845. I did not have copies of Root and Cleaver in 1979 or 1989. I consider these accounts important.



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Addendum to discussion of Non-contributing sites:

Non contributing features within the Historic District also include Highway 26 and 35, all Forest Service access roads (with the exception of parts of road 3530, and a short section of road 2650), the State Highway facilities (labeled Summit Ranger Station on the USGS map), the sewage disposal plant, 10 developed campgrounds and 64 summer homes.

The summer homes range in age from turn of the century to recently constructed models. Although a few may have been built at the turn of the century or during the early 1900's, they are clearly associated with the theme of recreational development and not the Barlow Road.



## 8. Statement of Significance

Certifying official has considered the significance of this property in relation to other properties:

☒ nationally ☐ statewide ☐ locally

Applicable National Register Criteria ☒ A ☐ B ☐ C ☐ D

Criteria Considerations (Exceptions) ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G

Areas of Significance (enter categories from instructions)

Exploration/Settlement

Transportation

Period of Significance

1845-1919

1845-1919

Significant Dates

1845-65

1845-1919

Cultural Affiliation

N/A

Significant Person

N/A

Architect/Builder

N/A

State significance of property, and justify criteria, criteria considerations, and areas and periods of significance noted above.

The significance of the property and criteria considerations are discussed in Continuation Sheets 8-1 to 8-8.

☒ See continuation sheet



## 9. Major Bibliographical References

The major bibliographical references are provided on Continuation Sheets 9-1 to 9-4.

### Previous documentation on file (NPS):

- ☐ preliminary determination of individual listing (36 CFR 67) Has been requested
- ☐ previously listed in the National Register
- ☐ previously determined eligible by the National Register
- ☐ designated a National Historic Landmark
- ☐ recorded by Historic American Buildings Survey # \_\_\_\_\_
- ☐ recorded by Historic American Engineering Record # \_\_\_\_\_

☐ See continuation sheet

### Primary location of additional data:

- ☐ State historic preservation office
- ☐ Other State agency
- ☒ Federal agency
- ☐ Local government
- ☐ University
- ☐ Other

### Specify repository:

Mt. Hood National Forest, Gresham, OR

## 10. Geographical Data

Acreage of property \_\_\_\_\_

### UTM References

A 

|      |         |          |
|------|---------|----------|
| Zone | Easting | Northing |
|------|---------|----------|

C 

|      |         |          |
|------|---------|----------|
| Zone | Easting | Northing |
|------|---------|----------|

B 

|      |         |          |
|------|---------|----------|
| Zone | Easting | Northing |
|------|---------|----------|

D 

|      |         |          |
|------|---------|----------|
| Zone | Easting | Northing |
|------|---------|----------|

☒ See continuation sheet

### Verbal Boundary Description

☒ See continuation sheet

### Boundary Justification

☒ See continuation sheet

## 11. Form Prepared By

name/title Stephen Dow Beckham

organization Heritage Research Associates date October, 1989

street & number 1389 SW Hood View Lane telephone (503) 635-4935

city or town Lake Oswego, Oregon 97034 state Oregon zip code 97034



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Significance of property, and justify criteria, criteria considerations, and areas and periods of significance noted above.

Summary Paragraphs:

The Barlow Road Historic District meets National Register Criterion A, "that are associated with events that have made a significant contribution to the broad patterns of our history." Two areas of significance confirm the importance of this route and its associated contributing sites: (1) exploration/settlement, and (2) transportation. The period of significance lies between 1845 and 1919. The route was explored and partially opened in 1845 as the last overland segment of the Oregon Trail. Barlow and his partners completed the trace and began operating the route as a toll road in 1846. A succession of owners continued to maintain the road and charge tolls until 1919. The users of the Barlow Road first included westbound emigrants and travelers. By the 1860s, however, eastbound home seekers moving to the Columbia Plateau began to traverse this route as did livestock drovers seeking to avoid the high freight costs of the Oregon Steam Navigation Company through the Columbia Gorge. Early in the twentieth century tourists pursuing recreation in the Western Cascades and the main Cascade Range traveled the road.

The National Park Service singled out the Barlow Road as a "Significant Resource" in its Oregon Trail: Comprehensive Management and Use Plan (1981a). This study was mounted pursuant to the November 10, 1978, amendment (P.L. 95-625) to the National Trail System Act (P.L. 90-543), which designated the Oregon Trail a National Historic Trail. The Park Service was commissioned to identify "all significant natural, historical, and cultural resources to be preserved, along with high potential historic sites and high potential route segments." The National Park Service team mounted both a literature search and field reconnaissance and, in its final report, spoke of the "exceptional" qualities of the Barlow Road:

Barlow Road Segment. Mile 1,858, to Mile 1,890. The Barlow Road segment begins at Barlow Gate and swings south around Mount Hood, terminating in 32 miles at Barlow Tollgate. Ruts remain along most of the distance, and the scenic qualities are exceptional. The entire segment is within the Mount Hood National Forest. Two miles are in private ownership. Recommended responsibility: U.S. Forest Service in cooperation with private owners (National Park Service 1981a:64).



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The finding of the Park Service that the Barlow Road is a "Significant Resource" was based on the understanding that such a site "had to have major historical significance pertaining to the various migrations or other associated activities along the Oregon Trail." The Barlow Road, a "cross-country segment," met the following criteria:

- ° "at least one day's journey by foot, or a minimum of 10 miles in distance,"
- ° "that it be cross-country rather than following a public road,"
- ° "that the historic and/or scenic values offer an outstanding experience."

The Park Service identified the Barlow Road as one of seven cross-country segments of the Oregon Trail. The Park Service also singled out Barlow Gate, Barlow Pass (Complex) [Devil's Half Acre, Barlow Pass, Pioneer Woman's Grave, and Summit Meadows], Laurel Hill, and Barlow Tollgate among 125 historic significant sites (National Park Service 1981a:27, 62-64).

In 1981 the National Park Service determined the Barlow Road Historic District eligible for the National Register of Historic Places. It observed: "The proposed Barlow Road Segment runs for 32 miles through the Mount Hood National Forest, from Barlow Gate on the eastern edge of the forest to Barlow Tollgate near the western edge. For the great majority of this distance, the Barlow Road still exists as either a dirt road or a forest trail, offering long stretches of excellent trail ruts and traces and exceptional scenic qualities" (National Park Service 1981b, Appendix III:398).

### Historic Context:

Few events in American history have equalled the drama and fascination of the rapid expansion of Euro-Americans across the North American continent. From a few initial settlements in the seventeenth century--Jamestown, Quebec, Santa Fe, and Plymouth--these determined pioneers began a process which, for the next 300 years, was an integral part of the changing history of the hemisphere. During the final stages of these events in the mid-nineteenth century, settlers traversed the American West via a series of trails. The Oregon Trail became the most heavily traveled and widely known of these routes. Its challenges and



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magnitude of use set it apart in American history.

From Independence, Missouri, to Oregon City, Oregon, the Oregon Trail traversed 1,930 miles. This route of overland travel drew fur seekers, missionaries, cattle drovers, miners, and settlers--the full cast of frontier types. The trail crossed the Plains, Rockies, and Columbia Plateau. From 1841 to 1845 emigrants had but one alternative when they reached The Dalles: they had to make a dangerous transit by water through the Gorge of the Columbia River. Pioneers, determined to locate and open an alternative route, set out in the fall of 1845 to examine the eastern slopes of the Cascade Range to find a wagon trace across the southern slopes of Mount Hood. These intrepid road builders succeeded and, in 1846, opened the Barlow Road as a toll route to the Willamette Valley. The Barlow Road thus became the last overland segment of the Oregon Trail. It drew thousands of travelers and remained in use as a toll route until 1919. It was the first wagon road to traverse the Cascade Range in Oregon and Washington (Beckham 1984a:4-6).

The emigrants of the early 1840s had harrowing experiences in their final journey to western Oregon. Some hired Hudson's Bay Company bateaux to take their goods and families down the river. Others, less affluent, hired Indian canoes and guides to carry them westward. And still others felled pines, tied them into rafts, disassembled their wagons, and braved the river to float through the Gorge. Buffeted by head winds, confronting winter snows and ice, and experiencing mishaps which led to drownings and loss of property, those who used the Gorge route found little to recommend this final hurdle in westward travel.

Pioneers in 1845 tried alternative routes to diminish the difficulties experienced by travelers of the four preceding emigrations. Nearly 1,000 people set out across eastern and central Oregon that year to follow Stephen H. L. Meek over what he purported was a shortcut to the Willamette Valley. Nearly 30 people perished on Meek's terrible trail and all had to turn north via the Deschutes to regain the Oregon Trail and face the transit of the Gorge (Clark and Tiller 1966).

Part of the restlessness of the pioneers of 1845 was evident in the actions of Samuel K. Barlow, Joel Palmer, and William Rector. These three men and others concluded to turn southwesterly at The Dalles and explore a route to the Willamette Valley. A preliminary reconnaissance



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indicated the potential of a route over the mountains. Barlow returned encouraged and set out with seven wagons. Shortly thereafter Joel Palmer also decided to try an alternative to the Gorge. With fifteen families he, too, followed Barlow. In early October the two groups merged and camped in Tygh Valley (Barlow 1912:260-61; Palmer 1847:62).

Palmer, Barlow, and some of the men pushed far into the mountains to seek a route. Each day men and boys in the party went out with axes to cut a narrow trace through the forest. The explorers pushed on and on, following the ridges north of White River, descending to the river, and ascending Barlow Creek to the summit of the range. Palmer, who kept a daily journal of his travels, ultimately climbed above the tree line on Mount Hood to the vicinity of Palmer Head. At last, free of the forest, he spied Summit Meadows and a probable route westward via the Zigzag River (Palmer 1847:66-71; Barlow 1902:73-75).

By October 20, 1845, some of the emigrants had moved their wagons as far as White River. Starvation threatened and each night, the chill and frost, confirmed the onset of winter and the prospect of snow. The livestock suffered greatly from lack of fodder. Finally a number of the pioneers concluded to abandon their wagons and proceed on horseback or foot with what little they could carry to the settlements. During the last week of October, the remaining men dragged the wagons to a site they called Fort Deposit, a level area probably at the eastern base of Barlow Pass. Two volunteered to spend the winter to guard the wagons and goods, while the remainder hurried on over the pass to the Willamette Valley (Palmer 1847:78-79; Barlow 1912:264-65).

Within weeks of reaching western Oregon, Samuel K. Barlow appeared before the Provisional Legislature to seek a franchise for operating a toll road from The Dalles to Oregon City. He stated that he would clear and maintain the road if he could collect tolls. Nine days later the legislature granted the franchise. William Barlow, his son, set out immediately for Fort Deposit with food for the two men waiting in the Cascades and the news that road parties would return to open the way the following spring (Beckham 1979[1]:41-42).

Barlow's road company developed the Barlow Road for emigrant use in the fall of 1846. For the next 73 years this route served Oregon travelers. It was the region's first toll road and operated longer than any other. One of Barlow's sons-in-law began collecting fares at Barlow's Gate on Gate Creek near Tygh Valley. He estimated that 145



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wagons and nearly 1,000 emigrants used the route that year. Barlow stated that 1,559 head of horses, mules, and cattle and 13 sheep also crossed the mountains. He charged \$5 per wagon and 10¢ per head of livestock (Meyers 1972).

The road was a burden to its owners. Trees fell across it. Rocks rolled into the trace. Spring freshets and melting snow churned down its grade and washed out the roadbed. Emigrants cursed the toll collectors, attempted to sneak by the toll station, and protested about the fees. A succession of owners coped with the challenges of the road. In 1852 the Territorial Legislature established new rates and did so again in 1859 (Beckham 1979[1]:47-52). Finally in 1864 the Cascade Road and Bridge Company took over the route. It mounted several improvement programs which included laying corduroy in swampy areas and constructing bridges. The Mount Hood and Barlow Road Company, incorporated in 1882, succeeded next to the ownership and continued to 1919 (Bailey 1912:292-93).

The toll books kept at Tollgate near Rhododendron in 1897 documented a story familiar to Barlow and his successors:

- June 11 J. F. Tharp, East. lame old soldier, 1 T[eam] & wagon 5 lbs Bacon, 1 Bell, 1 Wash Board & 1 Jug This is all he could give.
- June 23 Verley, West 3 team[s] & 2 wagon[s] 3 loose horses broke had a big time to get anything of them tryed to crossed the gate open, finely got Bed spring inch Rope, Old Collar, Bench, plyers he told lies to everyone he meet about Road and Toll
- June 27 One Man, East Brown Horse & Tap Buggy, kicked about giving Toll, Straw Hat Dark Clothes Short & thick set.
- July 18 Wm. Russell & family W[est] 2 team[s] & 2 Wagons going to Tillamook but little money had to take a lot of store goods as pay & no extra cash

|                   |    |
|-------------------|----|
| 2 prs. Suspenders | 60 |
| 6 Hankerchiefs    | 50 |
| 7 prs. Hose       | 70 |
| 9 prs. Half Hose  |    |



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|                  |           |
|------------------|-----------|
| (sucker)         | 75        |
| 2 cards Buttons  | 23        |
| 3 cards Needles  | 15        |
| 1 pr. Suspenders | <u>35</u> |
|                  | \$3.28    |

took all he had good for anything. Cash I tryed to get, half cash. Vowed he could not pay any (Mt. Hood & Barlow Road Gate Book 1897).

Through its years of operation, the Barlow Road had several tollgate locations. They included the following sites:

## Tollgates on Barlow Road

| Location                                           | Dates     |
|----------------------------------------------------|-----------|
| Barlow Gate, Gate Creek                            | 1846-52   |
| Revenue Place, Sandy                               | 1853-65   |
| Summit House, Summit Meadows                       | 1866-70   |
| Two Mile Camp, three miles east<br>of Rhododendron | 1871-78   |
| Tollgate, Rhododendron                             | 1879-1915 |

(Clackamas and Wasco County Historical Societies 1976:74)

Sentiments against toll roads remained strong in Oregon. In 1903 voters considered an initiative measure, a "Law to Abolish Tolls on the Mount Hood and Barlow Road, and Providing for Its Ownership by the State." The proposed law failed. Three years later the Pacific Coast Abstract, Guaranty and Trust Company offered to sell the road to the state of Oregon for \$24,000. The state declined the offer. Henry Wemme purchased the route for \$5,000 in 1912. Ivan M. Woolley described the operation of the road the following year:

One mile above Rhododendron we came to the Toll Gate. A pole fence had been built across the road and a log gate was installed next to the gate keeper's house. A signboard listed the tolls something as follows:



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|          |        |
|----------|--------|
| Autos    | \$2.50 |
| Wagons   | \$2.00 |
| Horses   | 50¢    |
| Cows     | 25¢    |
| Sheepses | 2¢     |

The gate was tended by Mrs. Carlon, the wife of the roadkeeper. She was usually at the gate by the time we pulled up because she could hear the bark of the exhaust long before we arrived. Because we were operating a stage line we paid only fifty cents for the car and driver and ten cents per passenger (Woolley 1959:19-42).

At Henry Wemme's death, the road passed to his attorney, George Joseph. On September 8, 1919, George W. and Bertha L. Joseph conveyed the Barlow Road for \$1.00 to the state of Oregon. Their deed stated:

The right of way over which is constructed and used what is known as the 'The Mt. Hood & Barlow Road' between the town of Sandy, in Clackamas County, State of Oregon; thence running easterly following the travelled road to Government Camp; thence easterly to the town of Wapinitia in Wasco County, State of Oregon.

TO HAVE AND TO HOLD unto the said State of Oregon, with all its mountains and hills, its forests and vines, its flowers and shrubs, its valleys and dells, its crags and rocks, its gorges and canyons, its glaciers and snow-fields, its rivers and streams, its lakes and springs, its animals and birds, its tempests and storms, its lights and shadows, its trails and paths, and the beauties and grandeur of Mount Hood; for the use, benefit and pleasure of all forever" (Clackamas County Clerk n.d.:298).

This lyrical bequest gave something already owned by the public. The Barlow Road traversed public domain--the Mount Hood National Forest. The matter of the "ownership" of the road was ambiguous since Barlow, Palmer, and Rector laid it out in 1845. Neither they nor any successors had title to the lands over which the road passed. With the right-of-way in state hands, however, Oregon launched construction projects and in 1924 completed the Mount Hood Loop Road. It included



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Highway 26 to Government Camp and Highway 35 over Barlow Pass and around the east side of the mountain (Mt. Hood National Forest 1931:10).

The Barlow Road Historic District has ten contributing sites. The road passes through more than 30 miles of forest. It has majestic scenic vistas and strong historical associations. The Barlow Road is one of the most visually intact segments of the Old Oregon Trail remaining today. It was identified in 1981 as the third longest segment of the route meeting National Park Service standards for "significance." Its route and setting testify to the trials confronting emigrants who saw it as the final hurdle in their efforts to reach western Oregon. Its contributing sites link to the documentary record and literature of western emigration.

The Mount Hood National Forest has created a 600 foot wide protective corridor on either margin of the road. The Forest has factored the road into its comprehensive plans and has responded to the recommendations of the National Park Service in its assessment of the National Historic Oregon Trail. It is a cultural resource which is clearly associated with events that have made a significant contribution to the broad patterns of our history.



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## VERBAL BOUNDARY DESCRIPTION

The Barlow Road Historic District is a linear, historical cultural resource extending generally 600 feet to either side of the center of the trace or segments of the Barlow Road in its transit for almost 33 miles across the Mount Hood National Forest from the eastern Forest boundary to Tollgate Campground at Rhododendron, Oregon. The area nominated (from east to west) passes through T4S, R11E, Sec. 25, 36, 35, 34, 33, 32, 31; T5S, R11E, Sec. 5; T4S, R10E, Sec. 36, 35, 34, 33, 32, 31, 30, 19; T4S, R9E, Sec. 24, 13, 12, 11, 2, 3, 4; T3S, R9E, Sec. 33, 28, 29, 30, 20; T3S, R8 1/2 E, Sec. 25, 24, 23; T3S, R8S, Sec. 24, 14, 15, 16, 17, 18; T3S, R7E, Sec. 13, 14, and 11, W.M. The nomination is continuous except for two miles of private land in the vicinity of Government Camp, Oregon. A 500 foot segment of the Barlow Road on private land in T4S, R10E, Sec. 36 is not included in this nomination, although the surrounding Mt. Hood National Forest land is. A total of 30 linear miles is nominated.

From the eastern Forest boundary to Barlow Summit the district corridor is consistently 1,200 feet wide (600 feet on either side of the trace) for about 18 miles. This corridor predominantly straddles what is now known as Road 3530. About a half mile west of the Barlow summit the district corridor expands to about 1/2 mile to include a loop a trace of the barlow road that crosses State Highway 35, turns north and then returns south following the east bank of the Salmon River. The corridor narrows again to about 1,200 ft. at the junction of Hwy 26 and Hwy 35. The district corridor crosses to the southwest side of Hwy 26 at Snowbunny, expanding to include the Summit Meadows Cemetery (Clackamas County). North of Summit Meadows Cemetery, private land borders a graded segment of the Barlow road (Road 2650) to the west for about 1/4 mile, then angles to the northwest for about a mile at the base of Multipor Mountain until reaching private land at Government Camp. The eastern boundary borders Hwy 26 for 3/4 mile, then turns northwest towards the State Highway facilities (mapped as Summit Ranger Station on USGS Quad). At Government Camp there is a break in the district for two miles.

At the western edge of Government Camp the district resumes as a 1,200 ft. corridor to include a trace south of Hwy 26 but quickly widens to 1/2 mile as the trace crosses Hwy 26 and then splits into two parallel road segments. The northern boundary follows the creek draining Little Zigzag Canyon while the



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Section number 10 Page 2

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southern boundary stays on the north side of HW26 for a 1/2 mile then crosses over to the south side of HW26. At Laurel Hill the corridor expand to 3/4 mile to include routes on the southern flank of the hill and along the south bank of the Zigzag river. The northern boundary follows the north bank of the Zigzag river while the southern boundary basically follows the south side of Hwy 26.

At the toe of Laurel Hill the district corridor narrows considerably to about 500 ft. as a summer home development is reached. There are no visible traces of the barlow road for three quarters mile. The distict is at it's narrowest point here. The district widens slightly as several traces occur predominantly on the north side of Hwy 26. These wind in among the summer homes at one point. The northern district boundary follows summer home access roads for about three miles, then the powerline for 3/4 mile until reaching private land at Rhododendron. The southern boundary extends approximately 200 feet south of the Pioneer Bridal Trail for about two miles where several short traces of the Barlow road underlie the trail. About a mile east of Rhododendron the southern boundary follows the Zigzag River until reaching private land. Two traces occur just south of Hwy 26 near Rhododendron. The private land of Rhododendron marks the western terminus of the historic district.



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## Boundary Justification

The boundary of generally 600 feet in width to each side from the center of the trace or segment of the Barlow Road protects its visual setting preserving the character of the landscape during the years of its historic significance. The boundary is responsive to the vegetation of the three physiographic provinces through which the Barlow Road passes in its transit across the Forest. The boundary is less than 600 feet in places to exclude modern intrusions (powerline corridors, clusters of summer homes, road, etc.) as much as possible. The boundary is more than 600 feet in places to include contributing sites, large loops in the road and parallel road traces.

The district corridor also includes short sections where the Barlow road has been obliterated. Although all visible traces are gone, the forested landscape contributes to the immediate visual setting for the remaining intact fragments.

The Barlow Road Historic District is 6,194 acres more or less.



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## BARLOW ROAD HISTORIC DISTRICT

UTM References

Closed Figure

From Eastern Forest Boundary to Government Camp  
(UTM coordinates progress counter clockwise)

Section 1 - Sheet 1 of 7

Wamic, Oregon, 1:24000

| <u>Point</u> | <u>Zone</u> | <u>Easting</u> | <u>Northing</u> |
|--------------|-------------|----------------|-----------------|
| A            | 10          | 629000         | 5006400         |

Section 1 - Sheet 2 of 7

Rock Creek Reservoir, Oregon, 1:24000

| <u>Point</u> | <u>Zone</u> | <u>Easting</u> | <u>Northing</u> |
|--------------|-------------|----------------|-----------------|
| B            | 10          | 627220         | 5005200         |
| C            | 10          | 627040         | 5003940         |
| Ca           | 10          | 626280         | 5003500         |
| Cb           | 10          | 625840         | 5003860         |
| D            | 10          | 625100         | 5003800         |
| Da           | 10          | 624240         | 5003480         |
| E            | 10          | 622780         | 5003480         |
| Ea           | 10          | 622000         | 5003200         |
| F            | 10          | 620460         | 5003800         |
| G            | 10          | 619400         | 5003500         |
| H            | 10          | 619400         | 5003400         |
| I            | 10          | 619000         | 5003380         |
| J            | 10          | 619000         | 5003640         |
| K            | 10          | 618520         | 5003820         |

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Sections 1 &amp; 2 - Sheet 3 of 7

Post Point, Oregon, 1:24000

| <u>Point</u> | <u>Zone</u> | <u>Easting</u> | <u>Northing</u> |
|--------------|-------------|----------------|-----------------|
| L            | 10          | 616860         | 5003580         |
| M            | 10          | 616080         | 5004000         |
| N            | 10          | 613540         | 5004100         |
| O            | 10          | 612040         | 5003780         |
| P            | 10          | 611280         | 5004460         |
| Q            | 10          | 610460         | 5005000         |
| R            | 10          | 609980         | 5006420         |
| S            | 10          | 608480         | 5009220         |

Section 2 - Sheet 4 of 7

Wapanita Pass, Oregon, 1:24000

| <u>Point</u> | <u>Zone</u> | <u>Easting</u> | <u>Northing</u> |
|--------------|-------------|----------------|-----------------|
| T            | 10          | 607780         | 5011180         |
| U            | 10          | 606680         | 5010780         |
| V            | 10          | 605660         | 5011260         |

Sections 2 &amp; 3 - Sheet 4 of 7

Mt. Hood South, Oregon, 1:24000

| <u>Point</u> | <u>Zone</u> | <u>Easting</u> | <u>Northing</u> |
|--------------|-------------|----------------|-----------------|
| W            | 10          | 604380         | 5013300         |
| X            | 10          | 603940         | 5013640         |
| Y            | 10          | 603900         | 5015080         |
| Z            | 10          | 603240         | 5015140         |
| A2           | 10          | 602120         | 5015300         |
| B2           | 10          | 602120         | 5015720         |
| C2           | 10          | 601760         | 5015840         |



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Sections 2 &amp; 3 - Sheet 4 of 7 (cont.)

Mt. Hood South, Oregon, 1:24000

| <u>Point</u> | <u>Zone</u> | <u>Easting</u> | <u>Northing</u> |
|--------------|-------------|----------------|-----------------|
| D2           | 10          | 601260         | 5015380         |
| E2           | 10          | 599780         | 5015420         |
| E2a          | 10          | 599500         | 5015520         |
| E2b          | 10          | 599260         | 5015800         |
| E2c          | 10          | 599320         | 5016320         |
| F2           | 10          | 598800         | 5017000         |
| G2           | 10          | 598380         | 5018160         |
| H2           | 10          | 598400         | 5016880         |
| I2           | 10          | 598600         | 5015880         |
| J2           | 10          | 598980         | 5015740         |
| k2           | 10          | 599080         | 5015740         |
| L2           | 10          | 599100         | 5015320         |
| M2           | 10          | 599020         | 5015200         |
| M2a          | 10          | 599660         | 5015000         |
| N2           | 10          | 600840         | 5014960         |
| N2a          | 10          | 601460         | 5015040         |
| O2           | 10          | 602400         | 5014640         |
| P2           | 10          | 603420         | 5014460         |
| Q2           | 10          | 603500         | 5013500         |
| R2           | 10          | 604340         | 5012280         |

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Continuation SheetSection number 10 Page 7

Section 2 sheet 4 of 7

Wapanita Pass, Oregon, 1:24000

| <u>Point</u> | <u>Zone</u> | <u>Easting</u> | <u>Northing</u> |
|--------------|-------------|----------------|-----------------|
| S2           | 10          | 605280         | 5011050         |
| T2           | 10          | 605940         | 5010400         |
| U2           | 10          | 607700         | 5010380         |
| V2           | 10          | 607700         | 5009520         |

Section 1 &amp; 2 sheet 3 of 7

Post Point, Oregon, 1:24000

| <u>Point</u> | <u>Zone</u> | <u>Easting</u> | <u>Northing</u> |
|--------------|-------------|----------------|-----------------|
| W2           | 10          | 609200         | 5007040         |
| X2           | 10          | 610000         | 5005000         |
| Y2           | 10          | 610280         | 5004620         |
| Z2           | 10          | 611560         | 5003640         |
| A3           | 10          | 612120         | 5003300         |
| B3           | 10          | 614540         | 5003640         |
| C3           | 10          | 616500         | 5003180         |

Section 1 sheet 2 of 7

Rock Creek Reservoir, Oregon, 1:24000

| <u>Point</u> | <u>Zone</u> | <u>Easting</u> | <u>Northing</u> |
|--------------|-------------|----------------|-----------------|
| D3           | 10          | 619400         | 5003100         |
| E3           | 10          | 620320         | 5003500         |
| F3           | 10          | 621060         | 5003000         |
| G3           | 10          | 622640         | 5002500         |
| H3           | 10          | 622640         | 5003060         |
| I3           | 10          | 624240         | 5003060         |
| J3           | 10          | 625520         | 5003420         |
| K3           | 10          | 626140         | 5003120         |



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Section 1 sheet 2 of 7 (cont.)

Rock Creek Reservoir, Oregon, 1:24000

|    |    |        |         |
|----|----|--------|---------|
| L3 | 10 | 626820 | 5003140 |
| M3 | 10 | 627680 | 5003820 |

Section 1 sheet 1 of 7

Wamic, Oregon, 1:24000

| <u>Point</u> | <u>Zone</u> | <u>Easting</u> | <u>Northing</u> |
|--------------|-------------|----------------|-----------------|
| N3           | 10          | 627860         | 5005040         |
| O3           | 10          | 629000         | 5005920         |

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Continuation SheetSection number 10 Page 9From Government Camp to Rhododendron  
(Closed figure, UTM references progress counterclockwise)

Sections 3 &amp; 4 - sheet 6 of 7

Government Camp, Oregon, 1:24000

| <u>Point</u> | <u>Zone</u> | <u>Easting</u> | <u>Northing</u> |
|--------------|-------------|----------------|-----------------|
| A4           | 10          | 596740         | 5017160         |
| B4           | 10          | 596120         | 5017320         |
| C4           | 10          | 596120         | 5017900         |
| C4a          | 10          | 595600         | 5018160         |
| D4           | 10          | 594480         | 5018320         |
| E4           | 10          | 593300         | 5018320         |
| F4           | 10          | 592980         | 5018480         |
| G4           | 10          | 592540         | 5018220         |
| H2           | 10          | 591880         | 5018300         |
| I4           | 10          | 591160         | 5018220         |
| J4           | 10          | 590840         | 5017800         |
| K4           | 10          | 589500         | 5017580         |
| L4           | 10          | 588320         | 5017600         |

Section 4 - sheet 7 of 7

Rhododendron, Oregon, 1:24000

| <u>Point</u> | <u>Zone</u> | <u>Easting</u> | <u>Northing</u> |
|--------------|-------------|----------------|-----------------|
| M4           | 10          | 587960         | 5017780         |
| N4           | 10          | 587040         | 5018060         |
| N4a          | 10          | 586820         | 5018200         |
| O4           | 10          | 586200         | 5018760         |
| P4           | 10          | 586200         | 5019120         |
| Q4           | 10          | 585900         | 5019140         |
| R4           | 10          | 585800         | 5019260         |
| S4           | 10          | 585820         | 5019520         |
| T4           | 10          | 585420         | 5019540         |
| U4           | 10          | 585760         | 5019020         |
| V4           | 10          | 585960         | 5018780         |



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Section 4 - sheet 7 of 7 (cont.)

Rhododendron, Oregon, 1:24000

| <u>Point</u> | <u>Zone</u> | <u>Easting</u> | <u>Northing</u> |
|--------------|-------------|----------------|-----------------|
| W4           | 10          | 586260         | 5018320         |
| X4           | 10          | 586600         | 5018120         |

Sections 3 &amp; 4 - sheet 6 of 7

Government Camp, Oregon, 1:24000

| <u>Point</u> | <u>Zone</u> | <u>Easting</u> | <u>Northing</u> |
|--------------|-------------|----------------|-----------------|
| Y4           | 10          | 588440         | 5017220         |
| Z4           | 10          | 588880         | 5017160         |
| A5           | 10          | 591420         | 5017740         |
| B5           | 10          | 592500         | 5017000         |
| C5           | 10          | 593720         | 5017740         |
| D5           | 10          | 594680         | 5017740         |
| E5           | 10          | 595940         | 5017100         |
| F5           | 10          | 596740         | 5016840         |

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Section number Photographs Page 1

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Feature Name: Barlow Road Historic District  
Location of Property: Mt. Hood National Forest, Oregon  
Photographer: Stephen Dow Beckham  
Date of photograph: Photos were taken between September 3 and 15, 1991  
Location of original negatives: Mt. Hood National Forest, Supervisors  
Office 2955 N. W. Division Street, Gresham, Oregon, 97030

(The above information is the same for all photographs)

1. Barlow Road descending to bottomland east of Gate Creek, sw 242 degrees, T4S, R11E, Sec. 35, SE 1/4 NE 1/4.
2. View of Gate Creek station site, sw 210 degrees, T4S, R11E, Sec. 35, SE 1/4, NE 1/4 (sketch map 1).
3. Barlow Road (center foreground) ascending from bottomland west of Gate Creek, nw 310 degrees, T4S, R11E, Sec. 35., SE 1/4 NE 1/4.
4. Barlow Road leaving Tygh Valley, nw 300 degrees, T4S, R11E, Sec. 35.
5. Barlow Road at Emigrant Springs, sw 242 degrees, T4S, R11E, Sec. 31, NW 1/4 SW 1/4 (sketch map 2).
6. Barlow Road 1/4 mile east of Forest Campground, se 112 degrees, T4S, R10E, Sec. 34.
7. CCC sign at White River Station on Barlow Road, ne 12 degrees, T4S, R10E, Sec. 30, NW 1/4 (sketch map 3).
8. Barlow Road entering Devil's Half Acre, nw 325 degrees, T3S, R9E, Sec. 28.
9. Historic site (previously thought to be Fort Deposit) in level area at base of descent east of Barlow Pass, ne 72 degrees, T3S, R9E, Sec. 28, SW 1/4 NW 1/4 (sketch map 4).
10. Barlow Road descending west of Barlow Pass, sw 226 degrees, T3S, R9E, Sec. 28, SW 1/4 NW 1/4.



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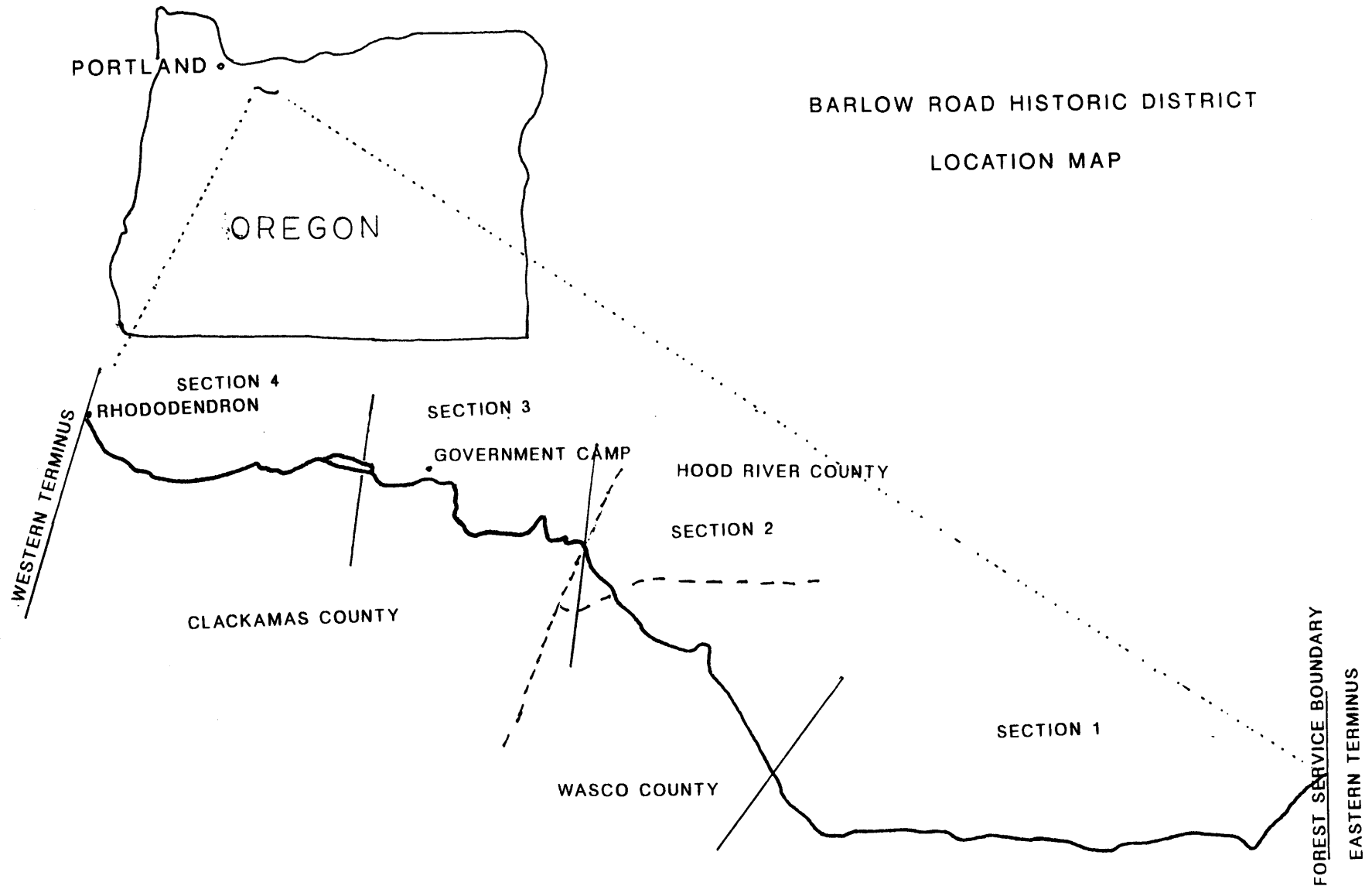
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Photographs 2

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11. DAR plaque and cairn replica at Pioneer Woman's Grave on old Highway 35, se 154 degrees, T3S, R9E, Sec. 29, SE 1/4 NW 1/4 (sketch map 5).
12. Deep cut of Barlow Road at west side of ford of East Fork of Salmon River, view due south, T3S, R9E, Sec. 29, SE 1/4 NW 1/4.
13. Barlow Road trace on ash flow north of Highway 35, ne 42 degrees, T3S, R9E, Sec. 20, SW 1/4.
14. Summit Meadows and Mount Hood, ne 31 degrees, T3S, R8 1/2E, Sec. 25, SE 1/4 NW 1/4 (sketch map 7).
15. Summit Meadows Cemetery, Summit Meadows, sw 256 degrees, T3S, R8 1/2E, SE 1/4 NW 1/4 (sketch map 6).
16. Baby Barclay Grave Marker, Summit Meadow Cemetery, ne 327 degrees, T3S, R8 1/2E, Sec. 25, NE 1/4 NW 1/4 (sketch map 6).
17. View down chute #2 near top of Laurel Hill, sw 205 degrees, T3S, R8E, Sec. 15, SE 1/4 (sketch map 8).
18. Barlow Road on Zigzag River west of base of Laurel Hill, ne 56 degrees, T3S, R8E, Sec. 10.
19. Stove parts and metal north of Highway 26 at Tollgate site, T3S, R7E, Sec. 11, NW 1/4 SE 1/4 (sketch map 9).
20. Tollgate Replica and Barlow Road, nw 325 degrees, T3S, R7E, Sec. 11, NW 1/4 SE 1/4 (sketch map 9).

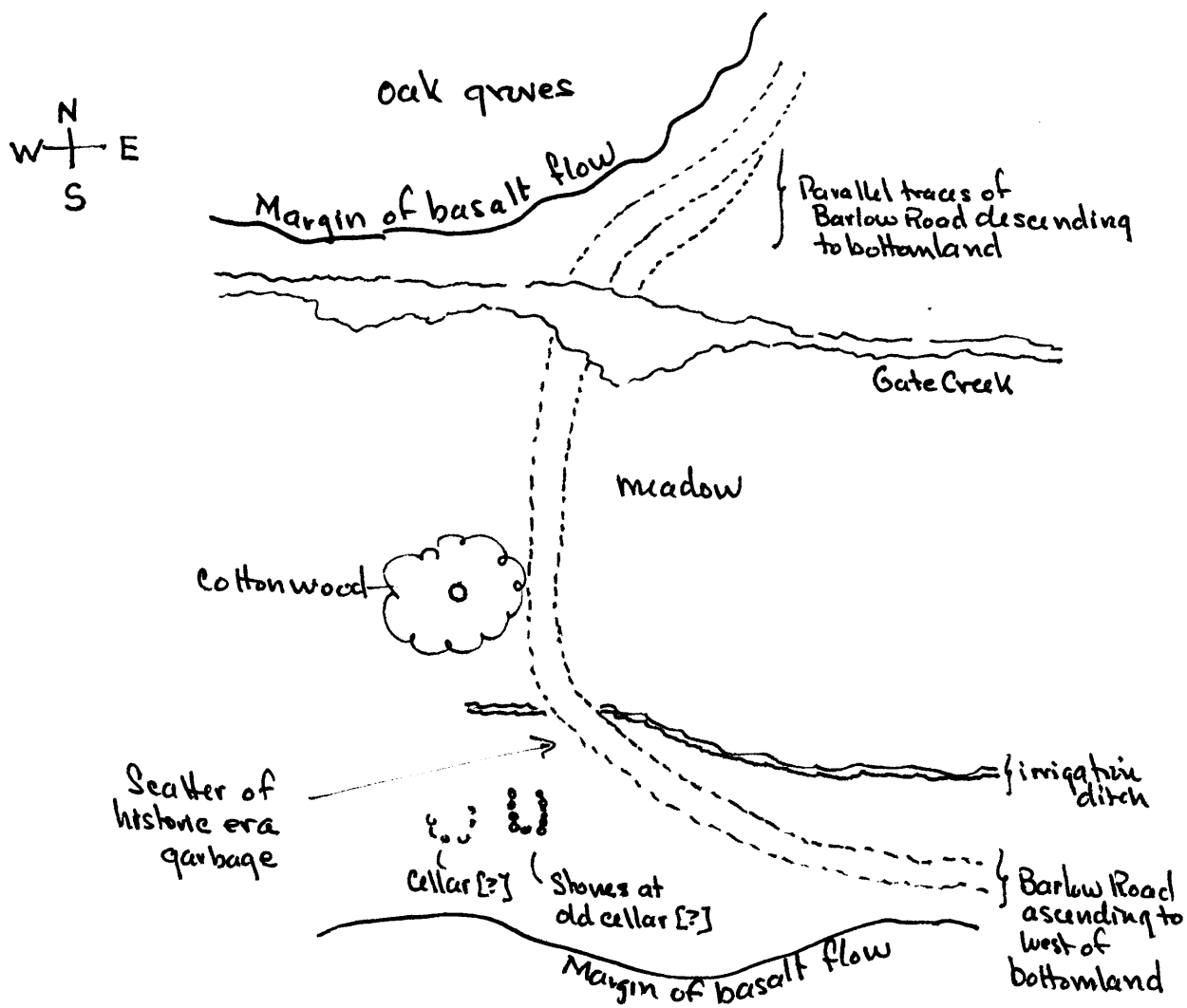




Sketch Map 1

Barlow Gate (Gate Creek) Site, T4W, R11E, Sec. 35, SE $\frac{1}{4}$ NE $\frac{1}{4}$ , W.M.

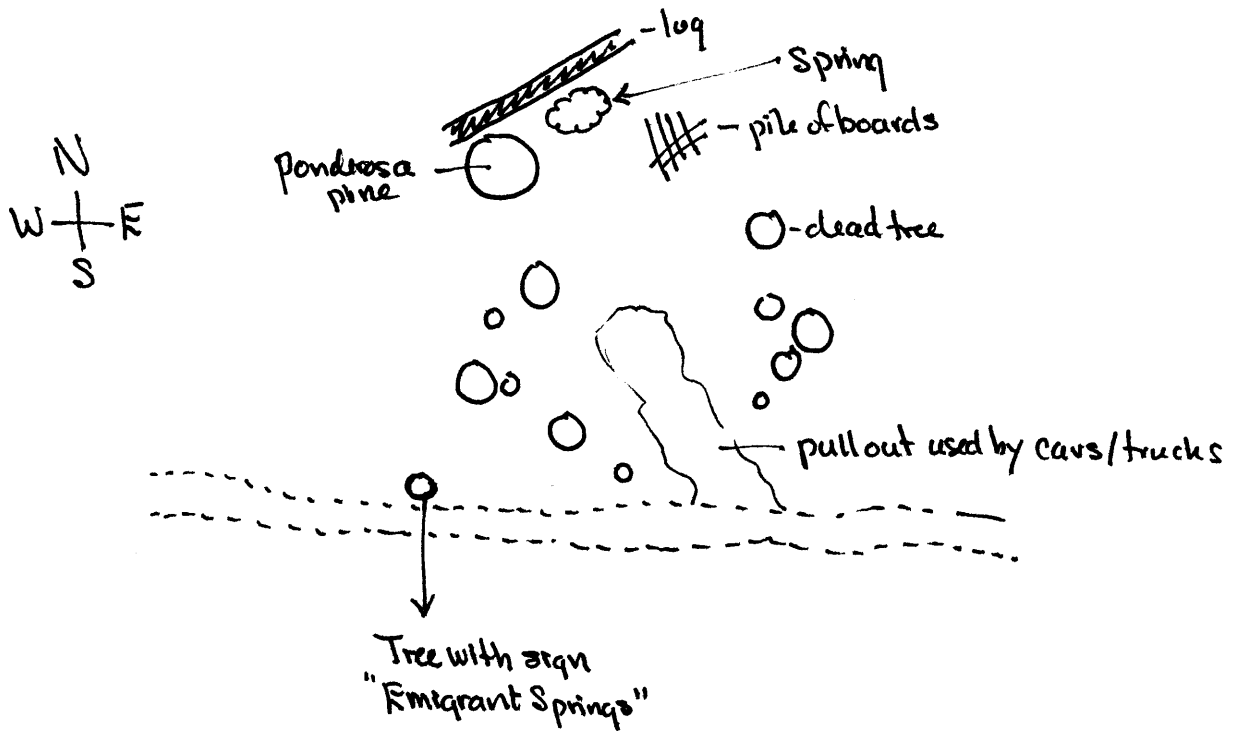
Prepared by: Stephen Dow Beckham  
October, 1989



Sketch Map 2

Emigrant Springs, T4S, R11E, Sec. 31, NW $\frac{1}{4}$ SW $\frac{1}{4}$ , W.M.

Prepared by: Stephen Dow Beckham  
October, 1989

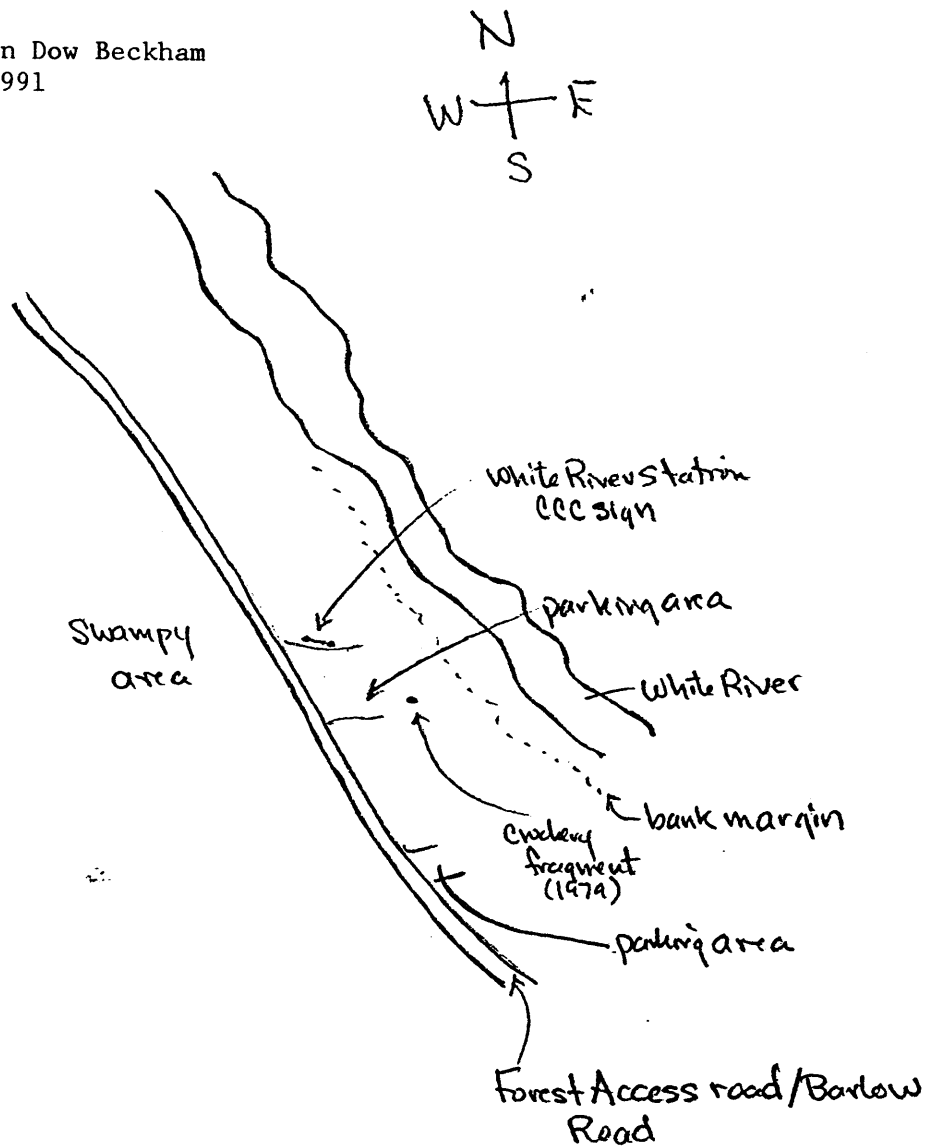




SKETCH MAP 3

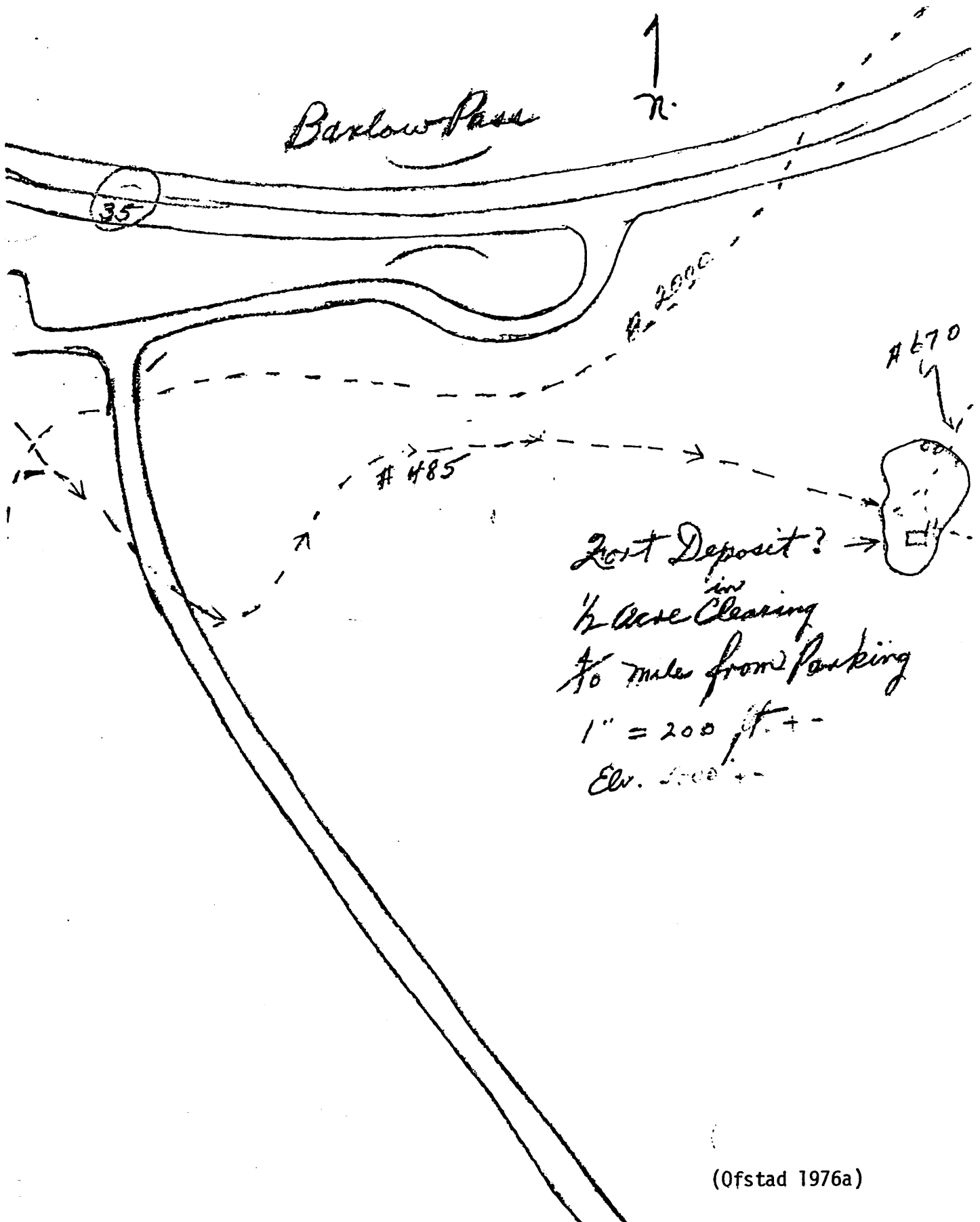
White River Station Site (T4S, R10E, Sec. 30, NW1/4, NW1/4, W.M.)

Prepared by: Stephen Dow Beckham  
June 1991



SKETCH MAP 4

Fort Deposit [?] (T3S, R9E, Sec. 28, SE1/4 NW1/4, W.M.)



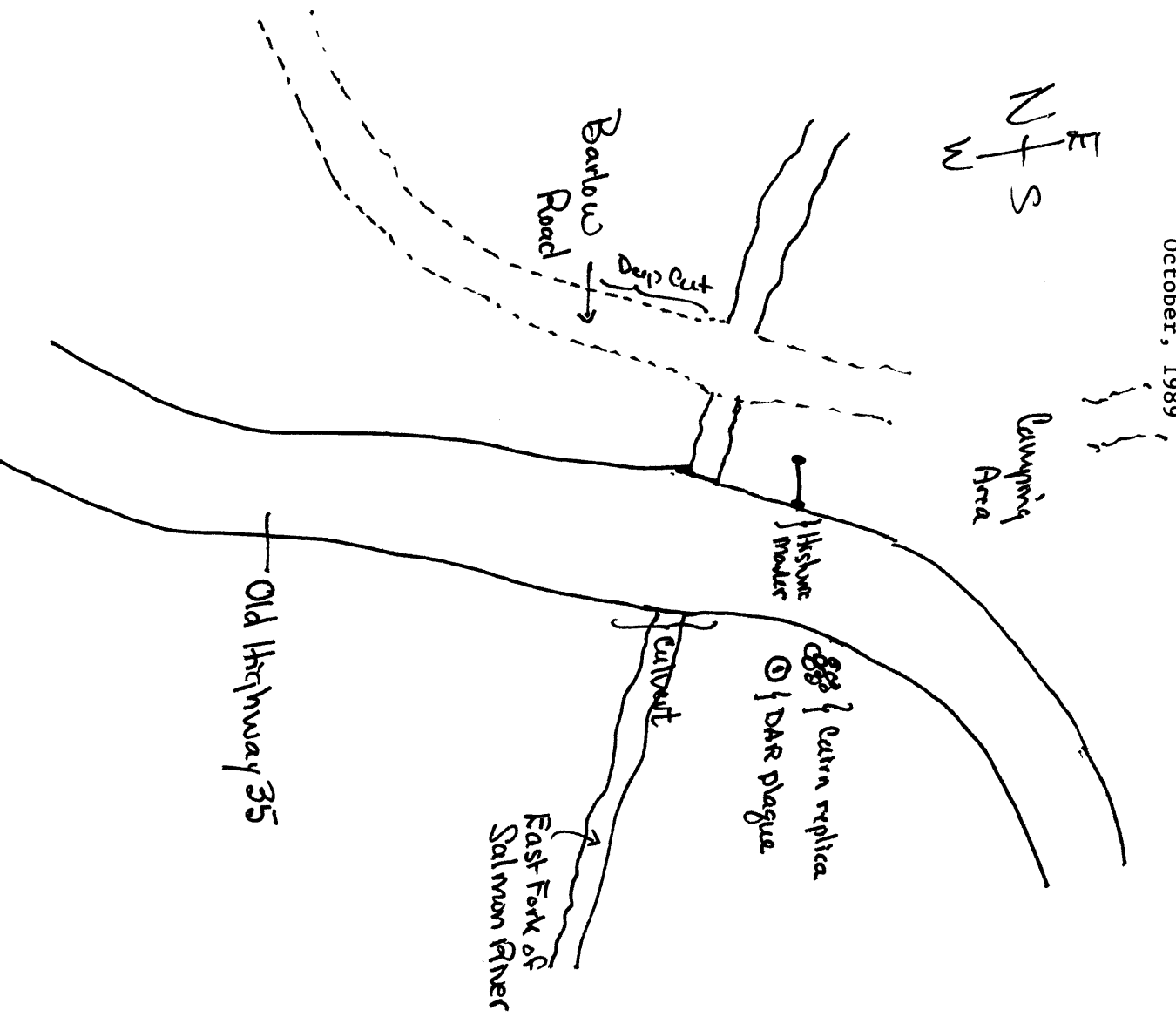
(Ofstad 1976a)



Sketch Map 5

Pioneer Woman's Grave, T3S, R9E, Sec. 29, SP42NW4, W.M.

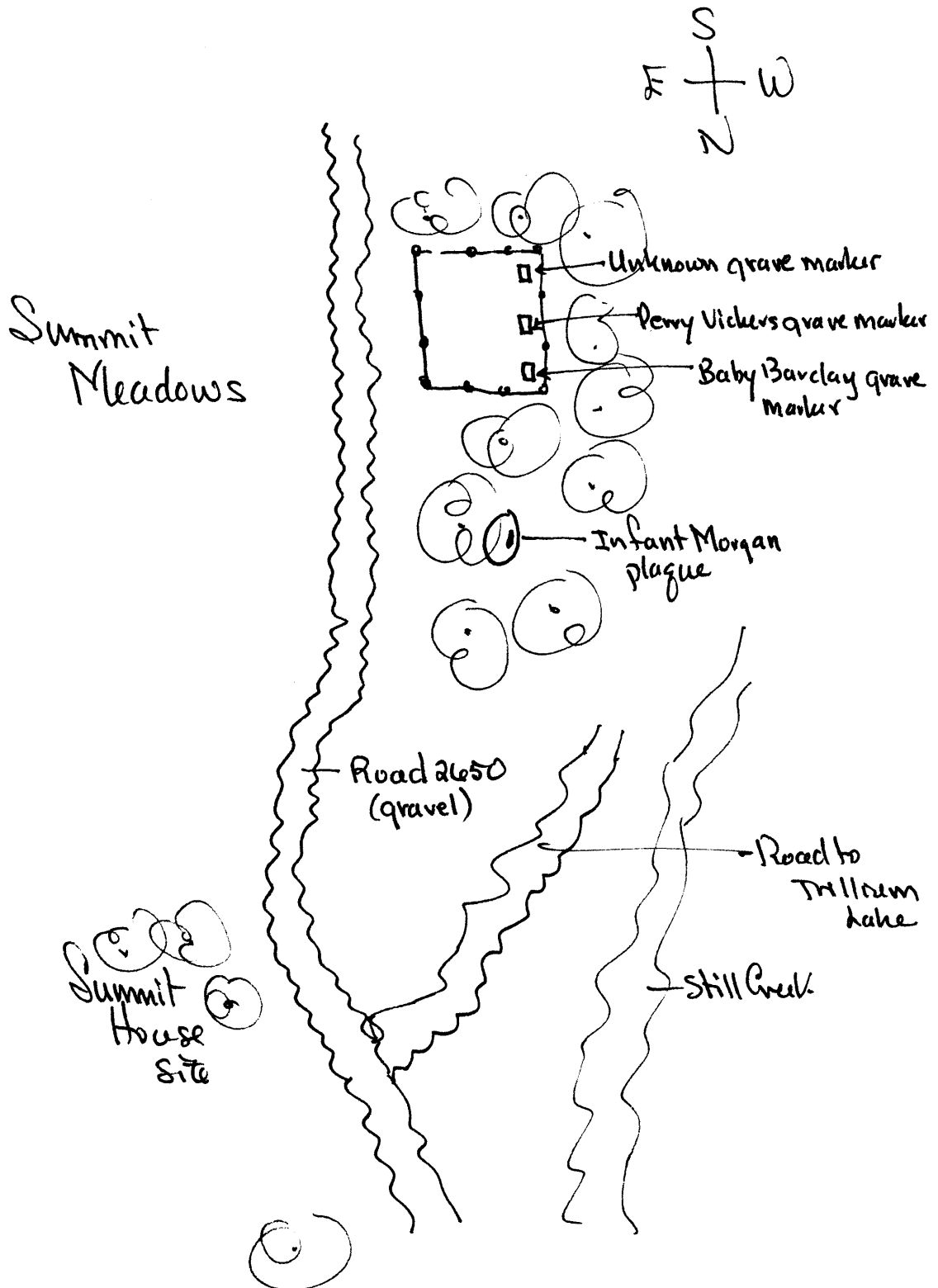
Prepared by: Stephen Dow Beckham  
October, 1989



Sketch Map 6

Summit Meadows Cemetery, T3S, R8½E, Sec. 25, SE¼NW¼, W.M.

Prepared by: Stephen Dow Beckham  
October, 1989

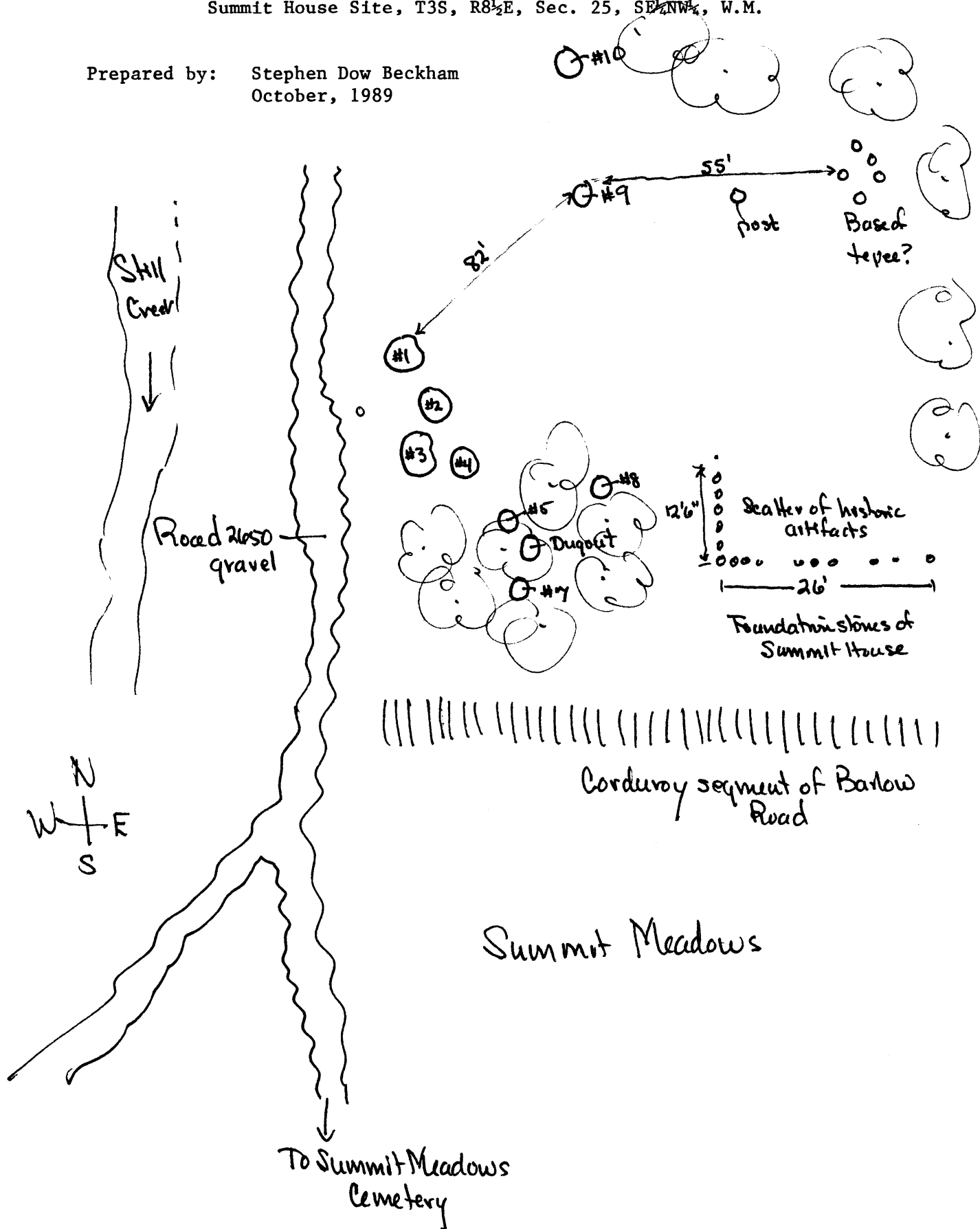




Sketch Map 7

Summit House Site, T3S, R8½E, Sec. 25, SE¼NW¼, W.M.

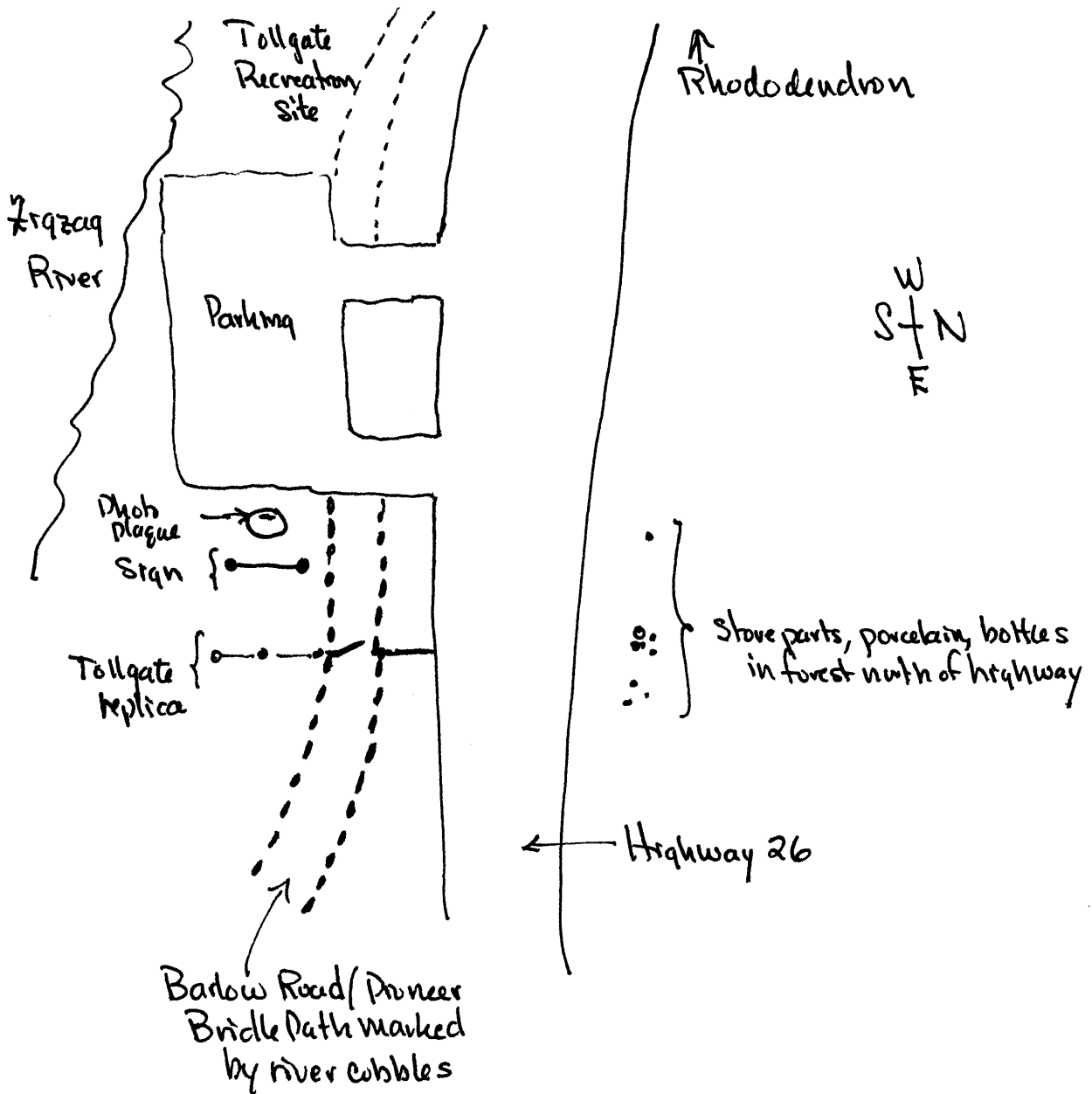
Prepared by: Stephen Dow Beckham  
October, 1989



Sketch Map 9

Tollgate Replica Site, T3S, R8E, Sec. 11, NW $\frac{1}{4}$ SE $\frac{1}{4}$ , W.M.

Prepared by: Stephen Dow Beckham  
October, 1989

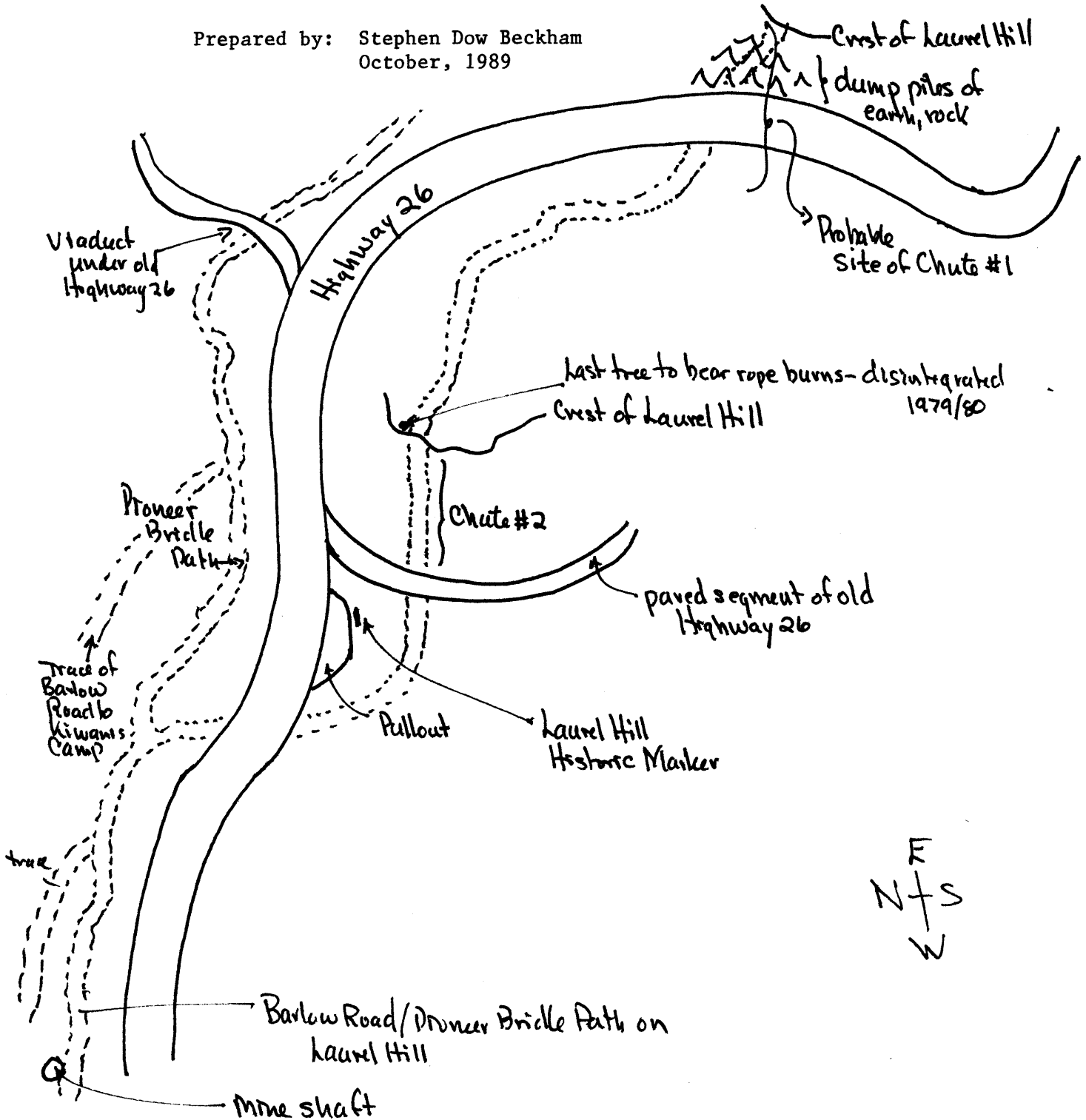




Sketch Map 8

Chute #2, Laurel Hill, T3S, R8E, Sec. 15, SE $\frac{1}{4}$ , W.M.

Prepared by: Stephen Dow Beckham  
October, 1989



# JUNCTION

← OLD OREGON TRAIL

(1843-1920)

OLD BARLOW ROAD →

(1846-1928)

## STAGE DISTANCES

← UMATILLA 100 MI.

← WALLA WALLA 170 MI.

← SALT LAKE CITY 800

← ST. LOUIS, MO. 2000 MI.

PRINEVILLE 140 MI. →

OREGON CITY 170 MI. →

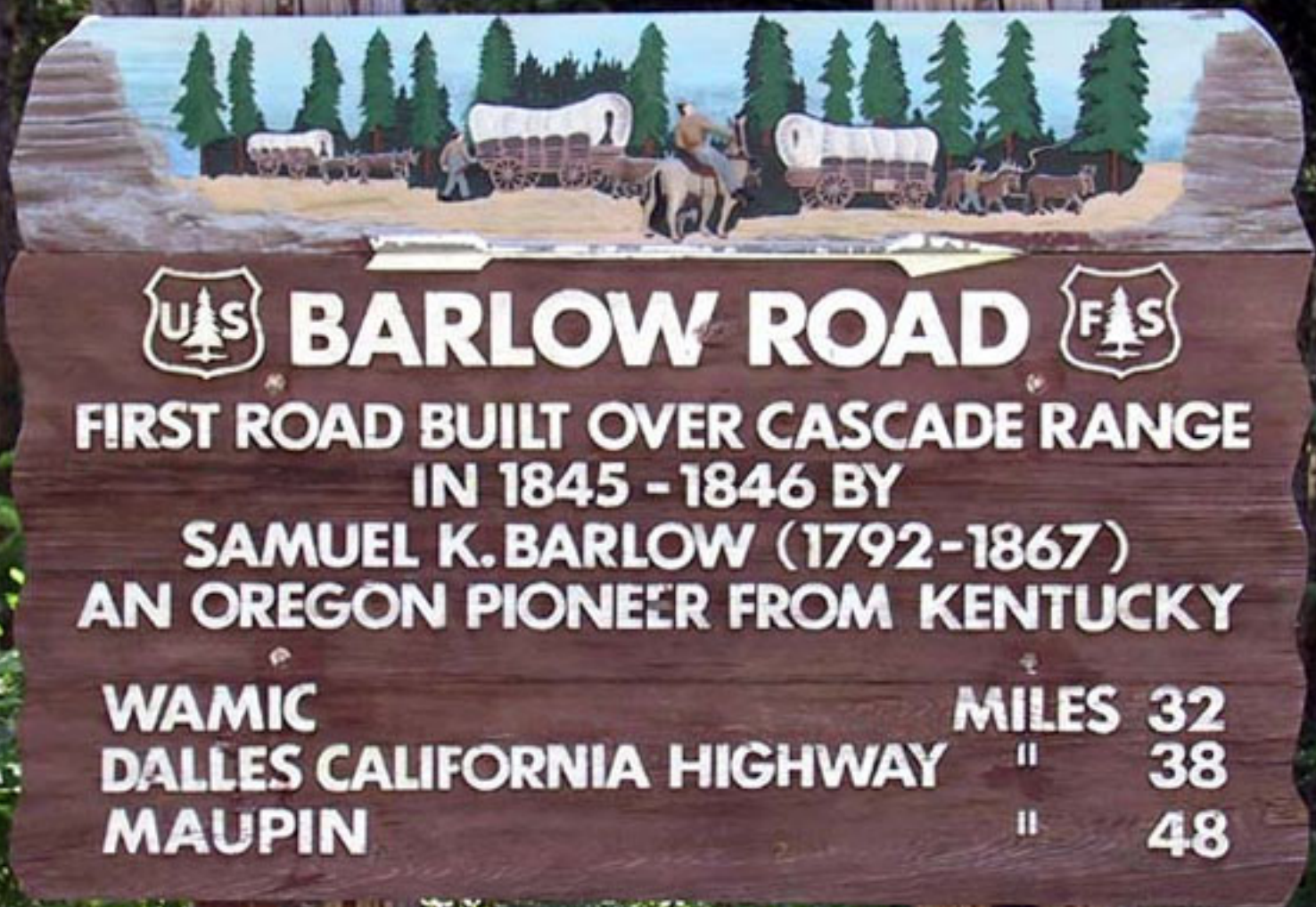
CANYON CITY 170 MI. →

W H McNEAL, HISTORIAN

William H. McNeal, Historian

"Barlow Junction" Courtesy Univ. of Oregon Library, wcpa100\_28





# BARLOW ROAD



FIRST ROAD BUILT OVER CASCADE RANGE  
IN 1845 - 1846 BY  
SAMUEL K. BARLOW (1792-1867)  
AN OREGON PIONEER FROM KENTUCKY

WAMIC

MILES 32

DALLES CALIFORNIA HIGHWAY

" 38

MAUPIN

" 48



**HISTORIC OREGON  
MOUNT HOOD NATIONAL FOREST**

**KLINGER'S CAMP**

AT THIS PLACE A CAMP KNOWN AS A  
"HAY BURNER'S STATION" WAS MAINTAINED IN  
PIONEER DAYS BY LEWIS KLINGER, A TRAPPER  
AND HUNTER, AND HIS WIFE MALISSA, WHERE  
HAY AND OTHER SUPPLIES WERE SOLD TO  
EMIGRANTS. PORTION OF THE ORIGINAL  
FIREPLACE STILL REMAINS.





## HISTORIC OREGON TRAIL

### LAUREL HILL

THE PIONEER ROAD HERE  
DETOURED THE COLUMBIA  
RIVER RAPIDS AND MOUNT  
HOOD TO THE WILLAMETTE  
VALLEY. THE ROAD AT  
FIRST FOLLOWED AN OLD  
INDIAN TRAIL. THE LATER  
NAME WAS BARLOW ROAD.  
TRAVEL WAS DIFFICULT.  
WAGONS WERE SNUBBED TO  
TREES BY ROPES OR HELD  
BACK BY DRAGS OF CUT  
TREES. EARLY TRAVELERS  
NAMED THE HILL FROM  
THE RESEMBLANCE OF  
NATIVE LEAVES TO LAUREL.







IN MEMORY OF AN  
UNKNOWN PIONEER WOMAN  
OF 184 ?

DEDICATED AUGUST 23, 1936  
AND  
REPLACED AND REDEDICATED  
AUGUST 23, 1982

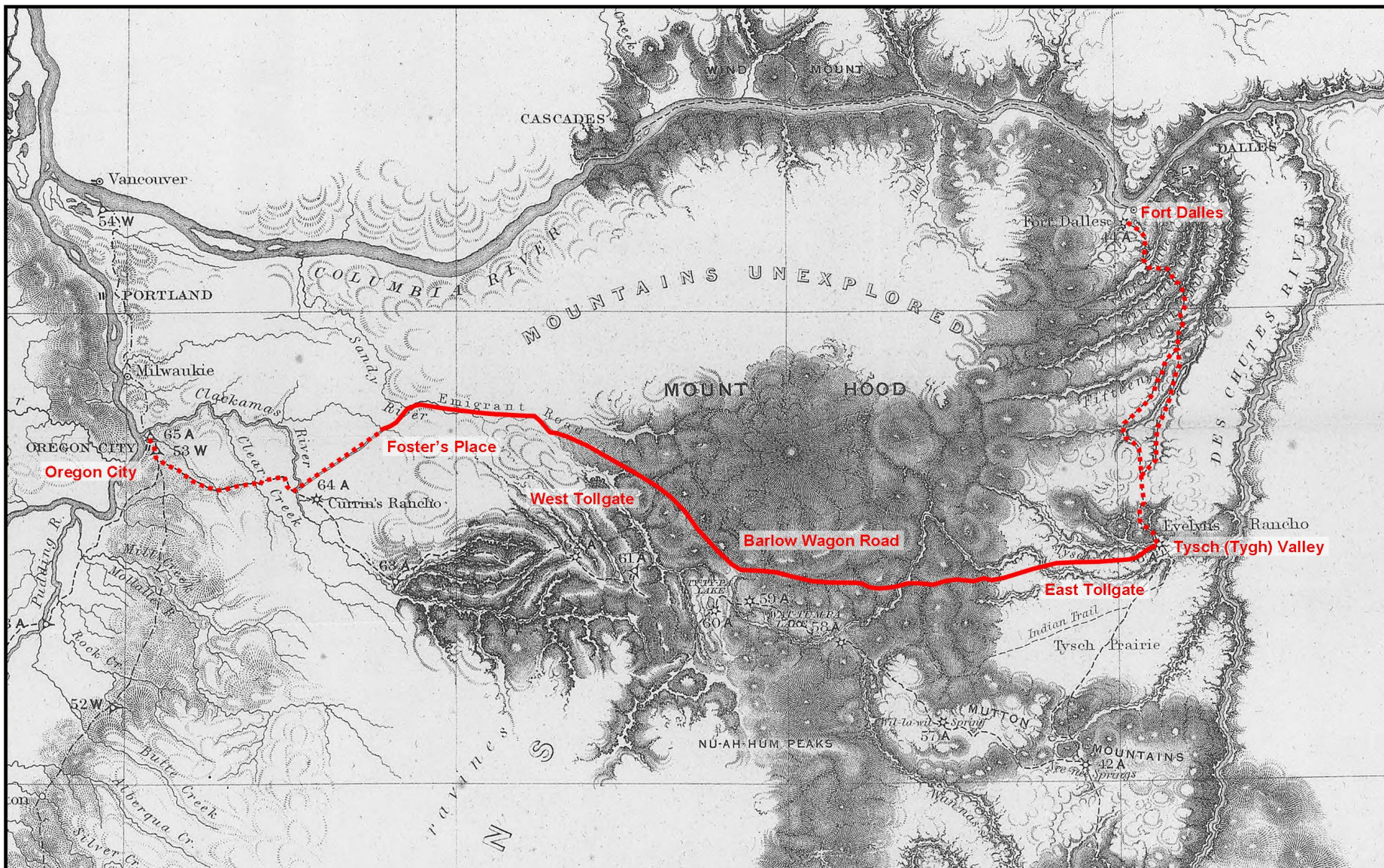
BY  
MULTNOMAH CHAPTER  
NATIONAL SOCIETY  
DAUGHTERS OF THE AMERICAN REVOLUTION





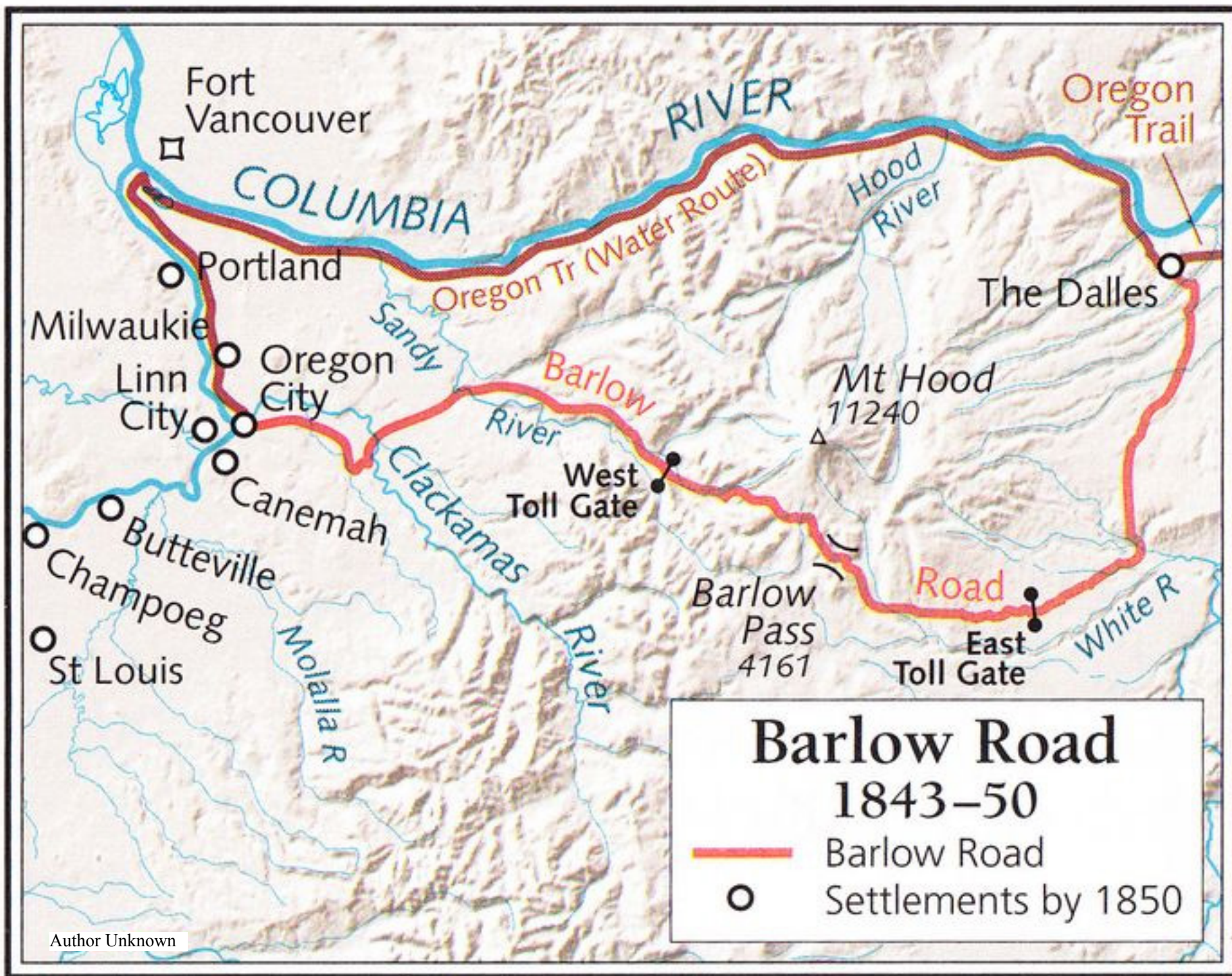
Explorations and Surveys for a Railroad Route from the Misdsissippi River to the Pacific Oceas, War Department, Routes in Oregon and California, MAP No. 2, from the Northern Boundary of California to the Columbia River, Lieut. R. S. Williamson, Nd Lieut. H. L. Abbot, U. S. Topographical Engineers, and H. C. Fillebrown, J. Young and C. D. Anderson, Assistants, 1855. [Barlow Road Area]

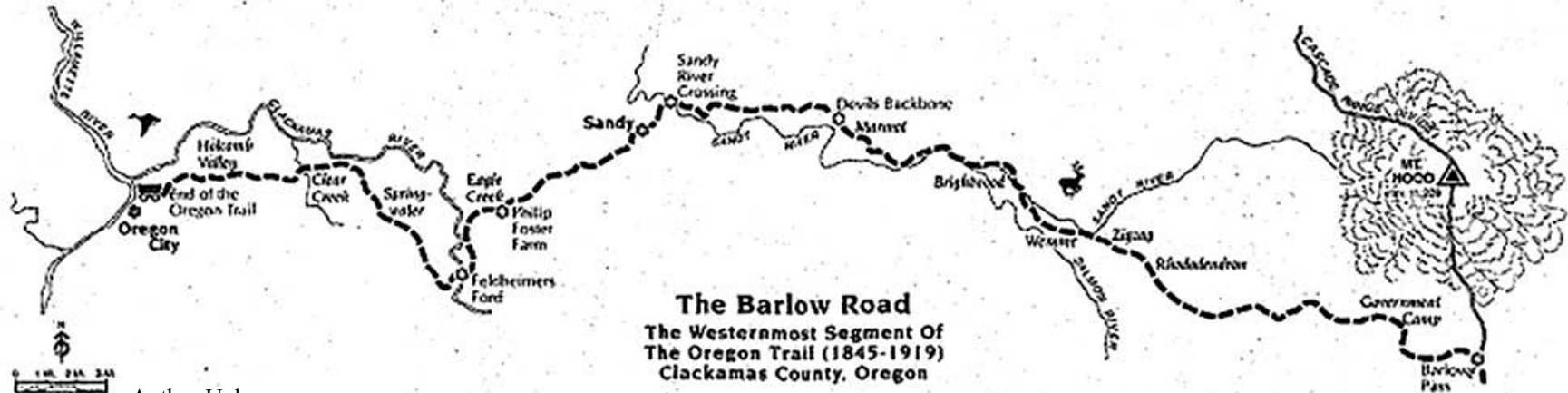




Explorations and Surveys for a Railroad Route from the Mississippi River to the Pacific Ocean, War Department, Routes in Oregon and California, MAP No. 2, from the Northern Boundary of California to the Columbia River, Lieut. R. S. Williamson, Lieut. H. L. Abbot, U. S. Topographical Engineers, and H. C. Fillebrown, J. Young and C. D. Anderson, Assistants, 1855. [Barlow Road Area]







Author Unknown



Portland

Oregon City

Baker Cabin

Sandy

Devil's Backbone (Marmot Road)

Rock Corral

Sandy R. Crossing

Tollgate #5

Laurel Hill

Government Camp

Summit Meadows

White River Crossing

Hope Spring

Little Laurel Hill

Gate Creek

Wamic

Tygh Valley

Dufur

The Dalles

Hood River

Barlow Road

Forest Service Road 48

White R.

US-205

US-26

US-84

US-30

US-35

US-197

US-216

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The Barlow Road  
Established 1845-46 by Samuel K. Barlow  
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Established 1845-46 by Samuel K. Barlow

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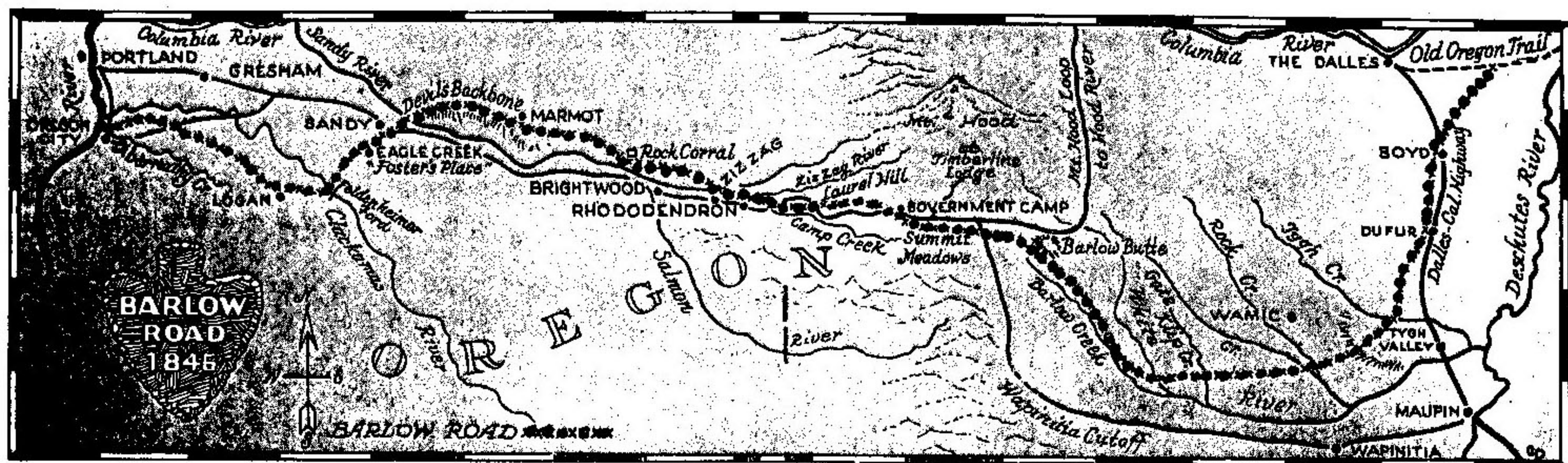
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From "The Barlow Road" by Walter Meacham (1879-1951), self published, 1947.





# THE BARLOW ROAD

RIVER

COLUMBIA

THE DALLES

OREGON CITY

Francis Revenue Place  
(1853-1865)  
Tollgate 2

Phillip Foster's Place

Feldenheimer Ford

Marmot

Rock Corral

Tollgate  
(1879-1915)  
Tollgate 5

MOUNT HOOD

Laurel Hill Clute

Two Mile Camp  
(1871-1878)  
Tollgate 4

Summit Meadows  
(1866-1870)  
Tollgate 3

Barlow Pass

Fort Deposit

Devil's Hall And

Klinger's Camp

White River Crossing

Little Laurel Hill

Imperial Springs

Strickland Place (1846-1865)  
Tollgate 1



THE OREGON TRAIL

## THE BARLOW ROAD END TO THE OREGON TRAIL

The Oregon Trail

Alternate Routes To The Barlow Road

The Barlow Road

● Points Along Barlow Road

Oregon City in 1845

Author Unknown



History of the Barlow Road

William Barlow

<https://www.jstor.org/stable/20609521>

The Quarterly of the Oregon Historical Society

Vol. 3, No. 1 (Mar., 1902), pp. 71-81 (11 pages)



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## HISTORY OF THE BARLOW ROAD.

From "Recollections of Seventy Years," by William Barlow.

Quite a remarkable coincidence in name and purpose is evident from the facts that Dr. Samuel K. Barlow of Massachusetts was the first man to propose a transcontinental railroad across the Rocky Mountains, and that Samuel K. Barlow of Kentucky, a generation later, proposed and executed the first wagon road over the Cascade Mountains, thus completing the circuit of one third of the land circumference of the globe. The life action of the latter fully realized the thought of the former.

Samuel Kimbrough Barlow was of Scotch descent and was imbued with the spirit of that type of men who fear not. In 1844 he worked with might and main to elect the great Kentuckian, whom the nation failed to honor. Failure with Mr. Barlow was not despair, but renewed and tactful ardor. He was a whole emergency corps in himself. The nation failed to elect Clay, so Mr. Barlow declared his determination to go where he could not feel the force of the failure.

Illinois became the stepping stone to the final goal—Oregon. S. K. Barlow was captain of one of the large immigration companies of 1845. Five thousand men, women, and children moved out of Independence, Missouri, westward bound, armed with the spirit of the name of the lonely little town left behind. There were about one thousand wagons, all under the leadership of Dr. William Welch. But independence soon prevailed and each little company became a law unto itself. At Fort

Hall about half the wagons parted from those destined for California and continued on without unusual incident to The Dalles, Oregon. This was the supposed terminus of the wagon road for all time. An Indian trail was known and used by many for the transportation of household goods, etc., by pack horses, or for cattle droves, but no man had been courageous enough to undertake the supposed impossible journey. Captain Barlow was outspoken in his determination to try the untried mountain passes. He said: "God never made a mountain that he had not made a place for some man to go over it or under it. I am going to hunt for that place, but I ask no one who feels in the least the force of the word 'can't' to accompany me." Members of his own family had implicit faith in his ability to find what he sought, so did not hesitate to follow. The Barlows had plenty of provisions to last two months, their cattle and horses were in good condition, and there was money enough to furnish any comfort necessary for a continuance of the time and distance if courage sanctioned inclination.

At last the start was made, about the first of October, 1845. Those who signified their willingness to try the untried with Mr. Barlow were his wife, Susannah Lee, his eldest son William, aged twenty-two, James and John Lawson Barlow, two younger sons, Mrs. Sarah Barlow-Gaines, her husband, Albert Gaines, and their two daughters, now Mrs. Rhinehart of Seattle, and Mrs. G. B. Curry of La Grande, and Miss Jane Barlow, afterwards Mrs. A. F. Hedges. Those who joined the Barlows were William Rector and wife, Mr. Gessner and wife, J. C. Caplinger and wife, John Bacon, William Berry, and several children. The entire party numbered nineteen men and women, besides children. Their able assistants were seven horses, thirteen wagons, sixteen yoke of cattle, and one dog. The party drove to Five



Mile Creek, where water and grass were plentiful for stock, and here they halted several days for rest and repairs.

During the stay here Samuel K. Barlow left for a reconnoitering trip. A low sink was observed from the Blue Mountains, and to that point the observing pioneer directed his attention. After several days' absence, he returned full of dauntless courage to proceed. Mr. Wm. H. Rector then volunteered to accompany Mr. Barlow and help make the preliminary surveys of the untried route. "You are just the man I need," Mr. Barlow said. "You are young, stout, and resolute; so come right along." The teams were in fine condition, hopes were buoyant, and "On, on," were the watchwords. The provisions and tools were divided so all could fare alike, we started. A drive of twenty-five or thirty miles brought us to Tygh Valley, where we rested a day and prepared for the trying ordeal of the next few days. From our captain's report we knew a long hill, a deep canyon, and a long stretch of dry land lay in front of us. The old gent quietly determined to take us beyond these barriers himself, feeling that once beyond them, the memory would not only deter us from a desire of retracing our steps, but rather encourage a forward movement. Plenty of wood and water would then be on every hand. At this point it was determined that Mr. Barlow and Mr. Rector should leave us for another contemplated reconnoitering movement. Armed with an ax, a gun, a few blankets, light provisions, and plenty of resolute will, the two pathfinders struck out to strike the first steel blade into the primeval forest of the Cascade Mountains. The remainder of the party was divided into two forces; one, a working party of about ten men and boys, was to cut out the road after the blazers; the other, composed of the women and children and two boys to assist, was to follow the road

builders. The greatest deficiency we felt was the lack of good tools. Old rusty axes and saws, young and tender muscles, and big trees were quite incompatible. But pluck and necessity compelled action, so we hacked away and went on. The east side of the Cascades is but slightly timbered ; our teams passed around and under the pine and hemlock trees with ease, but on the west side the trees were thick and the underbrush made every yard or foot even an impassable barrier to our wagons, till ax, saw, or fire demolished or burned the barriers away.

Days and weeks passed and no tidings of the road hunters came. Our men had cut to the head or source of the Little Des Chutes River, close to Mount Hood. The wagons had advanced but twelve miles. We stopped at the long but not very steep hill and waited for the road hunters to return to give us hopeful prospects, for we did not wish to descend it for fear we might have to ascend it again if the fiat were to be, "Thus far and no farther."

The spot where we waited and rested was most beautiful. But for our anxiety for the absent pathfinders, our fears of the winter snows coming on, and the fast diminishing supply of what we considered our ample supply of provisions, we should have enjoyed the panorama like a Mazama. Our anxiety was of short duration, however, for about dark a few days after our halt rifle shots heralded the approach of those whom we awaited. The return salute from half a dozen rifles made the woods ring for miles around. "Tallows" were lighted and men, women, and children went with a rush to meet the stalwart pioneers and learn the fate of future movements. Greetings over, the first thing the old gent said was, "Don't give us much to eat ; a little coffee must be food and stimulant too." Mr. Rector said : "Speak for yourself, Barlow ; I am going to eat whatever my



good wife will cook for me at this late hour. You would not let me eat those big snails, nor eat you, so now I'm going to do as I please." Mrs. Rector, however, did not please to be over lavish in her supply for that meal, so no disaster followed.

In the morning all gathered around to hear the result of the advance expedition. Mr. Rector spoke first and said: "We have found a good route for a road, but it will be a very hazardous journey this time of the year. I dread the possibility of the danger for my wife, so we have concluded to return to The Dalles." Mr. Barlow, wishing to allay fear and dread on the part of others, spoke quickly, "Mr. Rector, you are at liberty to do as you please. If I had *any* fears of losing any of my company on account of the road, I would not say 'Go' to any of them; but I know we can go on from here and reach the summit of the Cascades, the mountains we have started in to overcome. If we can not go on from there we will build a cache for our surplus wagons and baggage and leave two of our trusty young men to guard them. We, ourselves, will follow the trail we have just made, and soon reach the civilization of the Northwest." All except Mr. Rector and wife determined to advance, and preparations began at once. Wm. Berry and Wm. Barlow agreed to take charge of the wagons until the condition of the weather and road would permit their being brought out.

It was now late in November. The snow was liable to blockade us at any day, so it was decided to send the cattle over the Indian trail at once. Wm. Barlow was to accompany James A. Barlow and John L. Barlow over the mountain as far as the main Sandy road. Here he would procure what supplies he could and return to the hungry men and women in the mountains. The old Indian trail was marked out by the Indians regardless

of altitude and snow, which to them were not such insurmountable barriers as the trees and underbrush. Their tomahawks and scalping knives were not sufficient to cut away logs and trees, so they went around them. When they came to a log they could not avoid, they hacked a notch in it just deep and wide enough for their adroit little ponies to jump over. These narrow passes often caused damage, and even death, to many cattle.

We were two days in going over Mount Hood trail. Leaving the young men on the established road to Foster's, Wm. Barlow returned to camp and assisted in building a safe and snug cache for the goods and a cabin for the men who were to care for all the emigrants' worldly goods that winter. On account of the limited supply of food, it was decided that Wm. Berry should remain alone and await the return of Wm. Barlow, the writer, in January. Wagons were worth from \$150 to \$200 in the valley, and twenty wagons were indispensable to the pioneers at any price. Captain Barlow packed the horses snugly with women, children, and provisions and started over the last and most dangerous part of the route—the coastal side of the Cascades. Then it was that hard times came. Whortleberry swamps confronted us frequently, and many a time all had to wade through them, as the horses mired with the least load upon them. The best time we could make was from three to five miles a day. A snowstorm coming on covered the ground with a foot of snow, leaving nothing for our horses to eat except laurel, which was supposed to be poisonous. Something caused the death of one of our few horses. The hams were cut out and saved for an emergency. Mrs. Caplinger and some of the others became much disheartened and bemoaned the fate of "doubly dying" of starvation and cold. Mrs. Gaines, Mr. Barlow's oldest child, laughed at their fears and said, "Why, we are in the midst of



plenty,—plenty of snow, plenty of wood to melt it, plenty of horse meat, plenty of dog meat if the worst comes.’’ Notwithstanding this courageous spirit it was deemed best to send John M. Bacon and Wm. Barlow on foot into Foster’s settlement for more supplies. Mr. Bacon had been an indispensable man all along the route, as he was a tailor by trade, and his needle was always busy on clothing or harness.

We started out with our scanty quota of coffee and four small biscuits. A dull chopping ax was the only tool that could be spared for our purposes. We knew the necessity of haste. With snow over everything but the poison laurel, our horses were forced to eat it and die, or to starve and die. Then came the thought of our families having to eat the flesh of poisoned horses, possibly to die from its effects ; or, if they lived, to walk out over the snow and barely exist on scanty allowance. We therefore went down Laurel Hill like “shot off of a shovel,” and in less time than two hours we had to look back to see the snow. We soon struck the Big Sandy trail and our troubles were over. The only danger was in crossing the stream so many times. In many places we found drift or boulders for stepping stones, but at one place we had to chop down a big tree and take the chance on its falling on a small rock in the middle of the turbulent water. The chance was lost, for the tree broke as it fell and washed away. We then concluded to prepare a good supper of coffee and biscuits. But poor John drew a long breath and said, “Will, I’m sorry and ashamed to tell you that I lost those four biscuits in the stream. I slipped and fell in stepping on a boulder, and away went the bread and I could not catch it.” I never really suspected that John ate them, but for fun replied, “I thought it would be hard to catch anything on its way to a hungry man’s breadbasket.”

In the morning I determined to cross that stream. I cut a ten-foot vaulting pole, and placing it firmly on the bottom among the boulders, I braced myself against it and sprang. I reached the island. Again I ventured to reach the opposite shore, and surprised myself by succeeding. There were no flags or horns to herald approval, but Bacon's cheers and my own feelings of victory, and what it meant to my mother, father, all in the mountains, were sufficient. I sang "good-bye" to Bacon, and bounded away to Foster's, eight miles further on, for food and rescue. In three hours I was with my brothers, James and "Dock," and sent them posthaste to Oregon City for men, food, and horses. I remained to rest and recuperate my half-famished condition. The next morning we were ready to retrace our steps and carry the much needed succor. To our surprise we met the emigrants that evening. They had moved steadily on, knowing that the distance was short and that food, raiment, and rest were near at hand. We followed the blazed road and it led us to a safe crossing over the treacherous Sandy. The next day, December 23, 1845, the whole party arrived at Foster's haven. Food was set before us in abundance, but we out heralded Tantalus himself and ate sparingly. The roads were still pretty good, and we felt that there should be no rest for the weary till Oregon City was reached. We accordingly pushed on with most of our party, and arrived at our final destination, Oregon City, December 25, 1845, just eight months and twenty-four days from Fulton County, Illinois.

The first winter in Oregon was spent without incident of note. Many of our company bought land or took up donation claims and went to work with a purpose and earnestness worthy of true pioneers.

Samuel K. Barlow for many years after made annual



trips into the mountain wilds. Finally old age compelled him to enjoy these trips in reminiscences only, and many are the recitals he gave with accurate memory of events indelibly stamped to his children and children's children.

In the summer of 1846, after the Provisional government had been established, S. K. Barlow made application for a charter to make a wagon road over the Cascade Mountains south of Mount Hood. Permission was readily granted. About forty road workers started out under the personal supervision of Mr. Barlow. They improved the condition generally, cutting down grades here and there, building bridges, making corduroy, and widening the road everywhere. Two thirds of the immigration of 1846 came over this road and fully if not more than that proportion availed themselves of this continuous route in subsequent years. Thus the hazards and expense of the Columbia River route were obviated. A few miles extra on the long journey were less trouble than to make a transfer of goods to the bateaux at The Dalles.

The road was about eighty miles long; sixty-five miles of it were cut through the primeval forests, canyons, creeks, and rivers of the Cascade mountains and slopes. It began at the western side of Tygh Valley and followed the Indian path for about fifteen miles. In Mr. Barlow's first reconnoitering tour his observations led him to determine to blaze out the road over the natural passes he then and there discovered. Subsequently Mr. Rector approved of the route and together they confirmed its possibility, which was afterwards fully determined to be the natural and most practicable route by immigrations from 1845 to the present day. The late Judge Matthew P. Deady said of this road: "The construction of the Barlow road contributed more towards the prosperity of the Willamette Valley and the future State of Oregon than any other

achievement prior to the building of the railways in 1870."

In 1848 the road was made a toll road by a charter from the Provisional government. A toll of \$5.00 for each wagon and \$1.00 for a single head of stock was charged to balance accounts. Many were unable to pay the toll, but readily gave their promises to settle in the future. Mr. Barlow, after two seasons, thinking he had reimbursed himself for his outlay, turned the road over to the territory and it became a free highway for the future immigrants to the Willamette Valley. Little or no repairs were made to it after it became public property and it soon relapsed into an almost impassable condition. Immigrants lost many times the toll in the loss of their stock, besides having delays, hardships, and numerous annoyances. After several years, Mr. Barlow found that the promises of many who desired to pay toll had been forgotten. Thus the scheme was not a profitable one, but one which always gave satisfaction to the pioneer spirit of its builder.

Messrs. Foster and Young afterwards rechartered the road and kept it in fairly good repair by the income in toll. Later, Hon. F. O. McCown of Oregon City, organized a stock company for its improvement. Many of the difficult passes are avoided in the new route, but practically the same general direction is followed as that blazed by the pioneer road builders of 1845.

Samuel K. Barlow was born in Nicholas County, Kentucky, January 24, 1795. He was thoroughly pioneer in every respect; in religion, an investigator; in politics, an independent whig; in character, moral and honest; in customs, unconventional; in all things, himself.

In 1848 Mr. Barlow paid \$3,000 for the entire donation claim of Thomas McKay. After "proving up" on it by a four years' residence he sold it to William Barlow, its



present owner. The last few years of S. K. Barlow's life were spent in Canemah, near Oregon City, where he died July 14, 1867. He was buried by the side of his wife at Barlow's Prairie, where a monument marks the final resting place of the builder of the first road over the Cascade Mountains.

MARY S. BARLOW.

## THE BARLOW ROAD

By Walter Bailey  
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## THE BARLOW ROAD

*By* Walter Bailey

Among the numerous obstacles overcome by the American frontiersmen in the monumental task of building a wagon road across the continent, the last and one of the greatest was the Cascade Mountains. Unlike the Appalachian and Rocky Mountain ranges, the Cascades presented, to the eager eyes of the road hunter, no natural pass. To those who would cross with wagons, two alternatives were presented; first, the narrow gorge through which the swift turbulent Columbia sweeps and second, the range of steep rocky mountain tops which join the white hooded peaks of the Cascades.

The stalwart pioneers who led the first wagon train of American home makers, from the valley of the Mississippi to the falls of the Willamette did not dare, because the season was late and their stock fagged, to try the mountain heights. With rafts and the few available boats, they descended the troubled stream, suffering severely en route from rapids and storms.<sup>1</sup>

The immigration of the next year followed the same route. The stock of both trains were driven over the rough mountain trails into the Willamette Valley.<sup>2</sup>

During the latter days of September, 1845, the third great company of Western immigrants arrived at The Dalles, then Fort Dalles, the terminus of the wagon road. The old mission station became a great frontier camp. Hundreds of prairie wagons, large droves of stock and crowds of way-worn people lined the bleak shore of the Columbia.<sup>3</sup>

Their appearance showed the effects of their long overland journey. Part of their number had suffered severe hardship and nearly lost their lives in following an unreliable guide over a supposed "cut-off" through the dry wastes of Eastern Oregon.<sup>4</sup> Some of the travellers were becoming destitute of pro-

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<sup>1</sup> Bancroft's Oregon, Vol. I, p. 410.

<sup>2</sup> Ibid., pp. 412, 453.

<sup>3</sup> Palmer's Journal, p. 120.

<sup>4</sup> Ibid., p. 121.

visions, and many had little or no money. Disease added its terrors to those of impending starvation.<sup>5</sup> Only two boats were running down to the Cascade rapids and transportation prices were high. But for the sending of relief parties from Oregon City and the kindly aid of the Hudson's Bay men, the immigrant camps at the old mission post must have become a scene of awful suffering.

Among the last to arrive in this camp was the company commanded by Samuel K. Barlow. Captain Barlow did not like the situation at The Dalles and the prospect of exhausting his provisions by a long delay and his money for a dangerous passage down the river.<sup>6</sup> And Barlow, a true pioneer, possessed that stern self reliance and restless ardor which causes a man, when he disapproves of the route of his fellows, to break a path of his own. At the early age of twenty he had left the home of his parents in Kentucky because his father was a slave holder and Samuel was bitterly opposed to human slavery. He had started west with the emigrants because his admired friend, Henry Clay, had been defeated for president and Barlow could not stay where he had fought a losing fight. Samuel K. Barlow

True to his principles, Captain Barlow began looking for a new route into the Willamette valley. Two trails, he was told, had been opened across the mountains by stock drovers and horsemen.<sup>7</sup> One way was to swim the stock across the Columbia, skirt the mountains along the north bank and ferry back at Fort Vancouver. A second route was the old Indian trail south of Mount Hood, a path said to be steep and difficult.

Captain Barlow determined to attempt the southern route with wagons. If there was already a trail it would probably be possible, he reasoned, to widen it into a wagon track. Says his son, William Barlow:<sup>8</sup> "After resting a few days and recruit-

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<sup>5</sup> Bancroft's Oregon, Vol. I, p. 516.

<sup>6</sup> Evans' History of the Northwest—Biography of S. K. Barlow.

<sup>7</sup> Quarterly Oreg. Hist. Soc., Vol. III, p. 72.

<sup>8</sup> Evans' History of the Northwest—Biography of S. K. Barlow.



ing his followers, teams and cattle, like a general refreshing his troops for a new fight, notice was given that the company's captain, S. K. Barlow, was going to cross the Cascade mountains with his family, wagons and plunder. An invitation was extended to any and all who felt disposed to join his expedition; but he wished none to follow him who had ever learned the adaptability of the word 'can't.'"<sup>9</sup>

Old mountain men who had trapped through every valley in the mountains, the missionaries who had lived for years in their shadows, and Hudson's Bay men, trained trailers of the wilderness, all declared the attempt to be folly—especially so as it was late in the season and the cattle were somewhat jaded by two thousand miles of prairie and mountain.

Captain Barlow, however, "declared his belief in the goodness and wisdom of an allwise Being and said 'He never made a mountain without making a way for man to go over it, if the latter exercised a proper amount of energy and perseverance.'"

When the start was made, on or about September 24th,<sup>10</sup> Sep 24, 1845 the party consisted of seven wagons and about nineteen persons including besides the family of Mr. Barlow, Messrs. Gaines, Rector, Gessner, Caplinger, William G. Buffum<sup>11</sup> and families, together with John Bown, Reuben Gant and William Berry.

For forty miles the way led over rolling mountain land, crossing a branch of the Des Chutes.<sup>12</sup> At the end of this distance a halt was called for rest and repairs. Camp was pitched on Five-Mile Creek, where water and grass were plentiful. During the delay in the march Captain Barlow left for a reconnoitering trip.<sup>13</sup> From the Blue Mountains a small gap had been observed south of Mt. Hood. Through this opening the leader hoped to build the future roadway.

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<sup>9</sup> Evans' History of the Northwest—Biography of S. K. Barlow.

<sup>10</sup> Palmer's Journal, p. 120.

<sup>11</sup> Quarterly Oreg. Hist. Soc., Vol. III, p. 72, supplemented by information furnished by Geo. H. Himes.

<sup>12</sup> Palmer's Journal, pp. 125-6.

<sup>13</sup> Quarterly Oreg. Hist. Soc., Vol. III, p. 73.

While Barlow was absent some horsemen arrived from The Dalles.<sup>14</sup> Their leader was Joel Palmer, who with Barlow had been aid in the company of Presley Welch, and who was afterwards the government Indian agent for Oregon. Having arrived at The Dalles after Barlow's departure, Palmer had determined to follow and had induced about twenty-three wagons and nearly as many families to accompany him. After getting started he had gone ahead of the wagons to explore. He followed Barlow into the mountains but returned after several days reconnoitering without meeting him. After Barlow returned to camp, it was mutually agreed to join forces and push on with the road building.

At this point it was decided to send a party with the loose cattle onto the settlements.<sup>15</sup> Two families determined to go on with the drovers. This party was instructed to procure provisions and assistance and meet the roadbuilders.

After dispatching a small party back to the Dalles for beef and wheat the main party now began the arduous task of cutting a road through the timber. The eastern side of the Cascades was not heavily timbered, however, and progress was rapid, though there is recorded some complaint about the incompatibility of big trees, rusty tools and tender muscles. It being the dry season, fire was used effectively in clearing the mountain sides.

When they came face to face with the steep mountain sides several families gave up the enterprise and returned to The Dalles.<sup>16</sup> Palmer and Barlow were still determined to push on. On the morning of October 11th<sup>17</sup> they set out ahead to find a way over the main dividing ridge. This lay further to the west than they had expected and their previous exploration had showed no sign of a western descent. In their absence the company continued the road building.

Oct 11, 1845

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<sup>14</sup> Palmer's Journal, p. 126.

<sup>15</sup> Ibid., p. 128.

<sup>16</sup> Evans.

<sup>17</sup> Palmer's Journal, p. 131.



After several days travel on foot in the heart of the range Barlow and Palmer found a passable route for wagons to the western descent. But their own journey was fraught with so much hardship and suffering on account of the snow that they were forced to conclude that the season was too late and the journey too long to risk being snowed in among the mountains.<sup>18</sup> It had previously been determined that, should the passage prove impossible, the wagons and impedimenta should be cached and the company should proceed with the stock over the mountains. Therefore, on the return of the leaders a rude house was construed about five miles east of the summit. In this were placed the perishables of the company.

Cache of  
Goods

Three young men, William Barlow, John Bown, and William Berry volunteered to remain and guard the deposit, but it was found that scarcely any provisions could be left and Berry was left in solitude to keep a long winter's vigil amid the mountain storms.<sup>19</sup>

Packing a few necessary articles upon the horses and oxen, only the weakest having saddle horses, the remainder of the company pushed on toward the outpost of the scattered Oregon settlements.<sup>20</sup>

Even greater hardships were experienced on the western slope of the Cascades. On the very summit they encountered treacherous swamps; there was no grass for the stock and they broused the poison laurel bushes; provisions gave out entirely and the woods became so dense and the canyons so deep and precipitous that some despaired of ever reaching civilization. William Barlow relates how his sister, Mrs. Gaines tried to cheer her disheartened companions, saying, "Why we are in the midst of plenty—plenty of snow, plenty of wood to melt it, plenty of horse meat, plenty of dog meat if the worst comes."<sup>21</sup>

A packtrain with flour and other provisions from Oregon City came to their relief and all passed safely through to the Willamette.

<sup>18</sup> Palmer's Journal, p. 140; Evans.

<sup>19</sup> Evans.

<sup>20</sup> Palmer's Journal, p. 141.

<sup>21</sup> Quarterly Oreg. Hist. Soc., Vol. III, 76.

Captain Barlow, early in December, applied to the territorial legislature, then in session in Oregon City, for a charter to open a road across the Cascade mountains.<sup>22</sup> He was allowed to address the House on the subject and on December 16th, a charter was granted. As soon as the snow left the mountains in the spring, Barlow engaged a force of about forty men and opened the road from Foster's farm in the Clackamas valley to the camp where the wagons were left.<sup>23</sup> Foster's Farm

A subscription list was circulated among the Oregon settlers to help defray the expenses of this construction, but a writer in the Oregon Spectator of February 18, 1847, declares that he "has it from an authentic source that only thirty dollars was ever received."

For two years following the construction, Captain Barlow personally collected the toll. In 1846 according to his report "one hundred and forty-five wagons, fifteen hundred and fifty-nine head of horses, mules and horned cattle, and one drove of sheep" passed through the toll gates.<sup>24</sup>

The Barlow road continued to be extensively used by immigrants until the building of the railroad along the Columbia, and it is still in use.

From 1848 to 1862 the road was leased by Barlow to various operators, among whom were Philip Foster and Joseph Young.<sup>25</sup> These men did little except collect the tolls and the highway lapsed into an almost impassable condition.

In October, 1862,<sup>26</sup> the Mount Hood Wagon Road Company, capitalized at twenty-five thousand dollars, was organized to take over and reconstruct the old road. This enterprise appears to have been a failure but in May, 1864, a new company called the Cascade Road and Bridge Company was incorporated.

<sup>22</sup> Oregon Archives, 1853, p. 126.

<sup>23</sup> Evans; Quarterly Oreg. Hist. Soc., Vol. III, p. 79.

<sup>24</sup> Evans; Oregon Spectator, Oct. 29, 1846.

<sup>25</sup> Evans; Quarterly Oreg. Hist. Soc., Vol. III, p. 79. There is scanty material concerning the operation of the road during these years. It is probable that the California gold rush and the Indian troubles diverted men's attention from internal improvements. During one year at least the toll gates were unguarded.

<sup>26</sup> Art. of Incorporation of the Mt. Hood Wagon Road Co., Clerk's office, Oregon City.

<sup>27</sup> Art. of Incorporation of Cascade Road and Bridge Co., Clerk's office, Oregon City.



This organization<sup>27</sup> incorporated by Joseph Young, Egbert Alcott, Stephen Coleman, Frederick Sievers and Francis Revenue, made extensive improvements in the route, building bridges and making corduroy roads across the swamps.

In 1882<sup>28</sup> the road was deeded to the Mount Hood and Barlow Road Company, organized by Richard Gerder, S. D. Coleman, H. E. Cross, F. O. McCown, and J. T. Apperson. These men shortened and improved the route and constructed an important branch road. The Mount Hood and Barlow Road Company, now under different management, still operates the road. One of the first measures to come before the people of Oregon under the Initiative law was a proposal that the state purchase the Barlow road and abolish tolls. The measure was defeated by a small majority.

Among the memorable occurrences in "crossing the plains" the passage over the Cascade mountains by the Mt. Hood route stands out most vividly in the memory of a large number of Oregon pioneers. The dangers, toil and hardship; the beauties of the mountains and the pleasant surprises of the great dense forests; the laborious climb on the eastern slope and the steep descent of "Laurel Hill" on the west; all combined to make an impression on the minds of the pioneers which later, served for many a fireside reminiscence. Autumn after autumn, from "forty-six" to "sixty-four" witnessed long lines of expectant homeseekers toiling through the rocky defiles and over the steep ridges.

The diaries and letters written by the travellers express a strange mixture of happiness and sorrow, contentment and dejection, hope and despair, ecstasy and misery.<sup>29</sup> Says one, "Some men's hearts died within them and some of our women sat down by the roadside—and cried, saying they had abandoned all hope of ever reaching the promised land. I saw women with babies but a week old, toiling up the mountains in the burning sun, on foot, because our jaded teams were not able to haul them. We went down mountains so steep that we

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<sup>28</sup> Corporation deed on file in the Clerk's office, Oregon City.

<sup>29</sup> Bancroft's Oregon, Vol. I, p. 561, note.

had to let our wagons down with ropes. My wife and I carried our children up muddy mountains in the Cascades, half a mile high and then carried the loading of our wagons up on our backs by piecemeal, as our cattle were so reduced that they were hardly able to haul up our empty wagon."

Of Laurel Hill an emigrant of 1853<sup>30</sup> complains: "The road on this hill is something terrible. It is worn down into the soil from five to seven feet, leaving steep banks on both sides, and so narrow that it is almost impossible to walk alongside of the cattle for any distance without leaning against the oxen. The emigrants cut down a small tree about ten inches in diameter and about forty feet long, and the more limbs it has on it the better. This tree they fasten to the rear axle with chains or ropes, top end foremost, making an excellent brake."

On the other hand many make no mention of hardship but are enraptured and captivated by the charming blushes of the snowy peaks. From The Dalles at five in the morning one is<sup>31</sup> "thrilled by the spectacle of Mount Hood's snowy pyramid standing out, clearly defined against the pale grey of dawn; not white as at noonday, but pink, as the heart of a Sharon rose, from base to summit. A little later it has faded, and by the most lovely transitions of color and light, now looks golden, now pearly, and finally glistens whitely in the full glare of the risen sun."

Even the prosaic Palmer finds room to exclaim among his practical observations: "I had never before beheld a sight so nobly grand."<sup>32</sup>

Curry, a newspaper editor,<sup>33</sup> in his new charge the *Oregon Spectator*, records at some length his impressions of the mountain road, "———The breath of the forest was laden with the scent of agreeable odors. What a feeling of freshness was diffused into our whole being as we enjoyed the pleasure of the pathless woods. In every glimpse we could catch of the open

<sup>30</sup> Diary of E. W. Conyers, *Transactions Oregon Pioneer Assn.*, 1905.

<sup>31</sup> *Overland Monthly*, Vol. III, p. 204.

<sup>32</sup> *Palmer's Journal*, p. 130.

<sup>33</sup> *Spectator*, Oct. 29, 1846. The article is unsigned. It was written, however, by George L. Curry, the editor.



day, there, above and beyond us were the towering heights, with their immense array of sky-piercing shafts.

"Up, up to an altitude fearfully astounding—the ascent is steep and difficult, but there are many such ridges of the mountains to be crossed before you can descend into the flourishing valley of the Willamette. Down, down into the deep, dark and silent ravines, and when you have reached the bottom of it, by precipitous descent, you may be able to form an idea of the great elevation which you had previously attained. The crossing of the Rocky mountains, the Bear River range and the "big hill" of the Brules, with the Blue Mountains, was insignificant in comparison to the Cascades. Here is no natural pass—you breast the lofty hills and climb them—there is no way around them, no avoiding them, and each succeeding one, you fancy is the dividing ridge of the range."

The Barlow road was an important asset to both immigrants and settlers. It enabled the former to divide their trains and avoid the overcrowded condition on the Columbia; it furnished the latter a means of communication and trade with the settlers east of the mountains. Large numbers of Willamette valley cattle were driven over it to be slaughtered in the mines and many a packer has paid toll at its gates.

Judge Matthew P. Deady,<sup>34</sup> an esteemed citizen and noted jurist of Oregon, is reported to have said of this road: "The construction of the Barlow road contributed more towards the prosperity of the Willamette Valley and the future State of Oregon than any other achievement prior to the building of the railways in 1870."

The general references consulted in the preparation of this paper are as follows:

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Elwood Evans' History of the Northwest.

Bancroft's History of Oregon.

The Oregon Spectator, Vols. I and II.

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<sup>34</sup> Quoted in Quarterly of the Oreg. Hist. Soc., Vol. III, p. 79.

The Oregon Archives, published in 1853.

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