

THE BARLOW ROAD, CLACKAMAS COUNTY, OREGON:

A HISTORIC CONTEXT

1845-1919



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Barlow Road, Clackamas County, Historic Context 1845-1919

Historic Overview

Introduction

The present document identifies and describes the historic context for the Barlow Road emigrant route as it occurs on private and public non-U.S. Forest Service lands in Clackamas County, Oregon. The context was identified by the major national importance of the emigrant route and its subsequent regionally important role in settlement. This role persisted in many areas until its ultimate passage into public ownership with associated major realignments and improvements. Consequently, three themes are of primary interest under the Oregon Theme category as defined by the Oregon State Historic Preservation Office (1989: 2). These themes are "Immigration," "Regional Settlement," and "Land Travel."

Temporal Boundaries: 1845 - 1919

The temporal boundaries begin with the initial "Immigration" theme date of 1845, when the route was first traversed by its blazers and builders with the intent of finding an overland passage for emigrant parties arriving from the United States as an alternate to the Columbia River Gorge water route from The Dalles to the Willamette Valley. The ending date is 1919, the year the "administration" of the route was transferred from private parties to the state government and also the general period when the route underwent unprecedented improvements to enhance automobile travel between Oregon City and Sandy and to the Mt. Hood resorts thus marking the end of the "Land Travel" theme and completing the "Regional Settlement" along the route.

Spatial Boundaries

The spatial boundaries of the study area essentially constitute a discontinuous corridor with the east terminus at Summit Meadow high in the Cascades and the western terminus near sea level at the townsite of Oregon City. The discontinuity owes to the exclusion of U.S. Forest Service lands which were addressed in a previous study (Beckham 1978). The various individual segments of the corridor are: Summit Meadows; the communities of Government Camp, Rhododendron and Faubion; and, an essentially continuous segment from Zigzag to Oregon City. The study area lies completely within Clackamas County and passes through the incorporated communities of Government Camp, Rhododendron, Wemme, Sandy, Eagle Creek and Oregon City. The centerline of the route is shown on a series of topographic maps in Appendix 1. The width of the corridor is highly variable (ideally 600 feet with 300 feet to each side of a reconstructed emigrant road centerline) depending on the natural and built environment from point to point. The boundary contains wagon road remains where they still remain, the approximate route where road remains are no longer observable, locations of early residences along this travel route, pioneer gravesites established along the road, and facilities established along the route to service pioneers and early travelers prior to 1920.

The information upon which this historic context is based is derived primarily from the 1990-92 Barlow Road Inventory Project. A summary of the project's findings is presented in Appendix 2. Detailed results of the project contain sensitive property owner and site location information and are on file with Clackamas County. These records constitute four data sets: (1) a set of Oregon Inventory of Historic Property site forms for each of the nine individual site segments found; (2) Property Survey Reports for each property field inspected; (3) a set of management summary forms for each of the 325 properties located along the Barlow Road route; and, (4) a set of Clackamas County property maps marked with the centerline of the Barlow Road.

Historical Background

The Setting

The Barlow Road is the last overland segment of the Oregon Trail. Opened in 1845, only two years after the first, major emigration of 1843, for seven decades this route served emigrants traveling overland into western Oregon and Washington or, ultimately, later generations moving east of the Cascades and provided access to numerous residential settlements and the developing recreational industry facilities of the Mt. Hood area. Overland emigration commenced in the 1840s because of several factors. American settlers in that decade had pressed to the far edge of the eastern woodlands. Committed to speculation in lands and uncertain about the potentials of the open prairies, where Indians, buffalo, fires, and storms posed existential threats, many responded favorably to the prospects of Oregon Territory.

The publicity was good. The reports of William Slacum, an American government spy who visited Oregon in 1837, of the Wilkes expedition which examined the region in 1841, and of John C. Fremont, who traveled the Oregon Trail in 1843 gave scientific authority to the good reports in the lectures and letters of missionaries and fur seekers who had lived in the region. Washington Irving's Astoria (1836) and Adventures of Captain Bonneville (1837) as well as the widely-read journals of Lewis and Clark (1814) had inspired interest in the region. Fremont's flowing narrative, accompanied by a series of handsome maps drawn by Charles Preuss, appeared as free documents issued by the Government Printing Office in 1845 and validated the fondest of hopes about Oregon.

Other factors were also at play. The United States entered a major depression in 1837. This economic downturn caught many debtors and pushed them to the verge of bankruptcy. Some hoped to sell out, cover their losses, and start over again on the Pacific Slope. The reportedly healthy climate of the Pacific Northwest beckoned to those beset with malarial fevers and the ague, seasonal afflictions in the Mississippi Valley. Adventure drew the young and carefree. The prospect of a four to six month trek and making do in a new land had considerable appeal for those with limited responsibilities. The lure of free land, touted in publicity about a series of bills introduced in the 1840s by Sen. Lewis Linn of Missouri, inspired others to take their chances on Oregon. When the Oregon Donation Act of 1850 passed, it confirmed the hopes of those who had dreamed of free land and spurred others to rush westward to secure claims before the law expired in 1855. The Oregon Treaty of 1846 settled the question of sovereignty. The United States acquired title to the 49th parallel of lands from the Rockies to the Pacific. Settlers now knew they were to remain Americans if they moved to Oregon.

A series of historical factors running deep in the history of the mid-nineteenth century frontier thus inspired thousands to set out, as one phrased it, "for the sundown diggings of the West." The discovery of gold in California in 1848 and a succession of rushes to new finds of gold and silver further contributed to the flow of travelers on the overland trails. The Barlow Road, as a primary emigrant land route across the Cascade Range, drew countless thousands of travelers and played an integral, nationally important role in the transportation history of the American West.

As the main emigrant era passed and settlement spread out from the Willamette Valley into the Cascade foothills, a new industry was introduced to the region catering to the recreationists. Beginning during the latter period of non-motorized vehicle travel in the 1880s, entrepreneurs developed a series of resorts and rest stops, ultimately serving the new auto-tour traffic along the Barlow Road above Sandy during the first two decades of the 20th century. Descriptive accounts of this experience are provided in Ivan M. Woolley's Off to Mt. Hood: An Auto Biography of the Old Road (1959). This eastern segment of the Barlow Road was regionally significant for recreational use from 1884 to 1919 when finally replaced by the state-constructed Mt. Hood Loop Highway.

Regional Transportation Developments

The Barlow Road provides an excellent case study of the use and maintenance of overland transportation developments in early Oregon history. The progression from primitive wagon roads beginning in the 1840s to county market roads for automobiles in the 1920s occurred in conjunction first with the introduction of steamboat transportation and later with transcontinental railway systems. The importance of transportation in the economic development of Clackamas County has been underscored by a recent photographic summary (Kalani et al. 1987).

Early "settlement preceded establishment of effective government," including support of public transportation systems, no matter how modest (Schwantes 1990: 96). In the 1840s, prior to Barlow Road, overland transportation in the Oregon City area and the northern Willamette Valley consisted of seasonal short roads or tracks leading from farms to the nearest river landing. During the wetter months, "flooded lowlands, and swollen streams made wagon travel almost impossible" (Dicken and Dicken 1979: 77). In the 1840s the region was characterized by "abominable roads, uncertain shipping schedules, and distant markets" (Bowen 1978: 78). Many early settlers had come from areas in the United States where railroads and substantial roads were already established. Consequently, the primitive condition of travel was new to many and possibly deterred some emigrants from coming to Oregon upon learning of the conditions.

Concern about access externally from the Willamette Valley was an early issue with the Provisional Government of Oregon. The need to establish a wagon road into the Willamette Valley was identified by the Provisional Governor George Abernethy to the provisional legislature in December 1845 (Winther 1950: 113). Over 600 documents related to the need for improved transportation "in the form of bills, amendments to bills, legislative enactments, and petitions are found among records of the provisional government, 1843-1849" (Winther 1942: 384). In the mid-1840s, the Barlow Road was one of several wagon routes receiving support from the Provisional Government's Commission of Roads (Dicken and Dicken 1979: 78). Because of road development failures elsewhere in the Cascades, the Barlow Road has been labelled as the "first wagon road in Oregon" (Winther 1950: 115). Despite this initial achievement, it is likely very little improvement work was performed along the route by Foster and Barlow above Foster's land claim and by the early settlers west of Eagle Creek until the mid-1850s. Despite establishment of the early roads, settlers remained highly dependent upon water-based transportation until the 1880s (Winther 1942: 390).

The dire quality of overland transportation persisted through the 1850s as more settlers arrived and settlement expanded. As noted by Schwantes (1989: 19), "isolation was the fate of immigrant settlers." The exodus of residents to the California gold fields hindered the ability to improve transportation (as well as increase agricultural production). The territorial road commissioners did little more than establish general road routes and set minimal requirements for residents to take part in the road construction and maintenance program (Winther 1950: 124). For years even the best roads were primitive with steep grades and impassable locations with wet weather; they often simply served only as pack trails. Heavy rains in hilly areas routinely washed out the territorial roads (Dicken and Dicken 1979: 96).

By the early 1850s the growth in the Oregon economy placed increasing demands on improved transportation systems. Along the coast this included charting harbor entrances and estuaries and laying plans for lighthouses. In the interior the matter of grading and surfacing trails became a new priority. This "surfacing" was especially important on routes like the Barlow Road where travel in inclement weather often was impossible. Planked or corduroyed roads proved of temporary value since soil washed out from underneath (Dicken and Dicken 1979: 96). An alternative—an expensive one—was to lay milled planks as a road surface. Multnomah County made such an investment when in 1856 it completed a plank road from the productive Tualatin Valley via Canyon Way to Portland. Road making, bridge construction and ferry operation proved inseparable

from the local economy's stability. For the most part, however, roads in the 1850s remained impassable during the rainy season (Winther 1950: 124, 384).

These dismal transportation conditions had economic repercussions. Although produce quickly became abundant in the late 1840s and the 1850s with the development of farming across the floor of the Willamette Valley, the economy remained poor with a lack of goods, cash, and markets (Johansen and Gates 1967: 212). Lack of both markets and viable means to transport commodities, some farmers left their crops to rot in the field (Fite 1966: 138). In fact, Bowen (1978: 89) noted that increases in agricultural production did not keep pace with population growth, perhaps largely owing to the poor transportation systems. With the limited markets available and poor transportation, the amount of improved acreage was less than 40 acres per farm. As time passed, few Oregonians filed in the 1860s and the 1870s on homesteads, owing, in part, that most good land with access to transportation and markets was already in the hands of claimants under the Donation Land Act. Even in 1900 the average size western Oregon of farms was 100 to 150 acres (Fite 1966: 155).

Substantial public financing for roads began in 1859 with statehood. The state--securing sections 16 and 36 in each township--dedicated a percentage of proceeds from land sales to road and related transportation improvements. Still, private financing continued through the 1850s in spite of the labor intensive character of these activities. Terrain, climate, and vegetation remained major factors through the next few decades (Carey 1922: 682). During this period tens of thousands of American farmers chose prairie lands on the Great Plains rather than settling in the Pacific Northwest. Access to markets was undoubtedly a factor in those decisions. With the questionable usability of passes across the Coast and Cascade mountains, Oregon pioneers remained relatively isolated from regional markets. The Rockies and vast Great Basin further divided them from eastern sale opportunities, at least, until the construction of railroad systems. Oregonians felt a constant pressure to find quicker and better ways to get to market. Geography, however, dictated against such achievement until overcome by major construction and steam technology. Thus commercial wagon freighting never developed extensively in western Oregon. As a result, road development also moved slowly (Winther 1950: 126).

By the mid-1850s widespread stagecoach service linked communities across the Willamette Valley and provided direct connections south via the Umpqua and Rogue valleys to Sacramento. By 1853 the U. S. Topographical Engineers had surveyed and commenced construction on a wagon road via the Cowlitz watershed from Fort Vancouver to Fort Steilacoom on Pudget Sound. In 1855 the Topographical Engineers surveyed and constructed the Military Portage Road between Fort Vancouver and the Upper Cascades along the north bank of the Columbia River. This route improved transportation through the Gorge and helped link the Walla Walla country to the region west of the Cascade Mountains. These improvements and the development of traces across passes in the Cascade Range in Washington Territory began to diminish use of the Barlow Road. In 1860 the California Stage Company, part of the Butterfield system between California and the East Coast, extended its service to Portland. This line thus avoided the Gorge and the Cascade Mountains and offered, at least for passengers, a through connection across the continent (Winther 1950: 263).

The development of steamboat and portage services in the Gorge of the Columbia River also had important impact on use of the Barlow Road. In 1850 entrepreneurs established a north bank portage system between the Upper and Lower Cascades. They steadily improved this route from mule-drawn cart on a tramway to a full portage system with warehouses, inclines, hotels, and steamboat connections. In 1855 Joseph Ruckel and Harrison Olmstead launched a competing portage operation along the Oregon shore from the Upper Cascades to the mouth of Tanner Creek. At the Middle Cascades they constructed an incline and warehouse to served steamboats in those months when vessels could ascend beyond the upper end of Bradford Island. These improvements competed with the Barlow Road. They created relatively safe, efficient, and speedy connections for both passengers and freight. Cost for services, however, was the major element. The portage companies literally charged "all the traffic would bear" (Gill 1924).

In 1860 the Oregon Steam Navigation Company consolidated portage interests in the Gorge. The clever manipulations of Capt. John Ainsworth and his partners led to a takeover of the Bradford & Company operations on the north bank of the Columbia and, at the same time, purchase of the Ruckel and Olmstead line along the Oregon shore. Ainsworth then traveled to California, purchased a small locomotive, the "Oregon pony," obtained track, shipped materials to the Gorge, and constructed in 1862 a portage railroad along the base of the cliffs from Tanner Creek east to present Cascade Locks, Oregon. With its steamboats and Gorge railroad, the O. S. N. Company emerged during the Civil War as the region's transportation monopoly. The discovery of gold in Idaho and Montana in 1862 and the rushes to that region fueled the flow of goods and passengers and confirmed the value of the company's investments. The Barlow Road thus by the Civil War became the "poor man's" route or trace, perhaps more useful for livestock drovers. It was an arduous, time-consuming, but cheaper alternative to the Columbia Gorge (Minor and Beckham 1987 : 3-29; Poppleton 1908: 274-304).

During the years 1845-59 water-based transportation developed steadily. Entrepreneurs constructed or imported steamboats to ply Puget Sound and the tidal sections of the Columbia and Willamette rivers. The rise of the Oregon Steam Navigation Company in the 1860s confirmed the need for an integrated transportation system linking water and land routes. The company flourished until its sale to the Oregon Railway and Navigation Company in 1880 and that firm's ambitious expansion programs to secure transcontinental rail service (Johansen 1941). The Barlow Road did not figure in the calculus of these new energies. A seasonal route with limited potential of profits, the old emigrant trace across the Cascades provided scant competition for those pulling down vast profits from the flow of commodities and passengers via the Gorge.

In the 1870s, however, new factors had impact on the maintenance and use of the Barlow Road. By 1868 settlers had commenced moving to the Crooked River and Ochoco region of Central Oregon. Others had filed on lands in the Klamath Basin. In the 1870s a rush of claimants poured into the well-watered remnant lakes of south-central and southeastern Oregon. These settlers had one viable product--livestock fed on the lush meadow grass of the oasis settings in Oregon's high desert country. The eastward flow of settlers to this new frontier and the westward flow of their cattle, sheep, and horses to markets brought new use to the Barlow Road. In spite of its mud and length, it was the cheaper alternative to the expensive transit of the Gorge (Oliphant 1968: 128; Fite 1966: 150).

Developers had long considered a north-south railroad from the Columbia River to the Sacramento Valley. Those dreams led to the organization of the Oregon & California Railroad Company and a burst of construction in the early 1870s. Hopes for a West Coast system, however, foundered in the Panic of 1873. The O & C suspended construction in Roseburg and, for a decade, coped with freighters and stagecoach operators to bridge the uncompleted miles in its lines. The completion of the O & C and the securing of connections east via the Columbia Plateau in the 1880s, however, drew the Pacific Northwest into the national economy and a post-frontier world (Schwantes 1990: 207).

Railroads stimulated a great population influx in the 1880s, probably leading to the numerous road surveys in Clackamas County by Meldrum in the 1890s. Still, wagons continued to provide a fundamental means of transportation in rural Oregon until automobiles arrived after the turn of the century, but now more capital was available for development of public roads. Travel during the rainy season continued to be slow, depending on how many trees had fallen and how flooded the streams were. The lengthy sections of corduroyed road were so rough that passengers had to be tied to their seats (Winther 1950: 301). At a "Good Roads" convention in Portland in 1896 it was stated that no "good" wet weather roads yet existed in Oregon (Dicken and Dicken 1979: 114). Some surveyed roads were little more than tracks, passable only during dry weather.

In sum, the need for improved transportation was critical until the coming of railroads. Until that time, "the construction of corduroy, graveled and plain dirt roads, the building of bridges, the establishment ferry service, and extension of steamship communication occupied the efforts" of the early settlers (Winther 1950: 302). "As a whole, the history of transportation before 1890 had a profound effect upon the lives of people who lived in and helped to build an important region -- the Pacific Northwest" (Winther 1950: 302). Despite the primitive nature of travel characterized by the Barlow Road for over a half century of use, it was still hailed by contemporaries for its historic role in the settlement of Oregon (Barlow 1902).

It was not until the advent of autos after 1910 that a road improvement boom was effective in significantly enhancing year round travels (Dicken and Dicken 1979: 139). Until 1917 it was still the primary focus of counties to grade and drain roads with little surfacing (Dicken and Dicken 1979: 140). Of the 37,000 miles of road inventoried in Oregon in 1914, 32,000 were unsurfaced. With passage of the Federal Aids Act of 1916, Federal matching funds began to be made available for road construction (Dicken and Dicken 1979: 140). By 1914 an agricultural boom period was underway (Speulda 1990: 18). In 1919, the State law addressed the funding of a county market road system that was designed to enhance automobile travel and introduced the modern road construction era in Clackamas County. Associated with these occurrences was the transition in road construction techniques in the 1910s in Clackamas County from the mule-pulled slipscrapers to "pull graders" powered by crawler tractors (Kalani et. al 1987). During the 1920s Clackamas County built about 40 market roads using state tax dollars to acquire rights-of-way and building and maintaining roads.

Emigrant Experiences

For the first time, and often for the only time in their lives, dozens of Oregon Trail travelers sensed they were participating in history and recorded their experiences in diaries or journals. Others after the fact felt that their transit of the continent was sufficiently significant to dictate or write their reminiscences of their travel experience. These primary accounts, supplemented by a few letters, serve as a time machine to describe the route, conditions, time, and trials of travel on the Barlow Road.

The cast of characters who passed over this road and wrote of their experiences is a window to Oregon history. Joel Palmer, one of the principal explorers laying out the route with Samuel K. Barlow in 1845, published his detailed diary as Journal of Travels Beyond the Rocky Mountains (1847). Palmer recounted the frustrations and hard labor necessary to drag wagons to the Barlow Creek watershed and the decision to cache possessions and proceed by horseback and foot to the Willamette Valley until axemen could open a trace through the Zigzag and Sandy watersheds the following year. Palmer returned to the East, emigrated with his family to Oregon, and served from 1853-56 as Superintendent of Indian Affairs.

Other travelers included Abigail Scott Duniway, an 1852 emigrant, who turned her Oregon Trail diary into Captain Gray's Company (1859), one of Oregon's first novels. Duniway was one of a distinguished family. Her brother, Harvey Scott, served for decades as editor of the Oregonian. She founded The New Northwest, a newspaper dedicated to the cause of suffrage, traveled and lectured widely, authored poems and essays, and ultimately helped Oregon women secure the right to vote in 1912. Esther Ruth Lockhart, an 1852 traveler of the Barlow Road, became the first white woman to settle on Coos Bay and was the first school teacher on Oregon's southern coast. William J. Watson, an 1849 emigrant, turned his diary into the Journal of an Overland Journey to Oregon, one of several guidebooks which served later travelers. [See Appendix 3 for selections from the diaries of Barlow Road travelers in the project area.]

Most travelers over the Barlow Road shared a similar experience. If possible, they camped overnight at Gate Creek or Tygh Valley. They attempted to rest their livestock and lighten their loads by abandoning any unneeded items. Early the next day they set out for a long drive up the eastern

slopes of the Cascades to reach White River where they camped along the western bank below the mouth of Barlow Creek. If all went well, the next day they advanced to the upper reaches of Barlow Creek and camped in the deep forest east of Barlow Pass. After about 1860 a forest fire in that area created what emigrants called "The Deadening," a site subsequently known as Devil's Half Acre. The third day travelers pressed over Barlow Pass and descended to Summit Meadow. Their livestock were desperately hungry but found only "sour" sedges or browse of cut willow and alder limbs.

The fourth day often proved a trial: the transit of the boggy lower slopes of Mount Hood where, in 1849, the U.S. Army's Mounted Riflemen were compelled to abandon their heavily-loaded wagons and cache military supplies at what later became known as Government Camp. If a slow wagon got in the way, or if oxen died, as was sometimes the case, travelers might be caught on the one-way trace on Laurel Hill and have to spend the night literally in the middle of the road. If lucky, however, they made the difficult descent of Laurel Hill and passed down the Zigzag drainage to camp at a small clearing near the present Rhododendron, or, by the 1870s, near the Tollgate just east of that community. The fifth day involved a long drive but usually good road. By 1848 most travelers took the south bank route, passing down the south bank of the Sandy River to above its confluence with the Salmon River. There they forded to the north bank, passed through heavily forested Mensinger Bottom, ascended the Devil's Backbone, and pushed on to the second crossing of the Sandy River. And on the sixth day -- provided all had gone well -- they ascended the hillside to present Sandy and drove on to Philip Foster's farm at Eagle Creek.

The diaries of travelers confirm a number of variations on this pattern of travel. Some began their transit of the Barlow Road with such jaded teams that they could not keep up so swift a pace. Others were compelled to abandon their wagons when their livestock died and walked the last miles with their few possessions into western Oregon. Some who traveled only on horseback made an even more rapid transit of the Barlow Road. [Appendix 3 illustrates the range of experiences.]

A History of the Development and Improvements of the Barlow Road Course

Introduction

Use of the original Barlow Road route in its entirety, as pioneered in 1845 and used by wagons in 1846, was short-lived. According to emigrant diaries, the difficult north bank route from present-day Rhododendron to just above Brightwood was largely abandoned by late summer of 1847 in favor of crossing the Zigzag River at the Rhododendron location. Henceforth the road followed the south bank of the Zigzag and Sandy rivers past present-day Wildwood Park before crossing to the north bank. From there the emigrants followed the original 1846 route along the north bank of the Sandy River, passing over Devils Backbone by generally following the current Marmot Road alignment, crossing the Sandy a second time near the later location of Revenue's Bridge, and then generally following the later route of Ten Eyck Road, Tupper Road, and the Sandy-Woodburn Highway to Philip Foster's farmstead at Eagle Creek. From Foster's farmhouse to Oregon City, the route is now followed by Doty Road to Felhammer's Ford on the Clackamas River, Feldhammer Road, Springwater Road and Baker's Ferry Road to Clear Creek, and then Dick Drive, Holcomb Road and Abernethy Road. The above description gives the appearance that much of the old road has evolved as a primary part of the current road network. However, given the changes in modes of transportation (from wagons to motor vehicles), increased knowledge of local geography (particularly hydrologic factors), and enhanced road construction techniques, numerous significant alterations in the route were made through time.

Maintenance and improvement of the many segments of the Barlow Road course in Clackamas County were addressed variously. Maintenance of the route west of Philip Foster's was first left to local residents and later to governmental entities. The entrepreneurial efforts on the road east of Foster's enjoyed a much higher history of visibility, but probably were no more effective in making the route functional.

Focusing first on the route east of Foster's and later east of Sandy, several organizations attempted maintenance and development for profit. Efforts toward establishment of a passable, and profitable, road began in 1846 with Samuel Barlow and Philip Foster as the road charter holders. Barlow soon leased to others in 1848, including Foster and Joseph Young, a nearby neighbor of Foster's on the Barlow Road near the Feldheimer Ford on the Clackamas River. Maintenance was apparently minimal to the dismay of emigrants through the 1850s. In 1858, Foster, Francis Revenue, Stephen Coalman and Samuel Hiple organized the "Cascade Bridge and Toll Road Company." Coalman, a nearby resident of Revenue's in the late 1800s, remained a key figure in Barlow Road management for 40 years (Gruel 1975: 20-21). Upon statehood in 1859, the road company reincorporated as the "Mount Hood and Barlow Toll Road Company." In 1862 it was replaced by the "Mount Hood Wagon Road Company" which soon was replaced by the "Cascade Road and Bridge Company" in 1864, incorporated by Joseph Young, Egbert Olcott, Stephen Coalman, Frederick Sievers and Francis Revenue, all property owners along the route east of the Clackamas River. In 1882, the road was deeded to the "Mt. Hood and Barlow Road Company" which apparently had sufficient capital to open successfully the south bank segment between Sandy and the Salmon River thus avoiding the Devils Backbone. During the 1890s the legality of collecting tolls on the undeeded road was debated, but the tolls persisted. Henry Wemme purchased the road shortly after the turn of the century, and, with the advent of more intensive automobile traffic, he opened the road to free travel in 1915. Shortly after Wemme's death in 1917, the road was deeded to the State of Oregon in 1919 at the time the Mount Hood Loop Highway east of Sandy superceded it.

The various tollgates were part of the entrepreneurial effort. From 1846 to 1870 the tollgate location varied among Gate Creek east of Mt. Hood (1846-1852), Francis Revenue's Donation Land Claim (1853-1865), and the Summit House at Summit Prairie (1866-1870). After 1870 until 1915 when toll ceased to be collected, the tollgate was located a short distance east of Rhododendron.

The many revisions to the route both east and west of Foster's by the territorial government and county are described below.

General Land Office Plats

The General Land Office plat maps provide essentially the first depiction available of the early road courses. The routes were apparently without substantial realignment since their initial establishment in the mid-1840s, though in some cases petitions for change had been submitted by settlers prior to the plat surveys. The means for reestablishing already blazed routes were minimal during this period of early settlement. Until 1849 the settlers were under a provisional government which offered no services regarding assistance in the development transportation routes. The subsequent territorial government, operative through the 1850s, actually offered little more than approval of petitioned routes. The earliest land subdivision survey along the route was in 1852 for the township (T2S, R2E) containing Oregon City. Two roads are identified leading east through the Holcomb Hill area, the "Oregon City to Foster's" road representing the emigrant route, and the "Oregon City to Mattoon's Mills" road, located less than 1/2 mile to the south linking Oregon City to farms and mills to the southeast. A portion of the latter road closely approximates the current Holcomb Road alignment. An 1852 territorial road survey (X-88) realigned the Mattoon's Mills road, in essence more fully creating modern day Holcomb Road and supplanting the Barlow Road course west of Clear Creek. As a result, most of the Barlow Road route between Clear Creek and Oregon City likely saw use by emigrant traffic only between 1846 and 1852 before abandonment. It is also likely the emigrant route only served as a road for a very brief time before 1846 since settlement did not spread eastward from Oregon City until about the time of the Barlow Road establishment as described below. The original road course probably followed previous American Indian and pioneer trails through the hilly and wooded area.

The region from Clear Creek eastward to Sandy (T2S, R3 & 4E; T3S, R3 & 4S) was surveyed by La Fayette Cartee in 1855. The survey in the Springwater area from Clear Creek to the Feldheimers Ford on the Clackamas River reveals a number of roads serving the early settlements by 1855. Besides the Barlow Road, there existed precursors to modern day Springwater Road, a portion of Hattan Road and a number of roads leading to the south. East of the Clackamas River, road development appears less advanced, particularly east of Eagle Creek toward Sandy where the Barlow Road is the only road identified by the surveyors. The major road from Philip Foster's northward toward Milwaukie is not shown at this time.

East of Sandy, the initial cadastral surveys occurred gradually later in time as settlement more slowly progressed eastward up the Sandy River drainage. In 1860 surveyors in the Devils Backbone area (T2S, R5E) identified only the "Road from Willamette Valley to the Dalles," and in 1872 farther east toward Brightwood (T2S, R6E) the only existing route was the "Road from Portland to the Dalles" which followed the original Barlow Road route on the north bank of the Sandy River. In 1882, the initial survey in the Welches area (T2S, R7E) identified the "Old Toll Road Across Cascade Mountains" on the north bank of the Sandy and Zig Zag rivers and the "Old Barlow Road" on the south bank. By 1898, only the south bank route, called "Mt. Hood Toll Road," was shown in the Rhododendron vicinity.

Territorial and County Road Surveys

Upon initial settlement of Oregon in the 1840s and the continued spread of settlements from the Willamette Valley into the surrounding woodland areas through the next few decades, the importance of road development and maintenance became paramount for farmers to transport goods to markets and to ports for shipment. Therefore, it was in the interest of the settlers to petition for formal survey and recognition of road courses to facilitate the use of public funding and/or public labor support as provided by law to maintain the routes and for formal public recognition of the courses.

As highlighted by the settlement patterns described above, different demands on a road network occurred west of Philip Foster's claim across predominantly level farm lands than the mountainous terrain to the east. Therefore, the discussion of developments in the road course after 1850 will be organized in two sections based upon this geographic and settlement distinction. In addition, demands for road improvement in the two regions were stimulated by different factors. West of Foster's, petitions to the territorial government and early county government in the 1850s and 1860s were, from the beginning, stimulated to increase access of settlements to markets; in other words they were settlement-oriented. East of Foster's, petitions which began in the 1860s were stimulated by the commercial interest to improve travel over the toll road through the Cascades. However, as settlement occurred between Foster's and Sandy through the 1860s and roads were established from the rapidly growing town of Portland to Sandy, the function of the road between Sandy and Foster's became more settlement oriented rather than long distance travel. For this reason the route segment between Foster's and Sandy actually represents a transition area, consisting of rolling farmland with reasonable early access to major transportation routes. The factor of enhancing travel to the Mt. Hood area continued to dominate the route east of Sandy into and through the twentieth century.

Oregon City to Springwater Settlements. As early as April, 1851, settlers east of Oregon City began petitioning for improved roads to their farms and mills. On April 4, Almond Holcomb and a number of other settlers petitioned for a newly aligned road from Abernethy Bridge in Oregon City to a Clackamas River crossing at Joseph Church's mill in the present Barton area, downstream from Feldheimers Ford. From the river it was to continue toward Philip Foster's and an intersection with the "Mounthood road." In response to the petition, a survey (Territorial Road X-88) was performed in February, 1852. The 1852 plat map for the township indicates the new road was apparently not established until after that summer. Based on the survey notes for X-88, as plotted in 1980 by the

county surveyors office, this route established the current Holcomb Road alignment, essentially realigning the Barlow Road to the south as much as 1/2 mile in some locations. The survey established Holcomb Road all the way east to Hattan Road with a now abandoned but still identifiable segment following a ravine to the point of intersection. Apparently this ravine was avoided by the initial emigrant route because of its wet and narrow character. As evidenced by several bank cuts along the lower ravine segment, some degree of "construction" activity was necessary to extend the road directly down the ravine to Hattan Road, avoiding going over the Moss Hill area. This expansion of Holcomb Road continued to be shown on a 1934 Metsker map for the area. Today, long term residents in the Clear Creek and Springwater area recall traveling to Oregon City earlier in this century by the now-abandoned western segment of Holcomb Road. A short distance east of Hattan Road the new 1852 road course apparently joined the Barlow Road alignment at the crossing of Clear Creek. Unfortunately, the very brief territorial road survey notes do not make reference to existing developments along the route. Apparently, this early survey did establish a river crossing at the Barton area, possibly just downstream from the current bridge location according to long-term local residents.

Other early road concerns by the settlers are reflected by the 1853 petition for Territorial Road X-57 from the "Springwater Settlement area" to Oregon City. No maps or field notes are present in county files indicating no actual survey of such a route at that time. In 1864 another alteration of the Barlow Road route was proposed from John Foster's claim eastward along the current Bakers Ferry Road route to Charles Chase's settlement near present Barton Bridge, then crossing the river to intersect the road from Philip Foster's to Portland. Again, no map or field notes are present indicating the petition may not have been acted upon. By 1866 another survey was performed establishing yet another crossing of the Clackamas River between Clear Creek and Feldheimers Ford. The route (Road No. 10) established much of the current Springwater Road alignment by crossing the Clackamas River at "Grim's Ford" about a mile east of the mouth of Clear Creek, joining the current Springwater Road alignment at the sharp bend in the road one mile east of Clear Creek, then progressing southeastward to Harding's Mill (now known as Fishers Mill). The surveyors noted crossing the "lane between Arthur and Wheeler" which is likely the old emigrant route upon which William Arthur and Solomon Wheeler had established their donation land claims. The location of the intersection in the survey appears to be in the vicinity of the current Springwater Road and Bakers Ferry Road intersection. Like Feldheimers, there is no bridge today in vicinity of the Grim's Ford location.

In the following year (1867) the above-mentioned road between Wheeler's and William Arthur's was the subject of a survey itself. A survey for County Road No. 14 constituted "alteration of road leading from Philip Foster's, to Oregon City, commencing near S. Wheelers, and running to E. bank of Clear Creek" across "Arthur's Prairie." As described in the notes, the proposed revision extended from an existing "road in the vicinity of Solomon Wheelers thence to the Northeast corner of M. G. Wills land thence on the line between Dr. John Welch and the said Wills land to the western Side of Present improvements. Thence on a Southwest course to the Clear Creek Hill there intersecting with the old road." The petitioners of Pedigo, Isaac Foster and Brammer found "the Ground Better and the Labor Princeply done towards Opening it for travel" on July 16, 1867. It is also of interest that the petitioners claimed to have satisfied the requirement of one day per service of residents toward improvement of the transportation system by stating that, "We certify that we were occupied one day each in the above work." A listing of 1867 "Arthurs Prairie" residents was provided as signatories to the petition. Unfortunately, the map and notes are too sketchy to be more useful in identifying the original route and the Welch and Wills property locations are not shown on maps.

Another extensive survey was performed in the 1880s between Foster's and the Baker's Ferry area. In 1883, a survey for County Road No. 207 was performed extending from near the Eagle Creek crossing of the Barlow Road " following the north bank of the Clackamas River to a crossing in the Barton area, then reestablishing the 1852 surveyed portion of Bakers Ferry Road

before joining the old emigrant route west of Foster Creek before coursing northward, crossing lower Clear Creek and terminating at the Clackamas River crossing just downstream from the mouth of Clear Creek. This alignment further establishes the Barton crossing and Bakers Ferry Road avoiding Feldheimers Ford and Eagle Creek crossing and only corresponding to the old emigrant road between Clear Creek and Foster Creek.

Called the "Crisswell and Milwaukie Road" in 1894, Springwater Road was resurveyed with minor realignments (Road No. 429). A more comprehensive resurvey of the Springwater settlement area was performed by County Road survey no. 514 in 1900. Included in the resurvey were the "Crisswell and Milwaukie Road" (current Springwater Road), "Harding Mill and Springwater Settlement Road" (current Harding Road), and "Bakers Ferry and Eagle Creek Road" (Bakers Ferry Road). Also identified was Gerber Road. Essentially the modern day road network was now established and the original Barlow Road route was largely abandoned in this region. A description of the state of the road system the previous fifty or more years was provided by surveyor Meldrum in 1900 who noted that the original survey had "been poorly established of perishable material . . . with nothing left to mark its location on the ground other than the roadway as opened and travelled." No remarks are made about crossing the old emigrant route in the area which the surveyors must have done. Meldrum had previously made similar remarks on another survey (County Road No. 511) in the area in 1899 by noting a "present travelled road probably not on any survey."

The Abernethy Road location along the north bank of Abernethy Creek appears established by 1852 with only minor alterations occurring afterward. An example is County Road survey no. 245 in 1885 which indicates the route was labelled Holcomb Road to a point west of the current Redland Road intersection where it was joined by Abernethy Road from the southeast. The 1885 survey more closely established the current intersection location.

Foster's to Feldheimer's. Beginning in 1867, attention began to be paid to the portion of the original emigrant route between Foster's and Feldheimers. The segment west of Foster's across Eagle Creek and the Clackamas River was reestablished as part of the County Road No. 18 survey. In June 1867, residents requested a "good" road commencing at Cutting's Mill south of the Barlow Road, extending northward to the "Oald Emigrant Road" and following the old road at "Feldhamer's" crossing of the Clackamas River onto Philip Foster's. "Feldhamer's" place was shown on the right "east" bank of the Clackamas River (contrary to homestead records which places it on the west bank in 1872) and "Hoss Heven Road to Oregon City" following the top edge of the upper river terrace west of the river along the current Springwater Road alignment. After crossing the river to the east the surveyed road generally follows the current Doty Road alignment across Eagle Creek to Foster's. The survey notes mention a bridge at the Eagle Creek crossing and intersecting a "county road leading to Portland" 31 chains (less than 1/2 mile) before terminating at Foster's. Other establishments noted along the route include Asa Stone's, and A. and C. P. Mattoon's south of the intersection of the proposed road with Barlow Road on the west bank of the Clackamas River, Lynn's on the east bank of the Clackamas, J. Young's on the upper terrace of the east side of the Clackamas, Githens' between Clackamas River crossing and Eagle Creek crossing, and Foster's and Burnett's at present day Eagle Creek community.

Later in 1878 Feldhammers Road on the west bank of Clackamas River was further reestablished by County Road No. 146 survey. Based on an 1878 petition by Feldhammer, the survey of "Felshammer Road" ran from the west bank of the Clackamas River at "Feldhamer Ferry" in a southwest direction to the intersection of the "old road" across the southeast corner of "Waterbury claim." According to Clackamas County Surveyor Dexter Milne in a 1980 letter, Road No. 146 is a 1878 "re-establishment of a segment of former Road No. 18, established in 1867 which itself confirmed a pre-existing road." Therefore, there exists a "legal connection" of present Feldheimer Road to former Road No. 18. In 1898, another resurvey was performed for the Doty Road segment west of Foster's as County Road #492 survey, described as "the survey of a road leading from the Foster and Milwaukie road near Eagle Creek P.O. To a junction with the Heiple

road." The alignment basically follows today's route as already established by previous surveys, crossing Eagle Creek where "a steel wagon skein at N. end of bridge" is noted, and continuing across much of the flat between the Eagle Creek and Clackamas River crossings to where it approaches the descent to Feldheimers Ford.

Foster's to Sandy and the South Bank Route. In the continuing effort to establish a profitable toll road across the Cascades to the Willamette Valley settlements, Philip Foster petitioned in 1861 for an improved emigrant road from his farm eastward through Sandy to the Salmon River. Based on the field notes of the resulting 1862 survey of Territorial Road X-9, the segment from Foster's to Sandy followed closely the emigrant road alignment. At Sandy, the proposed course followed the south bank of the Sandy River joining the "old emigrant" route near the mouth of the Salmon River close to the upper Sandy River crossing established in 1847. No mention of a preexisting road course is noted by the surveyors east of Sandy and the petition states,

Being no permanently located road through this district of country, and knowing it to be of great importance to the traveling community as well as to ourselves . . . and we would further say, as the Road now runs it crosses the Sandy River twice making it very difficult (sic) even at a low stage of water, and entirely impassible through the Spring and a portion of the summer months as we now propose to locate the Road it does not cross any large streams and passes upon much better ground and much shorter in distance.

According to the petition, costs of locating the new road would be borne by Foster. Apparently capital was insufficient successfully to develop the course east of Sandy as the proposed south bank route does not appear on the 1872 plat for T2S, R6E. Settlements noted by the 1862 survey along the lower segment between Foster's and Sandy include, in order from Foster's, St. Johns, J. Wilson, and Wm. Johnston. Unfortunately, the half of the map from Tickle Creek south of Sandy to the Salmon River is missing from the County files. Other road improvement activity east of Philip Foster's in 1861 was also represented by the survey of Territorial Road X-13. This route, which followed along the west bank of Deep Creek generally conforming to the current Howlett and Judd road alignments, connected new settlements between Deep Creek and Eagle Creek to the "Foster's to Milwaukie" road (established after 1855). This road established a more direct route to developing urban markets without winding along the emigrant route through Foster's. The route crossed the "Emigrant Road" at approximately the current Highway 211-Judd Road intersection. Later in 1872, a petition and an application for County Road No. 58 sought to realign the road across Philip Foster's claim from the "terminus of the Milwaukie Road at Philip Foster's" to "the Old Road" from Foster's to the Salmon River. No map or survey notes are available for this application.

The sought after south bank route east of Sandy was again surveyed as County Road No. 100 in 1876. The route was proposed to extend from "Gidises's Store" in Sandy to the mouth of the Salmon River. The route was apparently not entirely completed until 1884 though the west end was established for some distance later to be revised by County Road No. 195 survey in 1881. The survey affected a one mile segment of road immediately east of Sandy.

Another major resurvey of the "Foster County Road" between Foster's and Sandy was performed in 1884 establishing County Road No. 241. This appears to be the first survey of this major Barlow Road route segment since the 1862 survey petitioned by Foster. Surveyor Meldrum mentions in his 1884 notes that, "The field notes of the original survey of the Foster road are so obscure that it is almost impossible to identify any portion of said survey and it would seem that but a small portion of the road was often upon the original survey." This statement brings into question the accuracy of the 1862 survey records in depicting the actually traveled course. It may be that the travelled routes did not always follow the surveyed alignments, particularly when little development was employed. The 1884 survey began on a hillside a short distance south of Deep Creek and terminated at the Sandy Post Office. Deviations between the new re-established route and the old route are depicted on the survey map though some of the deviations may be exaggerated. The

surveyor's notes mention the "proposed site of new bridge over deep Creek," running "along corduroy road - ascending Deep Creek hill," and following "Along traveled road" immediately north of Deep Creek and on several other segments toward Sandy. There is also mention of crossing "Tickey (Tickle) Creek along South side of bridge." The accuracy of the "Old Foster Road" depicted in the survey sketch is questionable due to lack of conformance with the early plat survey notes. It may be reflecting the previous surveyed route rather than the actual traveled route. This segment of the Barlow road route was ultimately replaced by Market Road 33 and later by State Highway 211 in the twentieth century.

The first major step toward developing a modern road between Eagle Creek and Sandy had its beginning in 1919. In that year the State of Oregon passed a law creating a fund for aiding counties in the construction of market roads. The funds were expended by counties using construction plans and specifications provided by the State. Improvements consisted of grading, re-shaping and widening (Oregon State Highway Commission 1920: 43). County Market Road #33 replaced the previous, more primitive road. Though following the same general route, a number of deviations from the existing alignment were introduced as shown by a 1927 Metsker map. This county road course is still evident today as part of existing roads and abandoned roadbeds.

The County Market Road funding law was superseded by creation of the State secondary highway system in 1931. The 47 mile-long "Woodburn-Mt. Hood Loop" secondary state highway, including the Eagle Creek to Sandy segment, was one of three highways established in Clackamas County by 1933 (another was the "Cascade" highway). However, most roadwork emphasis through the 1930s along this segment was maintenance of the previously established market road with probably little change in actual alignment. The current alignment of State Highway 211 was largely established in 1946 and 1947, which was mostly new alignment (Smith 1992).

Sandy to Sandy Bridge. The segment of the Barlow Road between Sandy townsite and Sandy Bridge at Revenue's was apparently not "established" by resurvey until County Road No. 79 survey performed in 1874. The major route segment identified as "Road Survey of the Sandy Bridge & Portland Road" essentially revised the prior Territorial Road X-56 from Portland to Sandy and includes a rough sketch of the "Barlow Road" extending down the ridge to the north from Sandy to the "Ford" past "Frenchman's House" (Revenue's). This survey document further indicates that the Barlow Road route was still located on the north bank of the Sandy River. A more detailed survey of the Sandy to Sandy bridge segment was not performed until 1885 by a survey for County Road No. 256. This survey was performed approximately a year after completion of the south bank Salmon River road from Sandy and the original Barlow Road route is now labelled "Oregon City and Sandy Road." The survey sketch shows a grist mill on the south bank of Cedar Creek near the west shoulder of the road and a school house farther south near the hair-pin curve at the base of Sandy ridge. The two mile road alignment "follows the present traveled" route from the "south end of new bridge" at Revenue's to the top of Sandy ridge at "Menigs Store" where an intersection is shown with the new "Barlow Road" extending to the southeast and Chase Road extending westward through Sandy. Other establishments in Sandy identified by the 1885 survey along Chase Road include "Revenue Store," "Sandy P. O.," "Otto Scholley," "Dr. Ingraham," and "H. B. Chase."

North Bank Segment, including Devils Backbone. As described above, settlement came later for the section of road above the second Sandy River crossing (Phase I of the Barlow Road Inventory Project) than the valley bottomlands between Sandy and Oregon City. Consequently, the first survey of the Barlow Road route in this area was not until 1873 when settlers petitioned for establishment of County Road No. 68, identified as the "Portland & Cascade Road". This occurred eight years after the tollgate was moved eastward from Revenue's to Summit Meadows. The spread of settlements along Devils Backbone had made the feasibility of operating a tollroad in the area untenable. Consequently, a settlement orientation to transportation demands replaced the previous tollroad business orientation. The route surveyed began at the Multnomah County line northwest of Sandy and crossed the Sandy River several miles downstream of Revenue's bridge. It ascended Devils

Backbone west of the emigrant course before the joining the "Old Road" alignment on top of Devils Backbone near the Branham farmstead. From there the surveyors notes indicate the "Old Emigrant" road was followed to the "Rock Corral" location on the north bank of the Sandy River. Several establishments were noted immediately along the Barlow Road section of the route, including Chapman, Branham, Gio, Sievers, Wilcoxsen, J. Moore and Philip Moore. A list of residents in the area is provided by the April 1873 petition to the County. The segment of the Barlow Road from the intersection with the above Portland & Cascade Road southwest to Revenue's bridge was formally reestablished six years later in 1879 as County Road No. 155. Apparently some minor deviations from the emigrant route were made as indicated by the survey notes which stated,

To grant a change of road. Said change commencing at the end of the Bridge on north side of Sandy river running on the best and most practiceable rout to the top of the Bluff near Bacon's Black Smith Shop thence the nearest best and most practicable rout to the East line of George Hoffman's land claim where the County road (No. 68) crosses it.

Hoffman had acquired the previous Branham place in the intervening six years. Other settlements along this segment in 1879 besides Hoffman and Bacon include McGugen (apparently replacing Chapman), and Harris (between Bacon and McGugen at the base of the Devils Backbone south-facing hillside). Thus, by 1880 surveys for County Road Nos. 68 and 155 had incorporated the Barlow Road into the county road system between the second Sandy River crossing near Revenue's and the Rock Corral area on the north bank with only minimal alterations at the ascent of Devils Backbone from the Sandy River bridge.

With establishment of the "new" Barlow Road on the south bank of the Sandy River from Sandy to the Salmon River by 1885, further improvements to the north bank route of the original Barlow Road were sought in 1886. It is likely the alterations were to enhance access of the settlements at the east end of Devils Backbone and the north bank of the Sandy River to the new south bank route. Survey No. 259, titled "Road Resurvey of Old Barlow Road," began on the top of the Devils Backbone (west of Frederick Sievers' homestead) in the "Old Barlow Road" roadbed and extended eastward, deviating in places from the old roadbed "on account of steep grades and washouts." This survey established much more closely the current Marmot Road alignment. Deviations from the old road alignment include a segment beginning east of Kyler's house (located across the road from the previous Gio place) in the east portion of Section 11 south of the old roadbed to near Sievers' house in Section 12, then following the "present travelled road, down grade on S. hillside" between Sievers and Aschoff's (the former Wilcoxsen place) where it again left the old road course to the south downslope to Herrick's place (previously J. Moore's place) at the base of Devils Backbone. From there the road survey basically followed the old roadbed crossing a small bridge just south of Herrick's where a culvert is in place now and past Rock Corral to a possibly new bridge spanning the Sandy River, near the present Marmot Bridge. Upon crossing the bridge the route coursed another 1/4 mile toward the southeast where it intersected the newly established "Barlow Toll Road" segment following the south bank of the Sandy River. Other establishments on the north bank during this survey included R. D. Alexander, Philip Moore and the "Widow's Ranch" just east of Moore's. The Devils Backbone route's place in history was noted in a resurvey of a road extending west of the emigrant route in 1890 which referred to the old ridgetop route as the "Sandy Bridge and Backbone Road known as the old Barlow Road".

Formal survey and improvements of the north bank route east of Marmot Bridge, including the original 1845-46 route following the north bank of the Sandy River from near the mouth of the Zigzag River to the Brightwood area, did not occur until much later. A county road survey in 1910 noted following the "emigrant road" as closely as possible immediately downstream from the original first crossing near Fabion. The south bank route from Brightwood east to Government Camp received its major revisions in 1919 with the survey of the Mt. Hood Loop Highway and its construction in the next two years (see 1920 Mt. Hood Loop Highway, Sandy-Forest Boundary, Clackamas County, Oregon State Highway Department Drawing #3B20-7).

Summary

By 1900 the original Barlow Road route between Brightwood and Oregon City (including the Devils Backbone segment) was well integrated into the county road network and better defined by formal survey. East of Brightwood the route was superceded by the Mt. Hood Loop Highway by the early 1920s. Although decades of improvement and maintenance have continued to present, the "pioneer" character of the transportation system as a whole had been well replaced and abandoned, primarily only recorded in the memories of descendents of early county residents in the area and various early survey notes.

Early Settlements along the Barlow Road Course

Between 1842 and 1846, Oregon City grew from just a handful of individuals to a town of 500 population (Johansen and Gates 1967: 212; O'Donnell 1991: 50). Consequently, east of George Abernethy's donation land claim at Oregon City, most of the earliest claims were first settled contemporaneously with the earliest Oregon Trail migration and establishment of the Barlow Road. Based upon the "settled claim" dates provided in the donation land claim patent documents, the only settler prior to the first emigrant arrivals in 1846 along the route were William Arthur (1843), located on lower Clear Creek, and a person by the name of McSwain at the later Philip Foster location at Eagle Creek. Several settlers arrived in 1846 and 1847, including: Philip Foster, John Foster, Nathan Mack, Ambrose Foster and Robert Arthur in the Springwater area; Horace Baker and Mark Hatton on Clear Creek; and, George Weston between the Clackamas River and Eagle Creek. Other settlers arrived in 1848 and 1849, appearing in the 1850 census records. These included: Solomon Wheeler east of Clear Creek and Joseph Church on the Clackamas River below Feldheimers Ford in 1848; and, Almond Holcomb near Oregon City, Isaac Foster in the Springwater area and John Glover near Eagle Creek in 1849. By 1853, when Francis Revenue pushed settlement to the Sandy River along the route, other pioneers had settled east of Abernethy including: John Thomas (1852) and John Moore (1854) to the west and east of Holcomb, respectively; Caleb Tracy (1853), William Harper (1853), Thomas Waterbury (1853) and Zachary Norton (1853) in the Springwater area; Joseph Young (1852) and Egbert Olcott (1851) east of the Clackamas River near Feldheimers Ford; and, James Foster (1852) and James Brown (1853) just east of Philip Foster's.

Emigrant diaries concerning the last 20 miles of the emigrant route provide some unique forms of information not normally provided by this source on the previous 2,000 miles of the journey. That is settlement information. Beginning with Joel Palmer's observation upon arriving in 1845 to "a house at the foot of the hill . . . The claim was held by a man named McSwain." From there Palmer followed the north bank of the Clackamas River where he arrived at "Mr. Hatche's" a short distance from the river crossing where an Indian village was located. From there Oregon City was only a short distance. Some time between 1845 and 1847 Philip Foster obtained McSwain's squatter's claim and the farmstead became a landmark on the emigrant road. Numerous references and descriptions of Foster's place were recorded in emigrant diaries in subsequent years, early on being the first settlement encountered on the route and then later as settlement spread eastward along the route still holding the status of being the first settlement arrived at in the Willamette Valley. It always constituted a major crossroads to various destinations.

The next emigrant reference to a settler along the Barlow Road was by Benjamin Cleaver in 1848 who described after passing by Foster's camping between Eagle Creek and the Clackamas River "at the side of a small buggy Prairie near a farm" he attributed to "Mr. Weston's." According to records, George Weston had settled the donation land claim in 1847. That a number of settlers had become established along the Barlow Road between Philip Foster's and Oregon City by the late 1840s is indicated by William Watson who noted in 1849, "passing several deserted colonies we encamped at the residence of Mr. Hensley." This entry also underscores the lure of the California goldfields which significantly retarded settlement and economic growth of Oregon for awhile.

The occurrence of settlers east of Foster's apparently began in 1852 when Jared Fox referred to a "garden & house" one mile before arriving at Foster's, which he noted was "heretofore known as the first house." The newness of the evidence of settlement is reflected by Fox, "This was a new beginning and afforded nothing." Fox continued by writing, "We were advised to go to the next or 3rd house . . . which is one mile further, a man by name of Church" who had a mill on the Clackamas River downstream from Feldheimer's crossing. According to records, Joseph Church had the claim since 1848. As is evident by a number of other 1852 diary entries, Philip Foster's was still the first settlement of substance encountered by the emigrants and still anticipated by the emigrants. For instance, Enoch Conyers noted, "We started early this morning for Foster's ranch, which we are told is only six miles from this camp." Conyers also noted, "passing several farmhouses" between Foster's and Oregon City, but along the north bank route of the Clackamas River and not the Barlow Road through Springwater area.

The settlement new in 1852 east of Foster's must have become more substantial in 1853 and new settlements were being established farther east yet along the emigrant route. In 1853, Amelia Knight wrote, "passed one new made claim this evening (Revenue's claim) . . . it is three miles to the first farm." The latter reference is likely the new settlement noted the previous year east of Foster's. By 1854, Francis Revenue's claim had become a settlement of substance as Philip Condit wrote, "Traveled over the Backbone to the last crossing of the Sandy and camped near the first dwelling house we found in the Cascades. Here we found . . . civilization." Interestingly, though Foster's farm may not be the first settlement after 1851, it was still regarded the first encountered in the Willamette Valley as reflected by Kerns in 1852, "we reached Foster's, the first house in the Willamette Valley, after getting out of the Cascade mountains."

The later diaries of Butler in 1878 and Stevens in 1881 highlighted the progress of settlement along the route. On August 14, 1878, Butler wrote, "Crossed a sandy bridge, came to a store (probably Meinig's Store at Sandy) . . . Farms all most all along the road." On July 7, 1881, Stevens wrote after passing through Sandy, "We have been passing farms every short distance, and the country as far as we can see is dotted with fields and houses. They have some nice homes and farms here . . . We are now about 10 miles from Portland."

A pattern of settlement is evident along the route. The area east of Oregon City receiving the earliest interest in settlement was along lower Clear Creek and eastward along current Bakers Ferry Road. Between 1843 and 1847 eight claims were settled in what became know as the "Springwater Settlement area" and the need for improved access to markets quickly developed. As noted for many areas of the American West, "the spread of settlement was so great in most communities that strictly pioneer conditions did not last very long" (Fite 1966: 220).

A second wave of settlement occurred between 1848 and 1853, focused largely along the Clackamas River in the Feldheimer Ford area, the hills between Oregon City and the Springwater area, and a few "outlyer" settlements in the hills east of Philip Foster's with Francis Revenue being easternmost. By 1854 the route between Abernethy's and Philip Foster's was wholly settled with Moss Hill on the west side of Hattan Road being the lone exception. This pattern conforms with observations by Bowen (1978: 3) that "by 1850, when the first period of immigration was complete, settlement had spread throughout the Willamette Valley." Early settlement in this area was by donation land claim except for Mathis Kirchem and Ludwig Feldheimer who first appear in the 1860 census records and subsequently received homestead entry patents in 1869 and 1872 respectively. The Moss Hill location was not patented until 1884 by Caroline Carr who did not appear in the census records through 1870. Many of the settlers west of Foster's appeared in the 1850 census and almost all were enumerated in the 1860 census. The original Barlow Road route between Clear Creek and Oregon City likely served these farmsteads for only a brief few years before being significantly realigned by 1853. Additionally, settlement quickly expanded away from the emigrant route in the 1840s with new spur roads appearing to serve the farms and mills.

The country east of Philip Foster's represents a hilly landscape on the perimeter of the Willamette Valley province. Settlement toward the Sandy area and across Devils Backbone to Mensingers Bottom was much slower with only a handful of donation land claims settled by 1855. Most settlement in this region occurred through later cash entry and homestead entry patents with only a few of these settlers first appearing in the 1870 census records. A number of patents were granted in the 1870s between Philip Foster's and Frederick Sievers' homestead on top of Devils Backbone, largely reflecting initial settlement in the late 1860s and early 1870s on tillable land along the middle Sandy River course. Patents were granted for most of the remaining parcels along this segment of the route and eastward to Mensingers Bottom in the 1880s, probably reflecting 1870s and early 1880s settlement. Settlement along the Barlow Road route east of Mensingers Bottom toward Summit Prairie generally began in the 1880s with patents being acquired from the 1890s up to 1919. Although settlement was later east of Foster's, the former emigrant route played a more substantial role through longer use in the settlement process, particularly east of Francis Revenue's up to the Mt. Hood area. A major factor for this increased role is the more confining character of surrounding terrain along the route on either side of the Backbone ridgeline and the Sandy River stream course, which inhibited the spread of settlement and significant realignment of the original road course.

The census records of 1850 and 1860 provided insight into the general character of pioneers settling along the emigrant route. Not surprisingly, the sequence of households provided in 1850 confirms that Joseph Meek, census enumerator, headed along the Barlow Road from Philip Foster's farm at Eagle Creek generally westward to A. B. Holcomb's. The 1860 census enumerated an increased number of residents whose properties were traversed or lay close to the Barlow Road. The early settlement east of Clear Creek in the Springwater and Eagle Creek areas consisted almost entirely of farmers. In contrast, those settling west of Clear Creek to Oregon City and immediately along the banks of the Clackamas River were skilled and unskilled laborers. The farmers probably engaged primarily in subsistence agriculture at first with some sale of cereal crops to local grist mill operators or to Oregon City exporters.

The census recorders also provide insight into the origination of Barlow Road settlers. Of the 25 adults counted in 1850 immediately along the route, twelve states were represented as their birthplaces with Kentucky and Virginia providing five each. The other 15 persons originated from 10 different states, a considerable scattering. However, when considering the birthplace of their children prior to migration to Oregon Territory, a very different pattern emerges. Of the six families with children born in the United States, five families have offspring born in Illinois and Missouri. The only family with children from a state other than Missouri or Illinois is the Philip Foster family who, with a child from Maine, did not come by way of the Oregon Trail but by ship.

The 1860 census records show somewhat similar migration patterns, with a broad birthplace distribution of the adults, but a stronger representation of the Missouri/Illinois region among the children. By 1870 the patenting and sale of lands makes correlation between census records and property locations increasingly tenuous and by 1880 the census confirms that articulation between land records and census records is highly problematic. However, the land use pattern, fixed by the 1850s, does not change much throughout the study period and, to some extent, persists to the present as a primary land use.

A pattern typical of the Willamette Valley in general is represented. Families arriving had already migrated at least once before, often from the eastern states to the Midwest before embarking again. As noted by some historians, it is likely that only the Pacific Ocean prevented these families from perhaps moving again as settlement grew in the Oregon frontier.

In sum, as a route of travel and commerce, the Barlow Road naturally served settlers spreading out from the Willamette Valley. In a short period from 1841 to 1847 settlers covered nearly the entire floor of the main valley and, in 1850, transformed their provisional land claims into

filings at the General Land Office. By the early 1850s newly arriving settlers were compelled to turn to more marginal, forested lands. In 1853, for example, Francis Revenue and his family settled on the south bank of the Sandy River opposite the western end of the Devil's Backbone. Revenue was the easternmost donation land claimant in the Sandy watershed.

Passage of the Homestead Act (1862) encouraged successive waves of settlers to seek sites for stump farms along the margins of the Barlow Road. The land records (i.e., Historical Index at the Bureau of Land Management) confirm a pace of settlement of approximately six miles per decade. In other words, by the 1860s and the 1870s settlers were seeking claims, erecting cabins, and clearing lands on the Devil's Backbone east of the second Sandy River crossing at Revenue's. They were settling in Township 2 South, Range 5 East, Willamette Meridian. In the 1880s settlers were on the eastern edge of the Devil's Backbone and taking lands between Marmot and Mensinger Bottom. In the 1890s settlers were filing on claims between the Salmon River and the mouth of the Zigzag. Between 1890 and 1905 a few selected lands along the Zigzag River. Horace Campbell, Charles Cutting, Oliver C. Yocum, A. B. Hammond and Grant Mills had even decided to try the high country at Summit Meadow and Government Camp. For these people the Barlow Road had become a market road. They used it to travel back and forth to the Willamette Valley to sell their farm surpluses, to seek seasonal labor, and to purchase needed supplies. Even when the Barlow Road moved to the south bank and extended by the 1880s west from the mouth of Salmon River to Sandy, Oregon, the settlers on the Devil's Backbone continued to use the old trace as their way of travel to and from the settlements.

Historic Themes, Events, and Sites

A single theme -- overland emigration -- dominates the history of the Barlow Road. For the years 1845 to 1865 the bulk of migration was westward bound. After 1865, however, the road acquired increasing use for transportation of livestock to the ranges of central Oregon or to the markets of western Oregon. This use is poorly documented but occurred as a cost-saving to drovers who avoided the fares on steamboats or use of the portage at the Cascades of the Columbia. Stock use probably diminished in the early 1880s with construction of the Oregon Railway and Navigation Company railroad through the Columbia Gorge. The Barlow Road also was used as a travel corridor for a new generation of settlers moving east over the Cascades into central and eastern Oregon.

Portions of the Barlow Road, such as the segment from near the mouth of Salmon River to Government Camp, gained increasing use in the years 1884-1919 for tourist-related land travel, the third theme topic for this study. The construction of facilities to serve travelers and recreation seekers confirms this use. These developments, frequently destroyed by fire, included: Summit House at Summit Meadow, Lamoreaux Cabin (prior to 1907), Three Ring Road Cabin (prior to 1912), Aschoff's Mountain House Hotel (1902-1920s), Welches Resort Hotel (1905-1917), Rhododendron Inn (1910-1946), and the Arrah Wanna Hotel (1912-1915). Of these structures only the Lamoreaux Cabin and Three Ring Road Cabin -- the two least known or documented facilities -- are standing in 1991.

The section of the road from Summit Meadow to Sandy once had four primary historical sites associated with the road's operation during the era of emigrant use. Each served as the site of a toll collecting station:

1. Francis Revenue farm, 1853-65
2. Summit Meadow, 1866-70 [Mt. Hood National Forest, 1991]
3. Two-Mile Camp, 1871-78 [a site three miles east of Rhododendron on the Mt. Hood National Forest, obliterated by reconstruction of Highway 26]
4. Tollgate [a site at Tollgate Campground near Rhododendron, Mt. Hood National Forest, 1991]

Very few emigrant diaries examined for this project speak to any of these sites.

The historic site most prominently referenced by emigrants was Philip Foster's farm at Eagle Creek. The Foster place was the first glimpse of civilization to emigrants until 1854 and constituted a major point of dispersal of the newly arrived emigrants beginning in 1846. This donation land claim marks a transition to the second theme of this study, "Regional Settlement." A number of structures located immediately along the route date prior to 1920 and are associated with early settlement along the road. These specific remaining structures receive no mention in the diaries.

Another site of interest is the former community of Marmot, Oregon. In 1883 Johann Adolf Aschoff, a German immigrant, brought his family to this site. He erected the Mountain House Hotel, a general store with small post office, several cabins, and, ultimately, a "museum." The Aschoff collection consisted primarily of natural history specimens: deer horns, skins of bear, panther, and fawns, pressed plants, and curios, including the brace Aschoff wore after he broke his neck. Marmot, Oregon, dated, however, to the period after the opening of the emigrant travel route west of the Salmon River via Cherryville Hill to Sandy, Oregon. Thus, though it developed on the eastern end of the Devil's Backbone on the traces of the original Barlow Road, the townsite was not associated primarily with emigrant use of the route. Therefore, the former townsite marks the transition to the third theme -- land travel associated with recreational use of the emigrant route. The construction of Highway 26 in the 1920s was the death knell for Marmot. Recreation seekers preferred the new road to the old plank route via the Devil's Backbone. Marmot's modest fortunes faded with the aging Adolf Aschoff's last few years of tenure.

With increased availability of cheaper mass-produced automobiles to the general public in the 1910s, the Barlow Road was decreasing in its service to the public. The first Annual Report (1914) of the Oregon State Highway Engineer noted a desire to have a "good road" from Portland to Mt. Hood, patterned after the Tacoma to Mt. Ranier road. In 1919, the Barlow Road was deeded to the State of Oregon, but not without question of existing route location and condition (see Appendix 4). Also in 1919, state highway survey crews began assessing possible route locations from Sandy toward Government Camp and in 1920 a route choice was made. During the same period time, passage of the market road act financed improvements between Sandy and Oregon City. With the beginning of the grading and surfacing in the early 1920s of the new highway route from Gresham to Government Camp and the market road from Eagle Creek to Sandy, the role of Barlow Road serving as a regionally important route came to a close. The new Mt. Hood Loop Highway was completed to Government Camp by the end of 1923. A corresponding change in recreational interest toward facilities in the Government Camp area marked the close of the early period of Mt. Hood recreational development as well.

There are no known cultural resources connected to the Barlow Road between Summit Meadow and Oregon City associated with ethnic or religious groups.

Gaps in the Historic Record

The toll books for the operation of the Barlow Road are mostly missing except for a few years early in the twentieth century. Although a considerable number of people have expressed interest in potential genealogical research in such records, the toll keepers were not interested in nor did they record the names of travelers. Their mission was simple -- extract, if possible, payment in specie or in goods as a toll from those traveling the road. It is highly unlikely that additional toll records remain in private hands. The statistical record of use of the Barlow Road thus remains largely undocumented and is in no way comparable to the detailed records of travel for the years 1871-96 for the other, primary trans-Cascade route, the Oregon Central Military Wagon Road. For the OCMW Road there are detailed, annual compilations which include counts of every man, woman, child, cow, horse, mule, and sheep and enumerations of up to as many as 269 primary destinations in a travel season.

Diaries of travel for the Barlow Road are concentrated in the years 1845-54. Approximately 95% of the primary accounts of use of the route fall within the first nine years (or 12% of the period) it was open as a toll road. A rigorous review of bibliographies and libraries specializing in Western Americana has not yielded significant leads to suggest any change in this distribution of primary materials.

Interviews with knowledgeable persons assisted measurably in helping locate extant trail ruts, but most informants are removed at least one, if not two or more generations from the period of westward-bound emigrant use of the Barlow Road. The eldest oral informant, Carolina Vaeretti Hauser, age 102, recalled traces of the road on her parent's homestead when she was a child in the 1890s, but to discuss the presence of rope-burned trees on the western margin of the Devil's Backbone turned to the oral accounts of her father who saw such features when he first homesteaded there (see Appendix 5). In other words, the informants of the 1990s are so significantly removed by time and experience from the emigrant use of this road that their information is either hearsay, data based on their own reading or research, or is an awareness of probable road features based on their having lived in the vicinity of the road traces. It is not anticipated that further oral interviews will substantially enhance the understanding of the location or use of this segment of the route.

Related Study Units

Under the Oregon Theme scope of study are several other related themes including: 19th and 20th century rural architecture, prehistoric land use, farming, industry, and recreation. Each of these related themes is briefly discussed below.

1. Associated with the early "Regional Settlement" theme is the "Architecture" theme in which various architectural styles of residences and barns were introduced for over a half century from the 1850s to the 1910s (Speulda 1990).
2. The "Farming" and "Industry" themes address the economic bases sustaining the new, largely rural, settlements. The economic foundation included raising crops, creating pastureland, commercial logging and lumbermilling.
3. It is likely much of the early emigrant route followed long established Native American trails, traversed landforms attractive for prehistoric settlement, and passed productive resource production areas. Several substantial Native American sites have been the focus of archaeological investigations along the route (Woodward 1974). The Barlow Road route essentially constitutes a long transect across various environmental settings from near the crest of the Cascade Mountain Range to the banks of the Willamette Valley. Along this transect should be found various levels of settlement (from river terraces to ridgelines) and resource extraction locations (root and berry gathering areas, fisheries, hunting areas, etc.).
4. As use of the route increased through the late 1800s and early 1900s, recreational use of the Sandy River and Zigzag River corridors and Mt. Hood area escalated. The "Land Travel" in this study considers locations immediately associated with the traveled route, but many other recreational facilities also came into existence away outside the study area. Indeed, recreational use of the Hoodland corridor and Mt. Hood area would constitute another theme.

Identification

Previous Studies within the Study Area

Studies regarding cultural resource values within the study area have been varied. In regard to the Barlow Road itself, studies have been most numerous by many private individuals and organizations who, for various reasons, have special interests in the pioneer route. A previous study by Clackamas County focused on this body of information. The project led to the 1988 Maps of the Barlow Road: Mt. Hood to Oregon City, Clackamas County document which established a beginning point for the more recent Barlow Road Inventory Project. The private local interest also led to several published accounts of the route, including: Barlow Road (1985) by the Wasco and Clackamas County historical societies; two publications by the Sandy Historical Society (1973, 1985); a 1970 article by a Barlow Road property owner, Ginny Brewster, in Mountain Magazine; a 1972 article by Roy Meyers; and, a series of articles on the Oregon Trail by Jim Tompkins of Beaver Creek. The Cascade Geographic Society of Rhododendron has also recently produced and sponsored unpublished reports on various aspects of the route. An early manuscript concerning one of the Barlow Road themes is a lengthy unpublished and uncirculated document written by Emma White, daughter of Adolf Aschoff. The text is based on interviews with Aschoff in the late 1920s shortly before his death. This narrative concerns the early history of Marmot and the Devils Backbone area. The document is in the possession of Ginny Brewster.

Besides the U.S. Forest Service assessment of the Barlow Road route across Forest lands referenced above, several other professional efforts have focused on the Barlow Road route within the study area. From 1956 to 1959, Oregon State Highway engineers studied the route through use of maps, pioneer diaries and field inspections. The highway department subsequently published a booklet of strip maps in 1959. In 1970, in response to increased public interest, the Oregon Parks and Recreation Section initiated a study of the Oregon Trail route across the state. In an attempt to identify remnants of the emigrant route, aerial photography along the route was taken in 1971 and various locations were visited, including locations within the study area. The products of the study, led by Greg Morley with assistance from Claire Belcher, were a set of topographic maps and aerial photos with much of the Oregon Trail route recorded on them. However, apparently because of funding or time limitations, the aerial photos for the Barlow Road were not interpreted and marked.

In 1972 the State's study was incorporated into a national study of the Oregon Trail by the U.S. Bureau of Outdoor Recreation (BOR). This latter study resulted in a 1974 report, "The Oregon Trail... A Potential Addition to the National Trails System". The BOR study was also aided by Percy Brown of the now-defunct Bureau of Land Management's Portland Service Center who utilized the General Land Office surveyor notes to a limited extent. He noted, however, that use of the notes was "very tedious and time consuming". Following passage of legislation designating several segments of the Oregon Trail as a National Historic Trail, the U. S. National Park Service produced a 1981 management and use plan complete with relatively detailed maps identifying the trail route. Information for the route location was largely based on input from local interests referred to above. Also in the 1970s, the U.S. Bureau of Land Management placed two locations along the Barlow Road route on the National Register of Historic Places. Associated with these nominations was a soil study at the Rock Corral Site to determine if intensive use of the parcel had occurred (n.d.). The soil chemistry measurements did indicate intensive human or animal use of the parcel, but the association with emigrant travel has yet to be affirmed.

A proposed highway widening project along State Highway 26 in the 1980s led to identification of cultural resources in the project area along the south bank segment of the emigrant route from Rhododendron to Wildwood, including an intensive study of the Barlow Road segment in the area (see addendum by Dwight Smith to the 1986 Oregon Department of Transportation report). Most recently, the Governor-appointed Oregon Trail Advisory Council conducted a study of the

status of the Oregon Trail in Oregon, including the Barlow Road, and produced a report identifying interpretive potentials and preservation needs for the route (1988).

Other more broadly focused, development-related cultural resource surveys in the study area include a 1979 survey of the north bank by Randy Mason associated with a proposed bank revetment project (SHPO Report #896), and surveys at proposed timber sale units on Devils Backbone in 1987 by the Bureau of Land Management (SHPO Report #8308) and in 1988 by the U.S. Forest Service (SHPO Report #9293). None of these surveys identified cultural resources within their project boundaries, though the more recent Forest Service report did identify a segment of the Barlow Road near one timber sale unit.

The most comprehensive study regarding historic structures in the region is an ongoing inventory since the early 1980s sponsored by Clackamas County. The Barlow Road corridor intersects several study units in the inventory including: Sandy-Boring; Carver, Eagle Creek, and Fischers Mill; and, Hoodland. A number of structures within the Barlow Road historic context area have been identified and coordination has been established between the Barlow Road Inventory Project and the County's historic structure inventory effort.

One project involving excavation of prehistoric archaeological deposits was conducted by John Woodward of Mt. Hood Community College in 1972 at 35CL2, on the north bank of the Sandy River near the emigrant river crossing northeast of the townsite of Sandy and at other locations in close proximity to the route (Woodward 1974, 1977). Information from the excavation was included in a 1974 dissertation through the Department of Anthropology, University of Oregon (see pages 17-19 and 244).

Excavations at Euro-American settlement locations along Barlow Road consist of archaeological work at Horace Baker's cabin on Clear Creek (Woodward 1974). Archaeological investigations elsewhere in the West have begun to define characteristics of assemblages representative of emigrant activities while in transit (Hawkins and Madsen 1990; Hardesty 1987; Crabtree 1968; Woodward 1990). A number of other sources are available for characterizing emigrant assemblages including wagon parts (Horn 1974; Potter 1991; Capps 1990; O'Donnell 1991:19). Archaeological investigations of historic period settlements in western Oregon dating from the mid-1840s to 1900 are few (Adams 1991; Chance and Chance 1974; Minor et. al 1981; Sanders et. al 1983; Speulda 1988; Speulda et. al 1987; Steele 1977, 1979). Woodward's (1974) excavations at selected prehistoric sites along Barlow Road have also yielded a number of early historic period artifacts.

Other Related Thematic Studies

Several other thematic studies have assessed transportation routes across the Cascade Range between western and central Oregon. Development of the Oregon Central Military Wagon Road and the Willamette Valley-Cascade Mountain Wagon Road (Santiam Road) was funded in the 1860s by federal land grants to private road companies. The Columbia Gorge Highway, Oregon's first paved road, was built 1912-1914 by local subscription and state funding. A listing of the studies is provided below.

Beckham, Stephen Dow

1981 The Oregon Central Military Wagon Road: A History and Reconnaissance.
2 vols. Heritage Research Associates Report No. 6 submitted to the Willamette National Forest, Eugene, Ore.

Burwell, Gale

1982 Scott Wagon Road: A Reconnaissance. Willamette National Forest, Eugene, Ore.

- Gronowski, Nancy H., and Jeanette Kloos
1987 A Study of the Historic Columbia River Highway. Oregon Department of Transportation, Salem, Ore.
- Guminski, Cynthia, Robert Brodsky, and Michael Gilmore
1983 The Santiam Wagon Road: An Historic Preservation Study. Department of Planning, Public Policy, and Management, University of Oregon, report submitted to Willamette National Forest, Eugene, Ore.
- Ochi, Diane
1983 Columbia River Highway Options for Conservation and Reuse. National Park Service. Cascade Locks: Columbia River Highway Project.
- Smith, Dwight
1984 Columbia River Highway Historic District. Oregon Department of Transportation, Salem, Ore.
- Stutesman, John K.
1983 Santiam Wagon Road Evaluation Report, Part 2: Physical Description. Willamette National Forest, Eugene, Ore.

Property Types

Property types are defined as "a grouping of individual properties characterized by common physical and/or association attributes." The three primary themes of this context have several key property types associated with them that allow linking the theoretical historic context to actual historic properties. The "Immigration" theme property types include wagon road remains, pioneer campsites, pioneer graves, cache sites, tollgates and supply sources. The "Regional Settlement" theme consists of farmsteads which today primarily include residences and barns. The "Land Travel" theme property types are "stage" stops/resorts and ferries. Character defining features and evaluation criteria are provided below for each of these property types. The information provided is based partly on data generated by the Barlow Road Inventory Project (for road remains and cache features in the project area) and partly on predictive projections for several resource types based on emigrant diary entries (for campsites and temporary supplies sources), historical documentation (for permanent supplies sources, tollgates, farms and ferries), informant interviews (for gravesites) and natural environment observations made during the field survey.

Most of these property types are very low in visibility making identification difficult in the western Oregon vegetation. Even in regard to previously existing buildings, the weathering of structural remains has been significant with the combination of seasonal snowfall, high regional rainfall and vegetative encroachment into unmaintained structures making these property types low visibility in character as well. This inherent characteristic of low visibility may, in turn, detract from the current physical condition of the resources due to inadvertent destruction and their posing minor impediment to subsequent development. As noted above, the built property types were normally made of wood, thus also detracting from long-term preservation due to weathering and arson.

Most property types with sufficient integrity would qualify for National Register designation primarily through Criteria A, association with important events and Criteria D, having important information value. A limited number would qualify under Criteria B, association with important individuals. For example, emigrant road remains are related to a major stage of growth and non-Indian settlement in the Nation under Criteria A. The two associational-oriented criteria involve predominant reliance on readily visible attributes which highlight the relationship of the property to the event. The National Register criteria specify seven aspects of integrity: location, design, setting,

workmanship, materials, feeling and association. The importance of each aspect of integrity is defined for each property type.

Some property types are more complex than others. For example, farmsteads reflect certain agrarian technological systems and social relations that, particularly in the earlier time periods, made use of a number of distinct outbuildings and features. Also, the various property types in some cases can be considered in combination as historic districts, particularly the road remains with other geographically-associated property types, including gravesites/cemeteries, cache sites, pioneer campsites, ferries, resorts and supplies sources. These expressions in combination may be viewed as components of historic landscapes reflecting cumulative cultural alterations of the natural landscape in a given area. The Barlow Road Inventory Project is essentially a study of historic vernacular landscapes, recording the distribution of roads, farms, cemeteries and camps used by the common folk of early Clackamas County in their daily lives. Through the intervening 70 or more years of the context time period, the landscape went through a natural to cultural transformation. For the sake of simplicity, each property type is considered here as an individual element.

Wagon road remains. This property type is the most important for the "Immigration" theme. The road route is illustrative of the technology of the day in terms of functional capabilities of the wagons and ability of persons to clear and maintain the route. The route, as verified by the road remains, also best interprets the hardships and physical environmental features with which the emigrants had to contend. Wagon road remains associated with the primary emigrant period (1845-1865) constitute a structure built with minimal tool and through substantial use. The eligibility of these properties to the National Register would primarily be under Criteria A, association with important events, however, important research questions also exist so that Criteria D may commonly apply as well. Those questions include:

- (1) How does the location and various other attributes of the roadbed and alignment reflect technologies employed in establishing and maintaining a frontier roadbed during the peak period of emigrant use?
- (2) What kinds of engineering technologies were employed to make improvements through time as reflected by earthworks, roadcuts and other enhancements?
- (3) What is the evolution of transportation technology in western Oregon (horse use to automobiles) from 1845 to 1919?
- (4) What was the nature of capital investments for financing road maintenance and construction activities?
- (5) What was the impact of the road route on settlement patterns; how are settlements geographically arranged in relation to the route?

For the property to qualify under Criteria D, it must have features, artifacts or other physical remains that make up the most interpretable repository of archaeological information about the wagon road property types. The site must have integrity, be datable and capable of being specifically linked to the emigrant theme.

Character defining features identifiable through basic field observations include: narrow treeless corridors through woodland settings; linear areas of compacted soil often creating visible breaks in the natural contour of traversed landforms; linear swales and ruts within the soil surface; linear earthen berms along old road shoulders; and, linear discontinuous boulder alignments in rocky areas where boulders were rolled aside as they surfaced and impeded traffic. Though many segments of the route in western Oregon were "corduroyed" (wooden planks, often of cedar, placed in the roadbed primarily in particularly wet areas to enhance travel) remains of planking (wooden planks, or

nails if used in that segment) need not persist for the segment to be of importance today. The road segment must retain the visual appearance of a "primitive" road. Thus important aspects of integrity for road remains to be considered significant under Criteria A must include "feeling" (including physical features, such as "primitiveness" of road and retention of rural setting), "location" (confirmed through historic documentation), "design" (combination of elements that create the form of the structure and reflect related historic functions and technologies, such as wagon width, hand tool clearance methods, and road segments traversing straight up slopes since wagons can not readily traverse slopes), "setting" (referred to above as physical environment associations reflecting the basic conditions under which the property was created and the extent of present day encroachments), "association" (remains are sufficiently intact to convey the property's historic character), and, to a lesser extent, "materials" (indigenous materials such as compacted earthen roadbed and earthen shoulders with boulders in some locations rolled aside). Because feeling and association are based on individual perceptions, at least one of the other aspects of integrity must be present for the property to be considered important. For Criteria D, the aspects of association, materials and workmanship must retain substantial integrity.

Abandonment of certain segments of the route has resulted in natural deterioration or destruction through subsequent development. The 'best example' of wagon remains would be a multiple combination of the above features with the specific contributing features depending upon the physical environment at specific locations. The width of the roadbed should be approximately 8 to 10 feet. The depth of swales or height of berms would be variable depending on the length of use and various soil attributes. Naturally, variations of the above characteristics can occur depending on impacts from subsequent development and natural erosion. Consequently, the minimum level requirement for road remains which retains characteristics in common with the 'best example' should include at least two of the above criteria. Environmental relationships of the road in the generally mountainous western Oregon region east of Sandy are predominantly stream terraces and the top of ridges. From Sandy to Oregon City "high ground" was sought across flat terraces and through filly areas, avoiding narrow stream bottoms and boggy areas.

Pioneer campsites: This property type is important to the 1845 to 1865 "Immigration" theme. Through the last segment of the overland Oregon Trail route, the emigrants were often quite weary and the livestock in terrible condition. The campsites, though frequently depleted of grass for livestock grazing in this area, provided a brief respite in the last days of the journey. The very low visibility of these properties in the western Oregon setting has likely detracted from preservation because of destruction from agricultural, residential and road development. Unlike the Road Remains property type, these properties would not normally be eligible to the National Register under Criteria A, association with important events, unless substantially visible, or unless it is directly associated with specific road remains significant under Criteria A and could be considered a contributing resource by enhancing the relationship between the other property and the important historical event. Criteria D, importance due to information value, would more commonly apply if the focus (ability to interpret archaeological remains) of the site is sufficient to address relevant research questions including:

- (1) What was the class, origin, ethnic association and gender of travelers as reflected by historic period artifacts found through excavation?
- (2) What were the main characteristics of camping behavior during the last few days of the journey? Can localized geographic arrangements of activities in the camps be identified in the archaeological record? Do these reflect ethnic backgrounds of the travelers? Did ethnic association or presence of families determine choice of campsite locations or influence distinct settlements within a camp? Did family groups stay in certain areas more often?
- (3) What is the distribution of campsite locations (linear versus clustered camping)?

Character defining features include a light, but definable, artifact scatter of items dating to the appropriate time period and indicating portability of goods. The 'best example' would be a buried deposit of historic pioneer artifacts minimally disturbed by post-depositional processes other than recurrent pioneer use through 1865 without more recent artifactual debris or features deposited or built on top of it. Artifacts should reflect the three basic use categories of (1) personal items (non-perishable clothing parts such as cut shell buttons), (2) transportation items (metal wagon and harness parts, oxen/horse shoes and nails, etc.) and, (3) subsistence-related items (pertaining to preparation, disposal and consumption, such as earthenware decorated with isolated clusters of sprigs of flowers popular in the mid-19th century). The last category may be represented least since the latter days of the journey are being reflected and few items may be left for consumption. The artifacts would strongly reflect the portability required of emigrant travel, particularly over the last few days of the four to six month journey in addition to worn wagon, yoke and harness parts. Artifact types should reflect origins of emigrant families and the types of items transported throughout the journey. They should be discarded in a pattern reflective of emigrant camp activities at this point of the journey. The minimum level requirement should include sufficient population of items to accurately date the site to pioneer use and be reflective of highly mobile site use.

Important aspects of integrity for Criteria A application include "location", "setting" and "association". For Criteria D, important aspects of integrity are "design", "materials" and "association". Environmental associative characteristics include natural openings (meadows and historic fire clearings), nearby water sources (springs, seeps and streams), and near-level ground (stream terraces or ridgetops).

Cache sites. The storage of goods along emigrant roads was a common activity during the migration West. Caching provided an alternative to simply dumping without intent or hope of retrieving the belongings. The decision to cache was usually associated with the desire to increase the rate of travel or the decreased capability of the deteriorating vehicles or fatigued animals to continue carrying heavy loads. Some caching was done by peoples other than emigrants along the early routes, such as military personnel in 1849 in the Government Camp area. Character defining features for cache locations would include open pits where the goods had been removed and surface depressions where the goods were not removed and still remain or where the pits were loosely backfilled. Important aspects of integrity for Criteria A "location", "setting" and "association". Important aspects of integrity under Criteria D would be "location", "design" and "materials". For eligibility under Criteria D, the site must potentially contain information that can answer some of the following questions,

- (1) What kinds of things were considered more expendable than others? Is there a repetitiveness of certain items which may reflect the mind-set of the emigrants toward adapting to their new environment?
- (2) What types of materials were the emigrants transporting and how do they reflect the broader cultural context in which items circulated?
- (3) How does the pattern of cache occurrences illustrate the difficulties of travel along certain segments of trail?

Pioneer grave sites. This property type is important to the "Immigration" and "Regional Settlement" themes. One prevalent aspect of life on the trail was coping with death, an experience common among the thousands of people who migrated over the route. On this last segment of the Oregon Trail route situated in proximity to "civilization," the remains of pioneer settlers were often placed in the same gravesites as the emigrants, in some places sooner and in others later. The pioneer graves represent an important facet of emigrant trail life and early settlement. There exists a variation in the property type between marked cemeteries and unmarked graves. The unmarked sub-type can be one of the most obscure property types for identifying in the field. Because of the low visibility, this sub-type it is subject to inadvertent impacts much like the campsite property type. Marked locations are

subject more often to continuing upkeep and maintenance, including replacement of grave markers and infilling of modern graves. The rural regionalization of pioneer cemeteries reinforces the agrarian attitudes of the Barlow Road settlers. The eligibility of this property type will primarily be under Criteria A, association with important events, but may also involve secondarily Criteria B, association with important persons, and Criteria D, information value. The National Register of Historic Places, however, excludes cemeteries from nomination in most cases. Relevant research questions include:

- (1) What can human remains of pioneers reveal about disease, life-expectancy and other causes of death, such as accident types, in the western frontier?
- (2) What do grave goods illustrate concerning circulation of goods and the spiritual character of the pioneers?
- (3) What do grave markers and human remains reveal concerning the role of gender and ethnicity in the settlement of western Oregon?

Character defining features include: one or more gravemarkers identifying pioneers associated with early Barlow Road use; rock cairns; a perimeter fence erected more recently by knowledgeable persons or simply an unused parcel of land historically set aside, as indicated by vegetation or other physical characteristics, for protection of the reported gravesite; and, presence of human remains and/or grave goods attributable to the pioneer period. The last feature, presence of human remains, will usually only be identified through inadvertent exposure by some earth disturbing activity such as construction or natural erosion. The 'best example' is a marked cemetery with gravestones intact containing sufficient information in regard to the buried individuals. The minimum level of field assignment to this type would be an isolated stand of trees of 150 years or older in a pattern suggesting avoidance for many years. Usually oral history or some form of archival information is needed to attribute a location to this resource type at the minimum level. Relevant aspects of integrity for Criteria A and B would include "location", "design" (for marked cemeteries), "setting" and "association". For Criteria D, only the aspect of "association" is required. The cemeteries considered eligible must meet special criteria considerations in addition to being an integral part of the larger Barlow Road historic context statement themes. The applicable criteria considerations are "C" (associated residences and farms are not preserved and the gravesite is the most substantial link to the historically important person) and "D" (the cemeteries contain graves of a number of persons whose activities determined the course of events in local history, and the cemetery dates to the early period in the geographical and cultural context). Environmental associative characteristics are commonly areas of sufficient soil deposition away from active erosion features, located a short distance from the road route.

Tollgates This property type is important to both the "Immigration" and "Land Travel" themes. The tollgates marked the first effort at subsidizing maintenance of a route through the mountainous and densely wooded region east of Sandy and early on served to introduce the new arrivals to entrepreneurs of the region. Like emigrant campsites, eligibility of this property type would normally involve Criteria D, information value, since visibility is quite low due to the lack of any known standing structures or above ground features. Important research questions should focus more on the tollgate keeper rather than the facility, and would include:

- (1) What is the household character of tollgate keeper households (families versus adult males only)?
- (2) How do household articles reflect the role of the tollgate keeper in society in general (such as economic status)?
- (3) Are technological changes associated with changes in the tollgate location, perhaps reflecting differing relationships between the keepers and the patrons in different time periods?

Since tollgate facilities have been subject to weathering factors and subsequent road development, character defining features would include archaeological deposits containing artifacts diagnostic of habitation dating to the period of tollgate use. Similar to the campsite property type, the 'best example' would include buried archaeological deposits minimally disturbed by post-depositional processes and reflective of the immigration or recreation time periods. The minimum level requirement should consist of an archaeological record containing sufficient integrity and information to provide important insight regarding the tollkeeper household and spatial geographic arrangement of a tollgate facility. Important aspects of integrity under Criteria D would include "location", "design" and "materials".

Supply sources: This property type is important to the "Immigration" theme. After the six month journey from the East and the difficult trek over the Cascade Range, the emigrants were frequently out of supplies and desperate for fresh food. These supply source properties provided for these needs none too soon from the perspective of the emigrants and provided initial interaction between and emigrants and persons settled in the new territory. There appear to be two types of emigrant supply sources. Permanent sources were established residential settlements where food was produced and merchandise brought from the valley. Temporary source camps were likely tents erected during the late summer/early fall arrival of the emigrant parties. The more visible properties of this type would be eligible under Criteria A, association with important events, and commonly under Criteria B, association with important persons (such as Philip Foster). Where intact archaeological deposits are present, Criteria D, information value, would also apply. Relevant research questions are:

- (1) What role do these facilities play in the economic geography of the region during the period of contact with emigrants?
- (2) How do remains of the settlements reflect regional marketing networks? Do types of goods and prices change from one level of distribution (permanent versus temporary) to another?
- (3) How does the hierarchy of sizes of supply points reflect the geography of settlement sizes?
- (4) What is the character of the household associated with the supply sources (size of household; age and sex composition)? What were the gender roles of the supply source occupants? Was the composition of supply source occupants stable?
- (5) What variety of services were provided by the supply sources?
- (6) What were the ties of the supply sources to regional/national marketplaces?
- (7) What consumption patterns of the pioneers are reflected in the archaeological record?

Character defining features are different for the two types. The permanent subtype would include buildings and/or archaeological deposits containing artifacts dating to the peak emigrant time period. The temporary sub-type would only leave behind archaeological deposits. Where archaeological deposits are found, artifact types should include artifacts dating to the emigrant period (including most items listed for the campsite property type), and possibly containing parts of containers that held goods sought by the emigrants while still on the road near the end of their journey. The more relevant aspects of integrity for listing under Criteria A and B include "location", "setting", and "association". For listing under Criteria D, they include "location", "design", "materials" and "association".

Farmsteads: This property type is important to the "Regional Settlement" theme of 1846 to 1919. Establishment of farms and residences spread eastward along the route from Oregon City beginning in the late 1840s and proceeding toward Mt. Hood after the turn of the century. The earliest

settlements are no longer represented by standing remains, but likely persist as archaeological sites. A description of the general character of typical initial settlements and earliest historic landscapes gives clues to likely archaeological "fingerprints" (O'Donnell 1991: 46, 121). The evolution of the physical characteristics of agrarian establishments has also been recently elaborated with the appropriate emphasis on "farm groups" and landscapes (Speulda 1989). Standing structures still do persist from the later 1800s. The more visible properties of this type would be eligible for the National Register primarily under Criteria A, association with important events, in this case association with a regionally important industry. Criteria B, association with important persons, may also apply. In regard to archeological deposits, Criteria D, information value, would primarily apply. Recent literature on method and theory in historical archaeology has offered definition of a number of scholarly research questions particularly relevant to this property type (Schuyler 1978; Hardesty 1980; Spencer-Wood 1987; Deagan 1988; Deetz 1988; Leone and Potter 1988; Seasholes 1990; Stein 1990; Wilson 1990). These research questions include:

- (1) What were the gender roles of proving-up the homestead and its continued success?
- (2) What was the role of wage earners in assisting the economical success of the homesteads and other land claims?
- (3) What was the role of ethnicity (the names associated with the homesteads indicate a broad range of backgrounds)?
- (4) To what extent was agriculture practiced?
- (5) Were there specific lifestyles associated with homestead successes or failures?
- (6) What role did the rural settlements play in the development of frontier market economies of western Oregon? What is the amount of manufactured commodities from afar relative to "folk" items produced locally and how does this reflect greater dependency on a national marketplace?
- (7) How did rural society evolve in its adaptation to localized and variable environmental conditions from Oregon City to Government Camp? What were the changing land use patterns in agriculture as related to settlement? What was the duration and variability of homestead settlement in a particular area? What were the alterations of the historic landscape pattern through time?
- (8) Did specific status groups evolve? If so, what were their household size and compositions, age, education, social and physical mobility, and length of time settled in the rural environment?
- (9) What were common household compositions and their income strategies? Structure of social and political relations associated with rural economic production?
- (10) Are there changing patterns of production and consumption practices, and increased material standardization through time? Particularly, what was the impact of transportation changes on the inventory of material cultural available to rural inhabitants?
- (11) Are economic cycles apparent? What efforts were made to enhance productivity?

Stage stops/resorts: This property type is important to the 1884 to 1919 "Land Travel" theme. This time period marks the beginning of a recreation industry that primarily serves the City of Portland area and is increasingly important to the region today. The properties associated with this theme therefore represent the pioneering efforts of this historical development. The more visible properties

of this type would be eligible for the National Register primarily under Criteria A, association with important events, in this case association with a regionally important industry. Criteria B, association with important persons, may also apply. In regard to archeological deposits, Criteria D, information value, would primarily apply. Relevant research questions are:

- (1) How does the facility reflect expansion of the capitalistic marketplace into new regions (frontier marketplace)? What was the scale of operations? Were the operations diversified or specialized? What contributed to success or failure of a recreational facility, such as associated lifestyles? Did a facility serve as a destination resort or as a rest stop?
- (2) What were the ties to the regional/national marketplace?
- (3) What was the class of patrons, such as their socio-economic standing, as represented by status markers in the archaeological record? What were the consumption patterns of the patrons and the long-term occupants?
- (4) How was the organization of living space arranged between patrons and occupants? What was the geographic distribution of activities within the resort?
- (5) Was the recreational facility associated with a household (size, age and sex composition)?

Character defining features can be substantial, including still extant standing structures constructed during the first two decades of the 20th century or archaeological deposits containing artifacts (table and cook ware; cabin furniture; early auto parts) dating to the time period. The 'best example' consists of a complex of structures including main residence, lodge building and barn/garage. The minimum level requirement would consist of intact archaeological deposits specified above. Relevant aspects of integrity would be the similar to the supply source property type.

Ferries: The more important properties of this type would be eligible for the National Register primarily under Criteria A, association with important events. Research questions associated with Criteria D eligibility would be much the same as the tollgate property type. Character defining features would be very limited for this resource type. The 'best example' consists of a nearby residence of the ferry operator and pilings along the river bank providing a mooring for the ferry. The minimum level requirement would simply consist of the mooring remains. Environmental associative characteristics would be with major streams and rivers. This association serves also to detract from the long-term preservation of the property type, particularly weathering through long term exposure to water and destruction due to historic flood episodes. Important aspects of integrity for Criteria A would include "location," "design," "setting," "feeling," and "association".

Distributional Patterns of Property Types

Property types associated with the three historic context themes differ in their geographic distribution, both in density of occurrence and location. The distribution of each is considered below.

Wagon road remains: Though the wagon road was once a continuous linear cultural feature across the landscape, modern-day remnants occur in a discontinuous manner. The current distribution is determined by land use activities imposed since the close of the emigrant period, including enhancement of the road for overland travel, and natural erosion, most notably the 1964 flood of the Sandy River. Remains are found in locations (1) unattractive for agricultural development, (2) where extensive residential development has not occurred, (3) where subsequent road improvements has resulted in abandonment of the original roadbed, (4) not susceptible to intensive tractor logging, and (5) which has not been substantially altered by the 1964 flood.

Pioneer campsites: Campsite locations used by emigrants appear to occur immediately on the Barlow Road route according to emigrant diaries. Little effort was made to wander very far off the route for any purpose. It is possible that just about every reasonably flat parcel of land was used at least once by an emigrant party for either overnight stays, or simply nooning. The diaries do suggest a general periodicity to the locations of the more commonly used campsites. These locations are primarily near river crossings (Zigzag River at Rhododendron; Sandy River east of Brightwood and northeast of Sandy) and on ridgetop locations following difficult ascents that proved wearisome to the wornout emigrants and their teams.

Cache sites: Cache sites created by emigrants, as opposed to military use during the emigrant period, would likely form a distinctive pattern of occurrence. Cache locations would be situated along road segments that appeared to the emigrant to be within a reasonable distance from the ultimate destination of the party making later retrieval likely. They would more likely occur in areas where travel was particularly difficult, or immediately ahead of such areas, unless the physical deteriorating condition of the wagon or team was the principal factor for reducing the load. The segment of route from Sandy to Oregon City would be considered very low probably of having cache features due to its proximity to civilization which provided other means to pioneers for salvaging treasured cargo. The likelihood of cache feature occurrences would begin to increase along the Barlow Road toward the east from Sandy with the highest zone of probability occurring between Laurel Hill and the east slope of the Cascades. Only one cache site is known at present along the Barlow route in Clackamas County, that being at Government Camp. Other sites are likely.

Pioneer grave sites: Emigrant gravesite locations are likely situated a short distance from the traveled route, primarily at locations with some soil deposition to allow below ground burial, though this factor is not mandatory. Given the high attrition rate attributed to emigrant travel over the Oregon Trail, it is possible that gravesites are situated more or less continuously along the route (Rieck 1991). Because of the unmarked nature of most of these sites, a distribution pattern can not be readily reconstructed.

Tollgates The placement of tollgates along the Barlow Road was largely dependent on the restrictive character of travel along certain road segments, thus not allowing parties or individuals to avoid the location of a tollgate. Only four tollgate locations are known for the Barlow Road in Clackamas County and only one of those is located on present-day private lands within the geographic boundary of this historic context. That is the Revenue tollgate near the second Sandy River crossing which operated from 1853 to 1865. Consequently, the distribution pattern of this resource type is limited.

Supply sources: The two sub-types of supply sources have differing distributional patterns. Permanent sources for the primary emigrant period are limited to the last segment of Barlow Road from the second Sandy River crossing to Oregon City. Most notable are Philip Foster's place, established since the beginning of use of the Barlow Road, and the Revenue place, which provided the emigrants supplies after 1853. The temporary sources may have been present in various locations along the Barlow Road above the second Sandy River crossing after 1850. Most notably is a supply source just prior to the first Sandy River crossing east of the Brightwood townsite according to an 1853 diary entry. It is likely that temporary supply sources became associated with common campsites late in the emigrant period, thus having a similar distributional pattern, and, conversely, the establishment of settlers along the route in the 1860s became the choice for some campsite locations.

Farmsteads: Because of the overwhelmingly prominent rural character of settlement along the Barlow Road, early settlements were more broadly spaced and older toward Oregon City. This patterning was a function of the date of settlement and acreages available by current land law: 320 acres per person for those in Oregon by 1850; 160 acres per person for those settled by 1855; and, 80 acres per person allocated by the 1862 Homestead Act. Therefore, the spacing pattern reflected the

larger land claims early in time during settlement of the Eagle Creek to Oregon City area. Settlements above Sandy are later, smaller and of less agrarian orientation the farther east toward Mt. Hood.

Stagstops/resorts. Land traveler services would be limited to the upper segment of the Barlow Road route above the townsite of Sandy. As the first significant road improvements occurred late in the 1800s, particularly the road from Portland to Sandy, the service locations would progressively become established further east on the route.

Field visibility of the above property types vary greatly. However, due to the rapid deterioration of structures when abandoned in the western Oregon climate, even built resources quickly transform into an archaeological deposit. Methods used to conduct field surveys are provided below which were first developed and implemented for the eastern segment (Phase 1) of the Barlow Road in Clackamas County for the 1990-91 project and continued for the second phase of the project from Sandy to Oregon City.

Barlow Road Identification Procedures

A number of steps were followed in the 1990-92 Barlow Road Inventory Project, first to determine the initial route corridor for study and then to identify actual road remains. These procedures are enumerated below, beginning with determination of the route based on existing information and following through on-the-ground inspection to identify and assess visible road remnants.

A. *Initial Determination of Possible Route*

Several sources of information were used to determine the most likely route for which to pursue initial property owner contacts, informant interviews, and field investigations. The steps followed are described below in sequential order. It was anticipated that adjustments to the initially identified corridor would occur as informant interviews and field investigations proceeded.

1. As a beginning, the 1981 National Park Service management plan maps and Clackamas County's 1988 "Maps of the Barlow Road", were used to guide the research of original land survey notes and plat maps. A list of townships traversed and section lines intersected by the Barlow Road was compiled.
2. One day's reconnaissance was then spent driving on public roads as closely as possible to the perceived Barlow Road course to gain familiarity with the general terrain and natural obstacles that likely influenced travel.
3. With the above list of townships and section lines, the original land survey notes dating from 1852 for the Oregon City area to 1884 for the Government Camp area were methodically reviewed (see Appendix 6). Since the surveyors normally identified noteworthy human-made (including wagon roads) and natural features transected by their traverses, this source of information is considered of paramount importance for determining the location of the Barlow Road. Distances from section corners were transcribed for wagon roads and key environmental features observed, the latter including the top or foot of a bluffs/hills and stream courses. This information not only identifies distances from cadastral markers, but more importantly identifies distances between a point on the wagon road and a natural feature, the latter of which has normally maintained a greater consistency of location and is easier to identify in the field than surveyors' corner markers.
4. Information from the surveyors' notes was then plotted on the most recent edition of U.S.G.S. 7.5' topographic quadrangle maps. Intersection points were measured (converting chain measurements in the surveyor notes to distances in feet, 1 chain = 66 feet), and a small dash placed at the intersection point of the wagon road and section line at an orientation consistent with the road course bearing noted by the surveyors. This combination of information denotes not only the location of the route, but also the direction of travel at that point. Also marked on topo quads were intersection points for noteworthy natural features. This information serves two purposes: enhanced possibilities of identifying the road course in the field, and, as a quality control check in plotting road information by assuring that feature locations on the topo quads conform to the surveyors' measurements.
5. Following the plotting of road intersection points, the 1981 National Park Service maps, the 1988 Clackamas County maps, and the original surveyors' plat maps (commonly produced by a draftsman from the surveyor's notes a short period of time after completion of the survey) were used to estimate the road course between section lines. In addition, information on geomorphic features evident on the topo quads and the first-hand familiarity with the area were employed, as well, to assess likely routes.

6. Given the route estimates between section lines, another source of original survey information could be utilized. Boundary surveys of Donation Land Claims (DLC) were performed shortly after the township surveys, primarily toward the Oregon City end of the Barlow Road. A list of potentially intersected DLC boundaries was made and the DLC survey notes were reviewed as above with the section lines. Distances recorded from DLC corners to wagon roads and noteworthy natural features were transcribed as above. Where no wagon road references were found, survey notes for alternative DLC boundaries within the section were reviewed.
7. DLC boundary information was then plotted on the USGS maps and modifications in the probable road course were made to accommodate wagon road intersection points with the DLC boundaries.
8. The next step in the initial road route identification phase was the check of the plotted course with the mapped Clackamas County and NPS road courses. Some significant deviations from the NPS route was apparent. At this point, other historical maps were identified and inspected to assess their conformance with the plotted route. Over 50 maps were identified for the project area (see Appendix 7). Not only do these maps show patterns of route change through time, but also denote where settlers had become established along the route and the pattern of development of the built environment. The latter information would suggest where structural and archaeological remains may be found in the field.
9. Using the original surveyors' notes, Barlow Road datum points (indicated by red triangular symbols) were plotted onto Clackamas County property maps in addition to locations of noteworthy natural landmarks (indicated by blue circles). Using projected route information from the topographic quads, a projected route centerline was drawn. Following identification of a route centerline, the 600 foot wide corridor boundaries were drawn (300' to each side of the centerline).
10. Using Book XV (Hoodland Study Area), Book IV (Sandy, Boring Study Area), and Book XI (Carver, Eagle Creek, Fischers Mill Study Area) of the "Clackamas County Cultural Resource Inventory" (1984), historic properties recorded within the wagon road corridor were identified. This information not only addressed the location of recorded sites, but informed which sites/features identified in the field have not been recorded.
11. The Oregon State Historic Preservation Office was then visited to identify relevant information housed in their files. Information concerning the wagon road route, recorded historic properties, and prehistoric archaeological sites was reviewed.
12. Emigrant diaries were reviewed to identify the route traveled, campsite locations and other notable cultural and natural features important to road users.

The above procedures resulted in a plotted road centerline estimate, an identified trail corridor and the possibility of associated historic sites. Known cultural resource sites within the corridor were identified for field identification and provide an inventory base that could be expanded upon during the course of field investigations and informant interviews. Using this baseline of information, the field inspection process began.

B. *Verification of Barlow Road Remains and Associated Features*

As in the initial route identification phase where a series of steps were followed in determining the projected route, a new series of steps was pursued in the field studies. These steps are described in sequential order below.

1. Using the mapped information described above, the initial step in field verification was to meet with knowledgeable people and organizations to identify the more popularly known road remains locations, factors influencing on-the-ground modern access to the wagon road route, and to establish contacts with other knowledgeable persons and key property owners. Organizational contacts for this step included the Oregon-California Trails Association (both local Northwest Chapter and national representatives); the Sandy Pioneer and Historical Society, the Jackknife-Zion-Horse Heaven Historical Society, the Seattle Office of the National Park Service and the Clackamas County Historical Society. Individuals contacted were primarily those involved in the previous Clackamas County Barlow Road project, including Jim Tompkins, Claire Belsher, Michael Jones and Elwin Shibley, and Clyde Woodard, a long-term resident at Wildwood. Information gained through these contacts further refined the projected trail route established in the above described process and identified associated historical sites and features of interest to the project.
2. The Clackamas County assessor maps bearing the plotted projected wagon road route was then submitted to the county for a listing of persons who own property within the corridor. Using the assessors maps and the computer printout of owners, a listing was made for use in pursuing telephone contacts. The listing was organized into eleven route segments: Summit Meadow; Government Camp; Rhododendron; the south bank segment to Brightwood; the north bank route from Brightwood to the base of Devils Backbone; Devils Backbone; second Sandy River crossing, Forrester, Eagle Creek to Feldheimers; Springwater, and, Holcomb.
3. The list of effected property owners was prioritized based on several considerations. First, the prioritization was on a general level among the eleven route segments listed in the above step. In the first year of survey work, elevational considerations and the impending winter weather season lead to the Government Camp area being prioritized first and the Rhododendron segment second. Likelihood of discovering physical remains of the wagon road led to Devils Backbone being prioritized third. The south bank segment and second Sandy River crossing segments were prioritized last. Prioritization of property owner contacts within each segment was based on the following factors: location of plotted Barlow Road datum points on the assessor maps, amount of landholdings, location of known trail remains, and known length of family residency in the area.
4. To aid public contacts as well as inform the public of the project, public meetings were held in the Welches and Eagle Creek communities and volunteers were recruited. Information from those attending the meetings and contacts introduced by volunteers added to the prioritization established in the above step.
5. To provide a system for recording different types of road-related phenomena and to assist later site evaluations, a classificatory system of five levels of wagon road integrity was adapted (see Appendix 8).
6. Individual properties were then field inspected to identify road remains and other cultural resource values. Field survey procedures varied for individual properties depending on several factors:
 - a. A brief reconnaissance was performed for properties significantly impacted by development or major erosional events. Commercial development and the 1964 flood have greatly altered the surface of some properties.
 - b. If an informant was available who could readily identify extant road remains that conform to historical documentation, then survey was primarily limited to the road course and

immediate areas. In those cases, additional pedestrian survey of the general corridor width was limited to locations where associated historic sites (such as cemeteries, meadows and buildings) were apparent.

c. If no informant information was available and the condition of the property was such that the historic terrain is still visible to some degree, then a pedestrian survey of the corridor was performed. This investigation was normally accomplished by walking transects at intervals 30 to 50 meters oriented perpendicular to the projected road route with the width of the surveyed area defined by corridor boundaries or areas of significant disturbance within those boundaries.

As the field surveys proceeded, several forms of documentation were maintained including survey reports for individual properties, site forms for locations of road remains, and updated topographic and county property maps showing the wagon road route as refinements were made based on newly gained information.

7. As the field work progressed and a specific route was identified other sources of information were acquired. Key sources included Clackamas County road survey data, early highway design maps at the Oregon Department of Transportation in Salem and Portland, and early 20th century topographic maps.
8. Also during the performance of field work, several sets of aerial photos were consulted (see Appendix 7) to determine: (1) if road remains could be distinguished prior to and following field work, (2) what pattern of land use has occurred in certain areas of development, and (3) determine the extent of damage to the old road route by the 1964 flood.
9. A management summary form was completed for each property traversed by the route, regardless if the property was surveyed or if road remains exist on the property. Information provided on the forms identifies route condition, special features associated with the section, appropriateness of special designation and open space assessments, interpretation and recreation use potentials, interest in property acquisition, and sensitivity to visitors.

Evaluation

This section assesses the physical characteristics, associative qualities and information potential of known properties. To perform the assessment, each property is compared to the character defining features of the relevant property type to evaluate their integrity and physical condition. The two-fold evaluation process required by Oregon State Historic Preservation Office guidance (1989) is applied to each of the properties.

Wagon road remains. The primary resource type for the Barlow Road historic context statement is this category. As a group, remaining wagon road segments are assigned to the 1847-1865 time period and are of high local interest, high sentimental value, associated with several prominent individuals (Barlow, Palmer and Foster) and are clearly associated with a major historical event. The segments have no associations with ethnic groups and offer no elements of craftsmanship. Each segment identified by the Barlow Road Inventory Project are individually assessed below. A more complete description is provided in Oregon State historic site inventory forms.

1. East Government Camp Segment

The major portion of this relatively short road segment has essentially survived development of a high density residential area of town. The central and eastern portion of the segment have limited direct alterations of the roadbed by the intersection of a public road and the use of a short section as a driveway. This road section lies in close proximity to an 1884 surveyor observation point. The western portion of this segment has been built more directly upon as the lots are smaller nearer the town center. However, a short section of road is still visible just east of the route's descent to the present-day town center. The character defining features of this road segment is a narrow, compacted soil surface. The fragile pumice surface has retained small, but continuous berms on both shoulders of the roadbed and the compaction of the roadbed provides a break in the natural contour of the south facing hillside. Though the roadbed has been only slightly altered directly, the setting is very altered. Natural deterioration forces are not great but some active erosion is apparent where runoff follows the old roadbed as it descends a gentle slope. There are no associated historical features. Portions of this segment retain high integrity of location, design, materials and association. Encroachment of residential development has compromised setting and the built environment detracts from the feeling of the historic character. The site does convey the relationship of human migration to the property (association) and the design and materials reflects historic functions and technologies, therefore, it is eligible for the National Register under Criteria D for being illustrative of the relationship of the road course to natural landforms.

2. West Government Camp Segment

The majority of this lengthy segment remains in a natural woodland setting with a brief section traversing a natural meadow. The most dramatic alteration is because of the intersection of State Highway 26. Much of the old road segment north of the highway is used as a two-track road and has 19th century historic settlement debris along the road course, in the meadow area. South of the highway is a lengthy "pristine" segment in a woodland setting. The only, and very limited alteration, is where the route passes an isolated residence. Associated historic features on the southern subsegment is a series of possible mid-19th century cache pits used by travelers over the route. Character defining features of this section are distinctive earthen berms on both shoulders of the narrow roadway, lack of tree growth or boulders on the roadbed, and a break in the natural contour of the gentle hillslopes that it traverses. The southern subsegment is well maintained and protected by a local resident, and is not threatened by natural erosion. There is adjoining public ownership

and ownership by an environmentally protective organization. In sum, the roadbed and setting has only been slightly altered. This segment strongly retains integrity of location, design, setting, materials, feeling and association, thus readily qualifying for listing under Criteria A. It is the most interpretable segment of Barlow Road remains identified in the 1990-92 inventory project.

3. East Rhododendron Segment

An excellent, short segment. The west end is on U.S. Forest Service lands which has been partially impacted by grading to enhance vehicular use. The character defining features of the excellent portion on private lands is pronounced, high shoulders as the traffic apparently wore deeply into the soft soil surface, numerous boulders displaced to the shoulders, and the lack of any substantial tree growth in the roadbed despite the dense woodland setting. Preservation of the historic setting is good with nearby residential and highway development shielded by an undeveloped woodland setting immediately along the route. The segment is potentially imperiled by its proximity to the State Highway 26 right-of-way north boundary and pending highway widening projects. Natural erosion threats are minimal. There are no associated historical features. Integrity of this segment is good for design, setting, materials and feeling. The location is generally in conformance with 1898 survey plats. Its association with the Barlow Road has been further substantiated through contacts with local informants. It is the best preserved portion of the Barlow Road in the Rhododendron community and qualifies for National Register listing under Criteria A and D.

4. West Rhododendron Segment

Most of this Barlow Road segment is currently used as driveways for several residences. A portion of the segment was formerly used as a single lane private road, Chinook Lane. A part of that former lane that is now used as a residential drive has pronounced earthen berms and numerous boulders aligned along both shoulders, much like the east Rhododendron segment. Only a very short segment remains in "pristine" condition, located at the very west end of the segment as the route enters a natural meadow feature known locally as Pioneer Meadow. This short section has pronounced earthen berms on both shoulders as it curves down a bank to the meadow floor. The meadow appears to be on public lands immediately adjacent to private lands and has been largely impacted by State Highway 26 construction. The meadow likely marks the crossing point by the emigrants of the Zigzag River. Portions of this segment have been totally eradicated by installation of a drainfield and construction of Mitchell Road. Obviously, the historic setting has been greatly altered by the built environment of residences and roads. In sum, much of this segment, though still recognizable and supported by historic accounts, has been largely compromised by modern-day development. The segment rates low in integrity of design, setting and feeling. Integrity of location and association has been established through original surveyors' notes and early Rhododendron town maps. It can not be considered eligible under Criteria A or D because of the lack of integrity of design, setting and feeling.

5. Faubion Segment

This approximate 1/2 mile segment traverses the length of the James Creighton homestead, reportedly first settled in 1906 and patented in 1919. A cluster of structures was constructed on the homestead near the east property boundary around 1912. The large residence, lodge and garage/barn straddle the historic road route and likely served travelers who took auto tours along the Barlow Road route the first two decades of the 20th century. The facilities presently are used as a girl scout camp. East of the structures is a short segment of driveway on the private property that corresponds to the historic route. Much of the driveway from State Highway 26 traverses U. S. Forest Service lands and its correspondence with the

historic road is unknown. Most of this historic road segment is located west of the structures and continues to exist in "pristine" condition, except at the far west end of the segment where the roadbed becomes far less distinguishable. It is likely that early logging activities have obscured that short portion of the segment. The majority of the segment is maintained as a hiking trail for camp use posing minimal impacts to the historic character of the road. The location of this segment conforms with the 1898 General Land Office plat map, labelled the "Mt. Hood Toll Road". Various locations along this roadway still have earthen berms and no trees or boulders occur in the roadbed. The former residence of Airlie Mitchell, constructed in the 1920s, is located a short distance west of this segment. Also, Mitchell Meadow located west of the residence apparently served as a pioneer campsite according to emigrant diary entries. In sum, this segment represents an excellent representation of the route as it courses through ecologically wet areas near the south bank of the Zigzag River and presents an excellent opportunity for continued preservation. This road segment retains good integrity of design, setting, materials, feeling, location and association. The segment readily qualifies for National Register listing under Criteria A and D.

6. Wemme to Wildwood Segment

This approximate one mile segment extends through very wet soils south of State Highway 26 west from the townsite of Wemme through BLM's Wildwood recreational park. Remnants of the old roadbed still exist over most of the segment. Much of the central and eastern portions of the segment appears as a shallow, narrow, linear swale coursing through dense vegetation. Surface water ponds at many locations in the swale and bear grass is a common vegetation distinctively growing in the wet remains. Most of these remains in these two portions of the road segment traverse undeveloped properties. The western portion of the road segment is drier and passes through BLM's Wildwood Park. This portion received a National Register of Historic Places designation in the 1970s. The location of the observed road remains conforms with original surveyors' observations in 1882 and early county property maps. Most of the road segment traverses undeveloped properties. Some short subsegments of this one mile segment have been impacted by modern roads traversing the segment and one portion is currently used as a single lane bladed road. An old, large log structure, located on private lands near the BLM eastern property boundary, possibly served auto tours along the route early this century. The historic setting has, overall, been little altered by development and conveys an excellent historic character of traversing soggy western Oregon terrain. This road segment retains high integrity of location, setting, feeling, design and association and qualifies for National Register listing under Criteria A and D.

7. Rock Corral Segment

This half mile segment is situated on a high Sandy River terrace between the north bank of the Sandy River and Marmot Road. Much of this segment is currently used as residential driveways. These driveway subsegments have been asphalted, gravelled, or simply used as two-track roads. All have been maintained in single-lane status. Much of the route had also been used to skid logs during logging activities years ago. Short "pristine" subsegments may be found at property boundaries. Though the roadbed has been largely altered, the rural woodland setting maintains the historic landscape since most residences are located a distance from the road route. Location conforms to 1872 surveyor observations. The east end of this segment is on public property and was nominated by the BLM to the National Register of Historic Places in the 1970s. The primary stimulus for the designation is a purported pioneer campsite, known as Rock Corral. However, little historical documentation for this assignment has been found to date, including approximately 30 emigrant diaries reviewed for the Barlow Road Inventory Project. Archaeological test excavations performed in 1992 failed to yield any historic period artifacts. Given the lack of archival and archaeological support for the existence of a campsite, the appropriateness of the national designation is

questionable. In sum, though clearly traceable through this 1/2 mile distance of rural woodlands, the roadbed has been largely impacted by more recent use. Therefore, this segment has poor integrity of design, feeling and materials and association (historic character is not well conveyed), moderate integrity of setting, and retains high integrity of location. It is not considered eligible under Criteria A or D.

8. Ascent of Devils Backbone Segment

This short 1/4 mile segment represents the beginning difficult ascent of the Devils Backbone. Possible remains of the old road course are located at a crossing of an unnamed creek at the base of the mountain and along its west bank, extending upstream for only a few hundred feet immediately below the current, paved county road before leading up the toe of a ridgeline. The portion of road along the stream course has been used for access by the property owner to other parcels located upstream prior to construction of a new road described below. An 1872 surveyor's wagon road reference point is located in proximity to the stream crossing location. The lower portion of the hillside section has been greatly impacted by private road construction leading north from the county road. Excellent road remains extend from the private bladed road uphill to near the first bench where the road course has been used for tractor logging near the top of the slope before disappearing into a cleared field. No other historic features are associated with this segment. Character defining features are a treeless corridor, compaction of the roadbed causing a slight break in the natural hillside and stream terrace contours, and slight shoulder berms on the short "pristine" section. This segment retains integrity of setting, location and, to a degree, design due to the straight uphill character of the hillside section (indicative of wagon road courses). However, it is deficient in integrity of association because of its brevity conveying very little historic character. The segment is not eligible for National Register listing under Criteria A or D.

9. Devils Backbone Segment

This approximately 3 mile segment of the Barlow Road extends along the ridgetop of the prominent landform, Devils Backbone. This feature, infamous to the emigrants, offered steep ascents and descents and a mostly dry journey across the landform. Most of the segment has been highly impacted by county road construction, agricultural and residential development and tractor logging. However, some excellent ("pristine") subsegments still remain, particularly the final portion of the ascent up the Backbone near the east end of the segment. This section has pronounced earthen berms as the traffic eroded substantial ruts in the soft soils. Few trees are growing in the roadbed, but much brush. The location conforms well to 1860 surveyor observations. This segment offers numerous historical associations, including homesteads, an early townsite (Marmot), a pioneer gravesite, and a possible pioneer campground. Some of the homesteads were the earliest along the Barlow Road route east of the Sandy townsite.

The pronounced intermittent character of road remains in this segment complicates assessments. Overall, the segment lacks integrity of design, setting, feeling and association in many areas where remains are short and isolated. However, the one section in proximity to Marmot described above does retain good integrity of location, design, materials and association and lesser integrity of setting and feeling because of the intersecting county road. The segment is eligible for National Register listing primarily under Criteria D, but partly under Criteria A as well.

10. Sandy River Crossing Segment

This approximate 1.5 mile segment offers some excellent remains, particularly at the base of Devils Backbone near the east end of the segment and near the west end of the segment

immediately along the north bank of the Sandy River downstream from the Revenue Bridge. These sections have occasional earthen berms and are free of trees and boulders. The central portion of the segment has been highly impacted by county road construction and some residential development. The west end of the road segment follows the south bank of the Sandy River upstream before turning south and generally following the current county road alignment away from the river course. This portion of the segment includes two short "pristine" sections identified by a narrow, shallow swale at one location and a narrow, compacted roadbed on the side of the bluff. The latter is located immediately below the current county road. Another section at the river crossing location is currently improved for residential access to a 1920s large log structure. Location has been generally established through original 1860 survey notes and oral history of early residents. Historical associations include a possible pioneer campsite at the east end, two early homesteads, two marked pioneer cemeteries (Cliffside and Revenue) and two river crossing sites with early road remains on the north bank to the water's edge. The central section of this segment retains good integrity of design, location, materials, and association, and some integrity of setting and feeling. Like the Devils Backbone segment, this segment is eligible for National Register listing primarily under Criteria D, but partly under Criteria A as well.

11. Sandy Ridge Segment

This segment of the Barlow Road is approximately 1500' in length with the eastern half bladed by recent logging activity and the western portion remaining in excellent condition. The road segment begins at the intersection of Ten Eyck Road and Rivers End Drive near the base of a steep hill which rises to a broad ridgetop bench on which is located the townsite of Sandy. A deep swale extends first to the south into a clear-cut area before curving west. This initial section of the segment has apparently been greatly affected by logging activities and erosion, the latter due to the orientation of the section directly down the hillslope. As the road curves to the west it begins to traverse up the hillslope and appears more as a roadbed than the previous section. The first portion of the hillside traverse is in the recent clear-cut area and has been used as a skid road with blading having widened the roadbed and established road cuts on the uphill shoulder of the road course. The course then enters a woodland at the township line between R4E and R5E still maintaining the westward orientation. At this point of transection of the township line, land surveyors in 1855 noted, "Cross immigrant road, course E & S70W." The location of the old notation point and the given road orientation correspond with the 1992 field observations. The roadbed at this point also begins gaining greater elevation as it continues to traverse the increasingly steep hillside. This section of the road segment was reportedly used for logging activity earlier this century, but resulting in considerably lesser impacts to the roadbed than the more recent logging activities to the east. Consequently, this section of the roadbed retains primitive road characteristics including: narrowness of width; few and only small uphill shoulder cuts; and, less consistency of road grade. The historic setting of the western portion of this segment has been little altered by development and conveys an excellent historic character of traversing a difficult hillside in western Oregon terrain. This portion retains high integrity of location, setting, feeling, design and association and qualifies for National Register listing under Criteria A and D. After gaining considerable elevation the roadbed begins to turn more directly uphill, to the southwest and becomes obscure as the route nears a sharp curve of Ten Eyck Road at the top of the steep bluff.

12. Deep Creek Segment

This segment of the Barlow Road is broken into four sections interrupted by State Highway 211 and a residential development. The road segment begins near the west shoulder of State Highway 211 a short distance downhill from the intersection of State Highway with Tickle Creek Road. In 1855 land surveyors intersected the "Immigrant road, course N75E & SW"

near the above present-day intersection as they were establishing the 21/28 section line. A shallow, narrow, straight swale is oriented along a treeless corridor in a southwest direction through an undeveloped lot, diverging from the highway alignment. After 300 feet, it terminates at a property boundary where residential development has erased further remains.

The next section to the south is located near the east shoulder of State Highway 211 and is short, being approximately 50 feet in length. It is a deep, narrow swale, enhanced by erosion, extending directly up a low hillside from the west shoulder of the abandoned 1920s market roadbed. It quickly disappears at the top of the hill, in a dense undeveloped woodland next to the base of state highway fill.

The third section is located farther to the south near the west shoulder of State Highway 211. This section is also short, approximately 150 feet in length, and is a shallow, linear swale oriented parallel to the State Highway within 30 feet of the cleared portion of the right-of-way. It is in a densely vegetated, undeveloped woodland with remains of the 1920s market road further to the west.

The final road section is the best preserved remains. The road course begins near the southeast shoulder of the State Highway and begins an ascent of a short, but steep, bluff by traversing it at an angle, increasing elevation as it extends to the south. This section is a compacted narrow roadbed with slightly uneven road grade as it ascends the bluff. The roadbed is mostly clear of brush and other vegetative growth, owing to the compaction. The road remains are intersected by market road remains at the top of the bluff and are visible as a swale for only a few feet after passing under the market road. This section is approximately 230 feet in length. Like the other three, this section is also in an undeveloped woodland setting.

There are no associated historical features. Portions of this segment retain high integrity of location, design, materials and association. Impacts from highway construction have compromised setting and the built environment detracts from the feeling of the historic character. The site does convey the relationship of human migration to the property (association) and the design and materials reflect historic functions and technologies, therefore, it is eligible for the National Register under Criteria D for being illustrative of the relationship of the road course to a prominent natural landform, Deep Creek drainage.

13. Jackknife Segment

This segment of the Barlow Road is composed of four short sections interrupted by State Highway 211 (a two-lane paved road) and agricultural and residential development. The road segment begins on a southfacing hillside above the north shoulder of State Highway 211, approximately 500 feet west of the pioneer Forrester Cemetery. A deep, winding swale meanders downhill to the north shoulder of Highway 211 along a treeless corridor in a southerly direction through an undeveloped portion of an agricultural area. The 200 foot long subsegment is intersected by a graveled residential drive. The remains of old power poles with glass insulators and threaded wooden insulator supports are within the swale toward the upper end.

The next section is a short, but deep swale to the south, immediately across State Highway 211. Near the shoulder of the highway, it has been used for a small dump. From there it passes through blackberry growth and curves to the west before disappearing in an adjoining cleared field. The third section, located farther to the west is very short, approximately 25 feet in length, and is a shallow, linear swale oriented directly down a low, gently sloping hillside within dense vegetation in a woodland setting. A cleared field is at the top of the hill and a small pond is located at the eastern edge of horse pasture at the base of the hill.

The final road section is a 200 foot long shallow linear swale. The swale begins a short distance south of the small pond, on the east edge of a horse pasture. The old road remains extend toward the southwest through an open, grazed woodland setting before disappearing near the northeast corner of a residential structure located on Jackknife Road. The historic setting has been greatly altered by the built environment of residences, agricultural fields and roads.

Only portions of this segment are still recognizable. The segment rates low in integrity of design, setting and feeling. Integrity of location and association has been established, primarily through local informants with little collaborating archival data. It can not be considered eligible under Criteria A or D due to the lack of integrity of design, setting and feeling.

14. Eagle Creek Segment

This segment of the Barlow Road is composed of five short sections interrupted by Doty Road (a two-lane paved county road), Eagle Creek streambed, and residential developments. The road segment begins at the top of a steep bluff near the north bank of Eagle Creek. The first section extends only 20 feet down below the top of the bluff, near the location where Doty Road above approaches the top of the bluff before beginning a "hairpin" curve down the bluff to the northwest. The bottom of the swale is truncated by the county road cut. These remains consist of a narrow, shallow swale and a pile of rock, apparently intended to block travel on the old roadbed when it was being replaced by another alignment of the road. This short subsegment is in dense vegetation.

The second identifiable section of the Barlow Road consists of a used residential drive and a short swale down a low hillside to the Eagle Creek lower stream terrace. The 350 foot used portion begins at the west shoulder of Doty Road on a curve a short distance north of the Eagle Creek bridge and continues in a southwesterly direction until disrupted by a residential structure. The swale occurs at the back (southside) of the residence and consists of a narrow, shallow swale with talus surface. No road remains are evident on the lowest terrace, approaching the north bank of Eagle Creek. Impacts from past flood episodes and residential development have no doubt acted to obscure past road remains. In 1860 land surveyors noted a road located near the south bank of Eagle Creek with a north/south orientation indicating a crossing approximately 100 feet downstream from the present bridge location. This crossing location aligns well with the above road remains.

The third section consists of a very short, narrow, shallow swale a short distance south of the south bank of Eagle Creek, on the north shoulder of an unpaved access road to McIver State Park from Doty Road. The 20 foot long swale is obscured in vegetative understory. The fourth section is a 350 foot long deep, distinctive swale that ascends the steep bluff south of Eagle Creek immediately below the current Doty Road alignment as it also ascends the bluff. The two road alignments converge at the top of the bluff, passing through a natural notch which has been enhanced by past Doty Road construction. The swale is currently filled with debris discarded from Doty Road above. Upon passing through the bluff-top notch, the former wagon road again diverges from Doty Road to the east of the current road alignment and is visible as a 200 foot long, narrow, treeless corridor through a woodland lot. This section is truncated on the south end by a residential drive. In 1855 land surveyors noted a road location oriented in a north/south direction near the south end of this road section.

Upon crossing Doty Road from the previous section, a shallow, narrow swale is evident a short distance west of Doty Road and paralleling the current road alignment for 1,700 feet.

This road section is in an open, grassy field currently being developed as a golf course. As to whether this swale is remains of an old road or a "dead furrow" from past field plowing is not currently discernible, though it does closely correspond to 1855 and 1860 land surveyor observations resulting from establishment of donation land claim boundaries and township lines.

The historic setting has been greatly altered by the built environment of residences, agricultural fields and roads. Only very short sections of this segment are still recognizable. The segment rates low in integrity of design, setting and feeling. Integrity of location and association has been established through early survey notes and maps. It can not be considered eligible under Criteria A or D due to the lack of integrity of design, setting and feeling.

15. Feldheimers Segment

This segment of the Barlow Road is a continuous section of road extending downhill from the west shoulder of Heiple Road at the top edge of the prominent bluff overlooking the Clackamas River to near the base of the bluff. The road remains is a distinct compacted, narrow roadbed rapidly descending the steep bluff. Some minor road work is evident, but improvements were likely early for this segment of the Barlow Road since it provided access to "Waldrip's sawmill" by the early 1850s. This descent is mentioned in one of the emigrant's diaries. The segment has been impacted by erosion and spoils likely from road construction of Heiple Road at the top of the bluff. Otherwise, it is in excellent condition. In 1861 land surveyors noted the location of a road corresponding to the location of this segment near the bottom of the bluff while establishing donation land claim boundaries.

There are no associated historical features. This segment retains high integrity of location, setting, design, materials and association. The site conveys the relationship of human migration to the property (association) and the design and materials reflect historic functions and technologies. Therefore, it is eligible for the National Register under Criteria A and D for being illustrative of the relationship of the road course to a prominent natural landform, Clackamas River bluff.

16. Gerber Segment

This segment of the Barlow Road is composed of two sections which likely represent two stages of Barlow Road development. A brief 40 foot, shallow swale extends directly down a cleared, steep northfacing hillslope currently used as a horse pasture. Road remains are not visible at the top or bottom of the hill, perhaps due to past agricultural activity. The second section is located along the hillslope a short distance to the east nearer Gerber Road. This section is approximately 600 feet in length. It is a distinct compacted, narrow roadbed that begins a descent of the bluff near Gerber Road and traverses the northfacing hillslope toward the west finally reaching the bottom of the bluff near the swale described above and near the south bank of Foster Creek. It is likely this road segment constituted a realignment of Barlow Road prior to 1855 when increased capability of performing road construction activities allowed establishment of a more gradual ascent of the bluff. It replaced the first section described above. The location of this section of road remains corresponds with the location and orientation identified by land surveyors in 1855 who noted, "Cross road to Oregon City, S80W."

There are no associated historical features. The second section retains high integrity of location, setting, design, materials and association. The site conveys the relationship of human migration to the property (association) and the design and materials reflect historic functions and technologies, therefore, it is eligible for the National Register under Criteria A

and D for being illustrative of the relationship of the road course to a prominent natural landform, a Clackamas River bluff.

17. Clear Creek Segment

This segment of the Barlow Road is composed of three short traces interrupted by unpaved residential roads. The remains begin in the form of a short swale on the immediate west bank of Clear Creek. Being in the active floodplain the association of the swale to past road use is somewhat uncertain. Remains of the road are not further apparent on the lower stream terrace for almost 200 feet until a narrow compacted roadbed is visible on the northfacing hillslope above the current residential drive. The roadbed is evident for approximately 80 feet in an open grassy area. A short distance further uphill, beyond the roadbed, is a short, shallow swale extending more directly uphill in a heavily vegetated woodland setting, truncated at the upper end by a residential road. The swale is apparent above the road again for only 20 feet until it reaches the top of the hill to the next higher stream terrace. This swale section receives current use by residential traffic, primarily all terrain vehicles. Beyond this point the remains are no longer evident due to residential and agricultural development.

The historic setting has been greatly altered by the built environment of residences and roads, and streambank erosion. Only very short sections of this segment are still recognizable. The segment rates low in integrity of design, setting and feeling. Integrity of location and association has been established by early surveyor notes and through informant interviews. It can not be considered eligible under Criteria A or D because of the lack of integrity of design, setting and feeling.

18. Moss Hill Segment

This segment of the Barlow Road is composed of four sections interrupted by residential and road development and timber harvest activities. The road segment begins in a narrow creek bottom with Dick Drive a short distance to the north and west. For almost 600 feet the road remains are visible as the road course ascends Moss Hill on the eastern slope, being fairly straight for the first 400 feet and then meandering more toward the top. For the first 400 feet a deep, narrow swale extends along a treeless corridor in a westerly direction through a densely vegetated, largely undeveloped woodland lot. Toward the top the remains are more of a compacted, narrow roadbed before transitioning into a shallow swale at the top of this subsegment. The section terminates near the east boundary of a natural gas pipeline right-of-way where pipeline construction has erased road remains. The eastern end of the segment has been truncated by Dick Drive near its intersection with Hatton Road.

The second section is located approximately 700 feet to the southwest, just south of Dick Drive on a southfacing, gently sloping hillside. This section is short, being approximately 70 feet in length. It is a narrow, compacted linear roadbed situated in a densely vegetated lot immediately north of a residence. The section is oriented in a southwest direction. It disappears at a property boundary at the edge of a prepared residential lawn.

The third section is located farther to the south following the course of an unnamed stream. This section extends over 1,000 feet uphill from the west shoulder of Hattan Road, at which point it is used as a residential drive for a short distance, following the stream course in a westerly direction, first on the north bank of the stream through a woodland setting and then crossing to the south bank where it passes through a large clear-cut area which is currently planned for residential development. This section is a distinctive, narrow, compacted roadbed.

The final road section, located farther west, is a short 50 foot shallow swale winding through a wooded lot on a gently sloping, eastfacing hillside near the crest of the prominent hill feature. The swale has no trees growing within it, probably owing to compaction.

Two time periods during the peak Barlow Road use are represented as indicated by archival information. The first two described sections, the upper portion of the long third section, and the fourth section were apparently used prior to 1852. The upper portion of the third section was extended downstream to Hattan Road in 1852. Thus, the first two sections were likely abandoned after that date.

The pronounced intermittent character of road remains in this segment complicates assessments. Overall the segment has integrity of location, materials, design, setting, and association where remains occur in undeveloped portions of residential lots or undeveloped acreage. Of lesser note is integrity of feeling due to the intersecting county road and residential development. The first and third sections are eligible for National Register listing under Criteria A and D.

19. Holcomb Valley Segment

This segment of the Barlow Road is composed of two sections interrupted by past timber cutting in a wetland setting. The road segment begins on the north perimeter of the Holcomb Valley floor west of Bradley Road where in 1852 a land surveyor noted the location of the wagon road in an east/west orientation. Road remains immediately to the east have evidently been erased by agricultural development. A compacted, treeless roadbed is oriented in an east/west direction through a rural residential area maintaining a constant elevation just above the very wet valley floor. It has a distinctive berm on the downhill shoulder and a slight worn cut into the uphill shoulder. This section is 450 feet in length and is largely overgrown in blackberry growth. It terminates at a tree farm property which has erased further remains.

The other section begins approximately 2800 feet farther to the west and is also located along the base of a southfacing hillside in a woodland setting, staying just above the wet valley bottom. This section consists of a narrow swale interrupted by fenceline and powerline construction. The swale begins at an east/west fenceline, at a location where land surveyors observed the wagon road in 1852, and continues in a southwest direction. It apparently has been erased by tractor logging north of the fenceline. The swale continues for 600 feet before disappearing at a north/south fenceline, at another location where land surveyors again observed the wagon road in 1852. A short distance west of the fenceline the swale continues, winding up an east facing hillside for approximately 350 feet, leaving Holcomb Valley behind. The swale is truncated by a major powerline right-of-way. Above the powerline corridor the route becomes visible again, but this time as a compacted roadbed apparently used as an access road to the powerline from Hilltop Road. The roadbed is evident for approximately 700 feet before disappearing near the top of the hill just east of a metal gate on the east shoulder of Hilltop Road.

It is possible that this segment of the Barlow Road was abandoned by 1852 when a drier route to the south of Holcomb Valley was established which has evolved into Holcomb Road. These are the closest road remains to Oregon City.

Though the historic setting has not been greatly altered by the built environment of rural residences, agricultural fields and roads, only the segment is very fragmented. Therefore, the segment rates low in integrity of design, setting and feeling. Integrity of location and association has been established through early survey notes and maps. It can not be considered eligible under Criteria A or D due to the lack of integrity of design, setting and feeling.

Pioneer Campsites: This category of resource type is currently problematical due to its low visibility. Possible campsite locations have been identified through analysis of over 30 emigrant diaries, but no field remains have yet been identified. Sites with poor visibility must have their eligibility based on Criteria D. Since the key aspects of integrity related to Criteria D eligibility are workmanship, materials and association, further evaluative procedures, such as application of remote sensing techniques and subsurface test excavation, are needed to confirm the actual presence of pioneer artifact remains and their precise locations. It appears that much of the Barlow Road route in western Oregon was used for camping to various levels of intensity. This pattern of overnight camping is in contrast to much of the Oregon Trail use to the east in drier parts of Oregon where specific campsite locations were routinely used by the majority of emigrant parties. Factors influencing the more dispersed camping behavior could include the rigorousness of the western Oregon Barlow Road route, the depleted condition of stock and emigrants, varying weather conditions month-to-month and year-to-year which hindered daily progress during the wetter periods, the more continuous availability of water for camping over much of the western Oregon route, and the decreased formality of camps as supplies was depleted and the conclusion of the trip was at hand. Because of the need for further field verification of campsites, the more prominent locations are listed below without associated integrity and condition ratings.

1. Pioneer Meadow Campsite

Located at the western edge of Rhododendron on the east bank of the Zigzag River, the remaining part of a meadow has associated wagon road remains on its northeast perimeter. Though the wagon road remains appear to be on private property, the meadow remnant likely falls primarily on public lands. Much of the original meadow has been impacted by State Highway construction. The meadow likely marks a well-used crossing point of the Zigzag River beginning in 1847. Soil deposition at the meadow indicates the possibility of buried cultural remains if the location was indeed used as a campsite.

2. Mitchell Meadow Campsite

So-named here because of the meadow's association with the former Airlie Mitchell residence built in the 1920s on the southeast perimeter of the meadow, this location is situated on the projected route of the Barlow Road based on the presence of excellent road remains to the east on the former James Creighton homestead. Soil deposition indicates the possibility of buried cultural remains attributable to pioneer use if truly a campsite. Prehistoric artifacts have been discovered in gardens among the current residences located in the meadow area.

3. First Sandy River Crossing Campsite

Diary entries describe camping on the south bank of the Sandy River prior to crossing the river the following morning. It is unclear whether the camp location would be on the upper river terrace, which would likely place it near the intersection of State Highway 26 and Brightwood Loop Road east of Brightwood, or immediately below on the lower terrace, which may have been impacted by the 1964 flood and subsequent river bank stabilization work. Further field survey work may be needed, supplemented by remote sensing procedures.

4. Sievers Campsite

Located at the top of the long ascent up the east flank of Devils Backbone, the emigrants needed to stop and rest their worn-out stock before proceeding onward. Wagon road remains are still present near the east and west boundaries of the property and a purported

pioneer gravesite is located in the vicinity. This location also witnessed one of the first homesteads established along the Barlow Road route east of Sandy and was the long-term residence of the Ten Eyck family. Consequently, the location has long been subject to residential and agricultural development. There still may have survived some artifact-bearing deposits. It appears that the next lower terrace to the east, at the former Marmot townsite location, may have also served as a campsite location. Impacts to the area there since the emigrant period of 1845 to 1865 have been much more substantial.

5. Vaeretti Campsite

Located near the base of Devils Backbone at a small creek crossing, excellent road remains still course through the vicinity. The emigrants rested and prepared for their next crossing of the Sandy River after a long descent of the Backbone. Although the immediate stream crossing location has been little impacted by subsequent development, a nearby area to the west possibly most suited for camping has been affected by agricultural activity on the former Vaeretti homestead.

6. Cedar Creek Campsite

Located approximately 1.5 miles southwest of the Vaeretti Campsite and across the Sandy River, emigrants rested near the banks of this substantial stream just prior to ascent of a steep hillside to the present townsite of Sandy. Teams were so worn by this point of the journey and the crossing of the Sandy River sufficiently difficult apparently to cause many parties to pitch camp at Cedar Creek in order to rejuvenate prior to the immediately impending difficult ascent and final days journey to the Philip Foster farmstead. The Francis Revenue land claim was established by 1854 near this location and served emigrants after that date. A grist mill was built later in the 1800s on the south bank of Cedar Creek where the Barlow Road crossed the stream. County road construction and residential development have posed significant impacts to any archaeological remains, but a rural setting persists with many areas largely undeveloped.

7. Eagle Creek Campsite

Upon arriving at the Philip Foster farmstead, some emigrants apparently moved on a short distance farther to Eagle Creek where water was readily available and it was only a short walk to the amenities offered at Foster's. These emigrants apparently favored continued camping out rather than staying in some of Foster's shelters or else the shelters were full. The campsite location most likely lies on a high stream terrace along the Barlow Road route between Eagle Creek and the Clackamas River. From this campsite location it was less than 15 miles to Oregon City by way of a wagon route that preceded the Barlow Road and was incorporated into the Barlow Road after 1845. The location has been under agricultural development most of the time since the beginning of emigrant road use.

Emigrant Cache Sites. One site with character defining features of a cache location was identified in the Barlow Road Inventory Project.

1. Government Camp Cache Site

A series of at least nine open pits are located on both shoulders of "pristine" Barlow Road remains west of the community of Government Camp in an undeveloped woodland setting. Attributes of plant growth, weathered soil surfaces and steepness of walls within the pits and the size and depth of the pits indicate antiquity of the features and the function of containing either sizable items or numerous items. A long term Government Camp resident attested to the time depth the features existence. The site has integrity of association with the Barlow

Road route, design, setting, materials and feeling. Because of the visibility of the features, immediate association with the road route and good integrity, the site is considered a contributing site to the National Register nomination of the Government Camp road segment.

Pioneer Gravesites: A number of marked gravesites of emigrants and pioneer settlers are located along the route. However, not all gravesites are marked and even more problematical than pioneer campsites are unmarked pioneer gravesites. Few actual character defining features were observed for some unmarked locations reported by informants during the Barlow Road Inventory Project. The cemeteries considered of National Register eligibility are so determined based primarily on the factor that no other known physical historic remains are associated with the key individuals. They also generally share other attributes, including: maintaining broad vistas from early settlement days; containing gravemarkers and monuments representing common artistic values of the latter 1800s, including popular Victorian obelisks; represent spacious, landscaped burial grounds; were initiated and maintained by the pioneer community; and, have an association with rural landscapes and traditional routes of travel.

1. Summit Meadow Pioneer Cemetery

A marked cemetery is located at Summit Meadow. The small, fenced cemetery is described in the Barlow Road publication (see page 43-47) as containing three graves in addition to the Baby Morgan monument (page 48-49) located a short distance to the north. The cemetery contains the gravesite of Perry Vickers who settled the location in the late 1860s. The site likely qualifies for National Register listing for its association with Summit Meadow under the Immigration and Settlement themes, but should only be considered in conjunction with the U. S. Forest Service meadow property which lies outside the project boundaries.

2. Koch Ranch Gravesite

Located between the Ascent of Devils Backbone and Rock Corral road segments on a high river terrace, this pioneer gravesite location was initially reported by Claire Belsher and Dorothy Ten Eyck and confirmed by others later. The exact location is not known, though thought to be southeast of the present main residence complex near the north shoulder of Marmot Road in a cleared pasture. Earlier this century it was marked by a fence immediately around it, but the fence has since been removed and the location plowed, thus masking its location. Integrity of location, setting, feeling, and association are therefore currently lacking for the site, thus the eligibility under Criteria A or D is lacking.

3. Sievers Homestead Gravesite

Located on the top of Devils Backbone, this unmarked gravesite is known to many local residents. It reportedly contains the graves of pioneer Sievers family members and "emigrants." The location is currently distinguished by a small stand of fir trees isolated in a cleared pasture west of the former Siever/Ten Eyck residential area on the property, a short distance north of an "impacted" section of the emigrant route. The trees in the stand are likely between 100 and 150 years of age which suggests the small parcel has been left undisturbed since early pioneer days. Consequently, integrity of location (based on the stand of trees) and association (near an identified segment of the Barlow Road) is good making it eligible for the National Register under Criteria A as a contributing site to the Devils Backbone road segment.

4. Cliffside Cemetery

A marked and maintained active cemetery on the Barlow Road route near the second Sandy River crossing, the location contains the graves of several individuals prominent in early

settlement of the Devils Backbone and Sandy area, including Adolf and Dora Aschoff, Luigi Vaeretti, John Revenue, Stephen Coalman, Fauntleroy Peake, Henry McGugin and Lyman Herick. The cemetery has integrity of location (at the original site), design (continued use of a consistent burial plot plan), materials (original stone gravemarkers), and association (with individuals who were the earliest settlers along the route) making it eligible for National Register listing under Criteria A through its association with the Land Travel and Settlement themes.

5. Revenue Cemetery

A marked but minimally maintained cemetery is on the east shoulder of Ten Eyck Road south of the Sandy River crossing. The cemetery is reported to contain 35 to 40 graves of the Revenue family. Dense ground cover obscures many of the grave markers, however, the single large grave stone for Francis and Lydia Revenue is visible. The cemetery has integrity of location, design, materials and association making it eligible to the National Register.

6. Sandy Ridge Cemetery

A marked and maintained active cemetery on the Barlow Road route near Deep Creek, the location contains the graves of only a few individuals prominent in earliest settlement of the route between Eagle Creek and Sandy, including Rebeka St. John and the Wilfong, Epperson, Poe and Zogg families. Most of these persons settled claims a short distance away from the route. Thus, the cemetery does not have integrity of association making it not eligible for National Register listing under Criteria A.

6. Forrester Cemetery

Like the Cliffside and Sandy Ridge cemeteries, this cemetery is a marked and maintained active cemetery on the Barlow Road route. Located one mile east of the Foster farmstead, the location contains the graves of a number of families prominent in early settlement of the Eagle Creek area, including the Forrester, Glover, Suter, Brackett, Judd, Huggans and Brackett families among others like Cliffside Cemetery. The cemetery has integrity of location, design, materials and association making it eligible for National Register listing under Criteria A through its association with the Settlement theme.

7. Philip Foster Cemetery

Located on the edge of a bluff overlooking the Philip Foster farmstead from the east, this cemetery is a marked and maintained cemetery containing over 70 graves. Among the gravesites are the Foster family, including Philip (1805-1884) and Mary C. (1811-1880), the Burnett family, including Josiah (1828-1875), two 9 year-old emigrant girls buried in 1853, Mary Condit and Nancy Black, and a number of other early families in the area. The cemetery has integrity of location, design, materials and association making it eligible for National Register listing under Criteria A through its association with the Immigration and Settlement themes. It should be considered as a contributing site to a Philip Foster farm district nomination.

8. Logan Pleasantview Cemetery

Located immediately east of Clear Creek and west of Springwater Road, this marked and maintained inactive cemetery contains graves of many individuals prominent in early settlement of the Springwater and Holcomb area, including members of the Holcomb, Arthur, Hattan, Carr, Gerber, Baker, and McCubbin families among others. The cemetery is situated on a small hilltop overlooking the former Barlow Road route a short distance to the

north like Cliffside Cemetery. The cemetery has integrity of location, design, materials and association making it eligible for National Register listing under Criteria A through its association with the Settlement theme.

9. Moss Hill Gravesite

This unmarked gravesite is located near the top of a hill but apparently only known to a small number of people including the current landowner. According to the landowner, the location was distinguished by fencing around a small area in a stand of fir trees in a larger woodland setting. The location is only 40 feet north of an "impacted" section of the emigrant route. Though the reported gravesite is on the former land of John and Margaret Moore, first settled in 1854, current informants do not know the identity of persons buried there. Similar to the Sievers Gravesite, the fencing has been removed and at present there is no physical evidence verifying the gravesite and the physical appearance of the location is no different than the surrounding area. Consequently, integrity of location, materials, and association is insufficient to make it eligible for the National Register under Criteria A.

Tollgates No tollgate locations were identified in the Barlow Road Inventory Project area. The Rhododendron tollgate locations are on U. S. Forest Service lands outside the project area and the location of the Revenue tollgate near Sandy is unknown.

Supplies Sources: Both temporary and permanent supply sources were noted by emigrants in their diaries. Like campsites, the visibility of temporary supplies sources, established only for the annual emigrant arrivals in late summer, would be very low. Permanent supply sources were rural residences that capitalized on their association with the Barlow Road by selling supplies and perhaps also shelter to the emigrants. If no architectural remains are still evident, substantial archaeological deposits are possible. Key permanent supply sources are represented by the Revenue land claim, established in 1853 near the south bank of the Sandy River, and the Philip Foster place, situated near Eagle Creek and used by the first emigrant parties over the Barlow Road in 1846.

1. First Sandy River Crossing Supply Source

An emigrant diary makes reference to a temporary supply source ("trading-post") in 1853, located apparently on the south bank of the Sandy River near the crossing just above the current Brightwood area. No character defining features were identified during the inventory project; consequently, the property is not eligible for National Register listing.

2. Francis Revenue's DLC

This facility constituted the first permanent supply source encountered by emigrant parties during much of the primary emigrant period after 1853. No structures remain from the earliest establishment of the Revenue donation land claim, but a more recent barn and residence mark the original Revenue residential area just west of Ten Eyck Road on a high river terrace near Cedar Creek. Readily visible character defining features are thus lacking. Due to more recent development of the property and county road construction along the emigrant route, the property lacks integrity of design, setting and association. It can not be considered eligible under Criteria A or B, and archaeological test excavations are necessary to address eligibility under Criteria D.

3. Philip Foster's DLC

Foster's settlement was the first evidence of civilization encountered by emigrants newly arrived to western Oregon until establishment of Revenue's donation land claim and other residences east of Eagle Creek after 1853. An early residential structure, built in 1883,

remains on the property as well as plants dating to the emigrant period. But an earlier residence dating to the emigrant period no longer exists. The rural community of Eagle Creek has grown around the Foster property. The site currently lacks integrity of design, setting and association in regard to the "Immigration" theme but does have those qualities under the Settlement theme, thus making it eligible for National Register listing under Criteria A. It also retains integrity of location, materials, design, association and setting related to the occupancy of the Foster family at the close of Philip Foster's life, thus qualifying the property for listing under Criteria B, association with an important person under the Immigration theme. The farmhouse has been listed on the National Register and the remainder of the immediate area should be considered as a district based on additional archaeological and archival research.

Settlements Settlements, consisting of farm houses, outbuildings, small mills, and other related structures, became established along most of the Barlow Road route, particularly from Oregon City eastward across Devils Backbone to areas along the north bank of the Sandy River near Brightwood. Establishment of these settlements also spanned most of the time period of this context statement, 1845 to 1919. For sites with remaining architectural integrity, National Register nominations for those considered eligible should be submitted as part of a separate and ongoing buildings inventory being conducted by Clackamas County. Relevant page numbers from a set of 1984 documents describing properties recorded by that inventory are provided below where available. A number of other pre-1920 structures, particularly in the Springwater area, were identified by the County structure inventory but were not fully recorded for that inventory due to substantial changes made to the buildings, thus detracting from the integrity of design. These altered structures are not included in the listing below.

Settlement sites represented now only by archaeological remains are also described. The Barlow Road Inventory Project did not include archaeological site testing within its scope; therefore, precise locations and integrity of archaeological deposits, much less their very existence, has yet to be established. Because of the visibility problems associated with conducting archaeological field inspections in western Oregon, few remains without above-ground architectural elements have been visually identified. Therefore, the primary sources for potential locations of historic archaeological deposits have been original land survey records and county road survey records. These documents in many cases have noted the locations of residences and other structures by distance and direction from survey-established points. Because the lesser sophisticated survey techniques employed in the 1800s and fewer reference points available, redetermination of the structure locations even on detailed modern-day maps will take some time investment. The determination of eligibility to the National Register for these sites must be reserved until more intensive field inspections are conducted.

For some properties that are assessed ineligible based on Barlow Road association, they may be found eligible based on other factors, such as architectural integrity. In addition, between Rhododendron and Brightwood a number of rustic log Steiner Bungalow cabins and other log structures were built in the 1920s and 1930s. Though striking, these structures post-date the Barlow Road historic context time period and were more directly associated with the Mt. Hood Loop Highway that was built in the early 1920s and superseded the Barlow Road route.

The following settlements are described in order from east to west.

1. Dr. Fenton Residence (#1252; 3 8 1/2E 23AB 200). Built ca. 1910, this Vernacular residence is one of the oldest houses in the Government Camp area built with the assistance of Oliver Yocum, local sawmill owner who homesteaded the Government Camp location, and receiving a patent for it in 1900. The small structure is located a short distance from the north shoulder of the Barlow Road route and represents initial settlement of the area. The association with Yocum, a Barlow Road pioneer settler, makes this property potentially eligible for the National Register under the "Settlement" theme.

2. Dr. Kelly Residence (#1251; 3 8 1/2E 23AB 100). Same as the Dr. Fenton Residence next door.
3. Judge Meldrum Residence (#1254; 3 8 1/2E 23AB 3901). This summer residence was built ca. 1915 near the south shoulder of the Barlow Road route. Associated with initial settlement of the Barlow Road route and Government Camp, it is potentially eligible for the National Register under the Barlow Road "Settlement" theme.
4. Rhododendron Residence (#1246; 3 7E 11AC 1200). This Bungalow residential structure was built in 1910 on the south shoulder of the Barlow Road route, now State Highway 26. It is on the former homestead of Heinrich Heimann (Hammond), patented in 1903 and the later townsite of Rhododendron. Locational information regarding "Henry Hammond's house" is provided in an 1898 section line survey. Associated with initial settlement of the Barlow Road route and Rhododendron, it is potentially eligible for the National Register under the Barlow Road "Settlement" theme.
5. Rhododendron Residence II (#1243; 3 7E 11AB 1200). This Bungalow residential structure was built in 1914 near the north shoulder of the Barlow Road route. It is also on the former homestead of Heinrich Heimann (Hammond), patented in 1903 and the later townsite of Rhododendron. Associated with initial settlement of the Barlow Road route and Rhododendron, it is potentially eligible for the National Register under the Barlow Road "Settlement" theme.
6. Sammons Residence (3 7E 11BA 400). A two story frame structure built about 1917 is next to the south shoulder of the West Rhododendron Barlow Road remains, near the east bank of the Zigzag River, and adjacent to the Pioneer Meadow emigrant campsite location. This property includes an early swimming pool heated by a wood-fired boiler. It is also on the former homestead of Heinrich Heimann (Hammond), patented in 1903 and the later townsite of Rhododendron. Associated with initial settlement of the Barlow Road route and Rhododendron, it is potentially eligible for the National Register under the Barlow Road "Settlement" theme, however it is currently abandoned and deteriorating rapidly.
7. Arlie Mitchell Residence (#1222; 3 7E 3CA 3800). Though this Vernacular frame residence was built in 1923 after the closing date of the Barlow Road historic context time period, its direct association with a former tollgate keeper of the Barlow Road merits notation. The structure is near the south shoulder of the Barlow Road route that was abandoned with construction of the Mt. Hood Loop Highway just before construction of the house. According to local residents, it is likely that a number of tollgate documents were intentionally burned while clearing the house of debris upon recent change in ownership. Due to its direct association with a person involved in the care and maintenance of the Barlow Road, this building is considered eligible for the National Register under the "Immigration" theme.
8. Faubion Residence (#1220; 3 7E 3CA 3100). This Bungalow style residence was built by William Faubion ca. 1905 on his homestead, receiving a patent in 1913. The building is situated near the south shoulder of the Barlow Road route which was later incorporated into the Mt. Hood Loop Highway alignment. Because of the direct association with an original settler of the Barlow Road route this property is considered potentially eligible to the National Register under the "Settlement" theme.
9. Wildwood Log Residence (#1209, 1210; 2 7E 32 801). Built in 1910 on the south shoulder of the Barlow Road, these structures likely served as a stop for early auto traffic on the Barlow Road in the 1910s. See the *Resort/Stage Stop* section below for further discussion.

10. Koch Ranch (#1200; 2 6E 20 100, 200, 300). A striking 1920s Bungalow Ranch House was built on the north shoulder of Marmot Road which apparently very closely follows the previous Barlow Road route across this broad upper river terrace. Though the standing residential structure post-dates the Barlow Road historic context time period, there exist several barn and outbuilding structures which may date within the time period. Also, this set of properties contain the locations of two early homesteads. Near the west perimeter of the river terrace was the homestead of Lyman Herrick, originally settled by James Moore before 1873 and later patented by Herrick in 1888. According to the map and field notes from the 1886 County Road Survey #259, a house and barn once stood next to a small unnamed stream near where the road course begins an ascent of Devils Backbone. Immediately across the county (a former Barlow Road) road from the current river cobble Bungalow structure and down a small bluff was the homestead house of Philip Moore's, first settled before 1873 and patented in 1882. Archaeological remains of both homesteads may still exist. The 1886 road survey information also identifies a third house location belonging to "Widows Ranch" along the Barlow Road route over one mile further east. This house also appears on a 1911 topographic map. Eligibility of the homesteads under criteria D can not be determined without more extensive field investigations.
11. Devils Backbone Homesteads (2 5E; 2 6E). A number of pioneer residence locations for the Devils Backbone ridgeline are shown on an 1873 county road survey map (Survey #68). The bearings and distances are provided in the corresponding notes. From east to west these include: Enoch Wilcox, later became the Adolf Aschoff's Marmot settlement (2 6E 18); Francis Sievers (2 5E 12); Joseph Gio (2 5E 12); James Branham (2 5E 10); Chapman, later Pat Harris' homestead (2 5E 9); and, the "Irishmans", possibly Henry McGugin's homestead (2 5E 8). Further information on the location of Harris', McGugin's and Hoffman's (formerly Branham's) is provided in the 1879 County Road Survey #155. Country Road Survey #259, conducted in 1886, provides detailed locational information for the houses of A. Ashoff, F. Sievers, R. D. Alexander and J.W. Kyler across the eastern portion of the Devils Backbone. Location information for Harris' residence is again provided by County Road Survey #344 in 1890. A deteriorating barn still remains at the Hoffman location.

Two generations of schoolhouses have been identified on the Sievers homestead, neither of which has architectural remains today. The first was a log structure, built on the Devils Backbone crest at the Sievers place. A second, frame structure was later built on the southfacing hillside below the Barlow Road course.

In regard to Marmot, according to the reminiscence's of Emma Werstlein, a daughter of Aschoffs', the Aschoffs first built a log house with lean-to in the 1880s, then a frame house in 1893 with 5 bedrooms, dining room, kitchen, living and front and back porches. Also included was a small store building, barn, tent platforms and log cabin for an office. The main structure was further expanded in 1907 and a cement house added for meat and fruit storage. The large structure burned in 1930. Only remnants of the cement house still are visible. Also according to Werstlein, homesteader Fauntleroy Peake built a one room log house with lean-to and dug-out cellar immediately west of Ashoff's settlement. Cabin remains have been identified on lot 2 6E 18 301 which may be associated with Peake's homestead, patented in 1891.

12. Rathjen Residence (2 5E 10 600). A structure is shown on a 1911 topographic map which corresponds to a standing residence near the crest of the west end of Devils Backbone. Access to the residence is currently limited thus inhibiting assessments.

13. Vaeretti Residence and Barn (2 5E 8 1301). An 1890s wood frame residential structure and a 1935 large barn (built in 1935) belonged to the Luigi Vaeretti family who homesteaded the property, obtaining a patent in 1878. The residential structure, built just above the upper river terrace on the north bank of the Sandy River, was situated in the immediate vicinity of the Barlow Road route where it finished its descent of the Devils Backbone ridge. According to 102 year-old Carolina Vaeretti Hauser in 1990, the original residence was a log building on a location nearby the frame house. Archaeological remains of that initial residence likely still exist. A third generation residential structure built in 1921 also exists on the property closer to the south shoulder of present-day Marmot Road. The earlier standing residence is in rapidly deteriorating condition. However, given the likely archaeological remains of habitation over a half century's period of occupancy by the Vaeretti family, the property could be eligible for the National Register under the "Settlement" theme for criteria D. Additional archaeological assessments are needed.
14. Francis Bacon Blacksmith Shop (2 5E 8). Bacon established a homestead on the north bank of the Sandy River opposite Francis Revenue. He received a patent in 1877 and a second one for additional land in the area in 1890. Locational information for "Bacon's blacksmith shop" is provided in the 1879 County Road Survey #155 notes. No remains were identified by the survey.
15. Francis Revenue Claim (2 5E 7). Location information for Revenue's residence and barn is provided in the 1885 County Road Survey #256 notes. The residence was located a short distance west of the Barlow Road, approximately 2700 feet from Cedar Creek crossing and the barn was apparently on the east side of the road. Earlier locational information is provided by township and section line surveys performed in 1860 and a donation land claim boundary survey conducted in 1870. No remains were identified by the survey or known by the property owner.
16. Cedar Creek Grist Mill (2 5E 18BC 400). The remains of a millsite were identified on the south bank of Cedar Creek immediately west of Ten Eyck Road. The location corresponds to information provided by an 1885 County Road Survey #256 map and notes, and is further confirmed by the current property owner. Still visible is a mostly-dry mill race. The owner is unaware of any surface indications of the mill itself though some subsurface archaeological remains are possible. The location is primarily on an undeveloped wooded lot. The Barlow Road route apparently closely corresponds to the current Ten Eyck Road location. Determination of National Register eligibility must wait further archaeological investigations to determine precise location and integrity.
17. Sandy Townsite (#1176-1182; 2 4E 13CA). Several structures along Pioneer Blvd. near the Barlow Road route date to around the turn-of-the-century. The structures are clearly aligned along the route that connected the City of Portland to the Mt. Hood area near the conclusion of Barlow Road use. Association with the Barlow Road is minimal, hence none of these structures are considered significant under the "Settlement" theme due to the lack of integrity of association. Of particular note elsewhere in Sandy is the former site of the Meinig Store at the current location of the Suburban Ford car dealership (2 4E 13AD 1000). The store was noted in some of the later emigrant diaries and the location is shown in the 1885 County Road Survey #256 map. No doubt for a limited period of time it was a supply source for later emigrants arriving in civilization at the end of their lengthy journey. It is possible archaeological deposits remain at the store site, but testing must be performed to confirm their presence.
18. Leona Brockway residence (2 4E 24B 2800). Built in the 1880s along the Barlow Road route south of Tickle Creek, less than a mile south of Sandy, Oregon, this structure provides striking evidence of the old Barlow Road alignment. The structure was built on the south

side of the Barlow Road and is oriented to that road alignment rather than to the more recent highway alignment as are most other residences in the immediate vicinity. The residential structure has an associated orchard. This structure, on the John H. Revenue homestead patented in 1888, has integrity of association with the Barlow Road and represents late 1800 settlement along the route. Locational information is provided by the 1884 County Road Survey (#241) notes for the John Revenue residence which may be the same structure. Therefore, it is potentially eligible for the National Register under the Barlow Road "Settlement" theme.

19. Elbert Barnes residence (#1188; 2 4E 22 1700). A vernacular residential structure built in 1901 was situated immediately adjacent to the Barlow Road route on the earlier Abraham H. Shaffer homestead, patented in 1872. The structure is now located on the northwest corner of State Highway 211 and 362nd Drive, less than 2 miles southwest of Sandy. Locational information is provided by the 1884 County Road Survey (#241) notes for two residences, "J. R. Duncan" and "Currans," in the vicinity of the Barnes structure. Association with the Barlow Road for the Barnes residence is late and it is not considered significant under the "Settlement" theme.
20. Sandy Highway Schoolhouse (#1189; 2 4E 22 1800). Located immediately west of the Barnes residence is a small 1915 bungalow/vernacular schoolhouse. Like the Barnes residence, its association with the Barlow Road is late and not considered significant under the "Settlement" theme.
21. Deep Creek Area Residences (2 4E 22, 28, and 29). The Thomas Detro residence (#971), located immediately south of the Deep Creek drainage, is a turn-of-the-century, two story, Classic Box residential structure. Located on the James and Abigail Brown donation land claim, first settled in 1853 and patented in 1875. This structure is possibly a later generation residence built near the original site of a residence for which locational information is provided in 1855 land survey notes for section line 21/22, which is mentioned in an 1852 emigrant diary along the Barlow Road route, and which is shown in the 1862 Territorial Road Survey X-9. Closer to Deep Creek is a modified ca. 1910 residential structure located near the south shoulder of State Highway 211 and the old Barlow Road route. The house is located on the John Straus homestead, patented in 1885. The territorial road survey records also show a residence of "J. Wilson" south of Deep Creek. Locational information of two other residences along the Barlow Road route in this area is related to the residence of "William Johnston" on the north side of Deep Creek and "St. Johns" further south of Wilson's/Detro's/Brown's place. St. John's structure is on the Charles M. and Rebecca St. John donation land claim, situated next to Brown's DLC and first settled in 1855 and patented in 1875. "Johnston's" residential structure is associated with the William and Christina Johnson donation land claim, first settled in 1854 and patented in 1875. The 1855 land survey records for section line 29/32 also give the location of a residence in this area. Locational information is provided by the 1884 County Road Survey (#241) notes for the "Denny" residence in the vicinity of the "Johnston" structure. The integrity of association of the more recent Detro residence with initial Barlow Road settlement is not substantiated and therefore not considered eligible under the Barlow Road "Settlement" theme.
22. Philip Foster farmstead (2 4E 29, 31, 32). A number of structures are located in the immediate vicinity of the Philip Foster farmstead on the Philip Foster, James Foster and Joseph Church donation land claims. These include remains of the Philip Foster farm (#975) itself, including an 1860 barn, 1882 residence, turn-of-the-century outbuildings and other features. Being a hub of activity during emigrant times, there is likely substantial archaeological remains of past activities including remains of shelters constructed for the emigrants and the original farm structures. Other nearby structures include the ca. 1860 Burnett residence (#974A), ca. 1880 Bradley residence (#972), the 1912 Eagle Creek school

- building (#972A), the 1882 Suter residence (#977A), the ca. 1900 Baker (#976) and Anderson (#977) residences, and nine other significantly modified pre-1920 residences. As stated in the Supply Source section, the immediate Foster farm clearly is eligible under Criteria A and B under the Immigration and Settlement themes and, in fact, has previously been nominated. The cluster of buildings listed above should be considered for a National Register District. Location information for Philip Foster's and Burnett's houses is provided by the 1867 County Road Survey #18 map and field notes. Additional information concerning structures and their location on the Foster farmstead is provided by Country Road Survey #58, a short segment of road surveyed through Foster's property in 1872. Previous information is provided by land surveyors in the township and section line surveys of 1855, which show a house and barn along section line 31/32, and in donation land claim boundary surveys of 1860.
23. Eagle Creek to Clackamas River Farmsteads. Locational information is provided by township and section line surveys conducted in 1855 for T3S, R3E and R4E for Joseph Young's, George Weston's and Egbert Olcott's donation land claims and structures. A pre-1900 barn was identified by the 1984 County building inventory on the west shoulder of Doty Road on the Weston claim. Weston settled his claim in 1847, Olcott in 1851, and Young in 1852. Later locational information is provided by 1860 donation land claim boundary surveys and by an 1867 County Road Survey #18. The county road survey locates Joseph Young's structure and "Githen's", who apparently acquired Weston's DLC after 1860. A scatter of historic artifacts including ceramics and crockware fragments were discovered near the west shoulder of Doty Road south of the Eagle Creek bridge on the upper stream terrace. The artifacts date from the later 1800s, but likely no earlier than the 1880s. These could be remains of settlement along the Barlow Road on the Eghert Olcott donation land claim, first settled in 1851 and patented in 1879. Archaeological test excavations would be needed to further evaluate the integrity of archaeological remains and assess the National Register status under criteria D.
 24. Brown Residence (#998, 999; 3 3E 12 101). On the east bank of the Clackamas River near the Feldheimer Ford location are two striking structures, an ca. 1890 Queen Anne residence and an associated carriage house. The structures are located on James and Lucinda Waldrip's donation land claim, first settled in 1854 and patented 1878. The property was also the location of "Waldrip's mill" late in the 1800s as identified on the 1855 land survey. A structure attributed to "Lynn" is shown on the south shoulder of the Barlow Road on the east bank of the Clackamas River in the 1867 County Road Survey #18. Archaeological remains of the millsite and earlier residences may be present on the property. The two existing structures have less association with the Barlow Road than the previous structures and probably post-date use of the river location as a ford. Hence, the structures are not considered eligible for the National Register under the Barlow Road theme due to lack of integrity of association. Archaeological investigations would be needed to identify locations of the earlier structures.
 25. Feldheimer Barn (lot #3 3E 12 1600). On the west bank of the Clackamas River opposite the Brown residence is a small barn built with square-nails and wooden pegs. The barn is on the Ludwig Feldhammer homestead patented in 1872. It is likely the barn is associated with Feldheimer's settlement, but yet to be affirmed; therefore, its eligibility has yet to be established in regard to the Barlow Road context statement.
 26. Cromer Residence (#996; lot #3 3E 11 300). Located on the west shoulder of Springwater Road, formerly Barlow Road, a short distance north of the Feldheimer crossing location, is a ca. 1895 Queen Anne Vernacular residence. The residence is on the Thomas and Jane Waterbury donation land claim, settled in 1851 and patented in 1873. The structure post-dates the initial set of structures associated with first settlement along the route. Hence, it is

not eligible for the National Register under the Barlow Road theme. Two modified houses, dating to the 19th century and 1905, are located a short distance south along Springwater Road.

27. Vestal Residence (#982; 3 3E 2 1800). Also located on the west shoulder of Springwater Road, formerly Barlow road, is a ca. 1876 Vernacular structure. The residence is also on the Waterbury donation land claim and more likely associated with early Barlow Road settlement, approximately 25 years after initial settlement. The residence may have eligibility to the National Register pending association with the initial settlers of the claim.
28. Tracy Residence (#981; 3 3E 2 600). Located on the west shoulder of Springwater Road and a short distance west of the Barlow Road route which diverges from Springwater Road in this area. The structure is an ca. 1900 Vernacular residence on the William Harper donation land claim, first settled in 1853 and patented in 1873. The Tracy family also had a donation land claim only a few feet west of the residence, also first settled in 1853 and patented in 1866. Therefore, this residence is associated with an early family involved with the settlement of this portion of the Barlow Road. However, the structure post-dates earlier generation structures and, therefore, not eligible under the Barlow Road Settlement theme. A 19th century farm building is located a short distance east, closer to the Barlow Road route.
29. Joseph Kirchem Residence (#980; 3 3E 2 301). Located on Eaden Road a short distance east of the Barlow Road route, this 1897 Vernacular frame structure is associated with the early pioneer family of Mathias Kirschem's who patented a homestead on the property in 1869. However, the structure post-dates earlier generation structures and, therefore, is not eligible under the Barlow Road "Settlement" theme.
30. Pippins Residence (2 3E 34). Locational information for "Pippins house" is provided by an 1855 section line survey between sections 34/35 along the Barlow Road at the top of the bluff overlooking the Clackamas River lower terrace to the northeast. No known archaeological or architectural remains have been identified for this location though a 1910 modified house is located nearby (2 3E 34 200).
31. Frank King Residence and Barn (#966/967; 2 3E 34 300). Located on the west shoulder of Harding Road a short distance south of the Barlow Road route, this Classic Revival/Queen Anne residential structure and barn were built around 1900 on the Robert Arthur donation land claim, settled in 1846 and patented in 1866. One of the earlier settled claims east of Oregon City along the Barlow route, these structures were built almost a half century later, probably about the time that the Barlow route was abandoned for the more recent road network. Therefore, the structures are not considered eligible for the National Register under the Barlow Road "Settlement" theme.
32. Gerber Residence (2 3E 28 401). This former residential structure location is likely now the location of an historic archaeological deposit. Located on the east shoulder of Gerber Road, the structure was torn down in the 1950s and now is under agricultural development. It is located near the west boundary of the Nathan and Mary Macks donation land claim, settled in 1846 and patented in 1866. Archaeological exploration would have to determine the precise location and integrity of deposits. Like the King Residence described above, it is likely the structure would be too late to be associated with Barlow Road use.
33. Minder Residence (#955; 2 3E 28 501). Located on the west shoulder of Gerber Road a short distance south of the Barlow Road route, this Classic Revival residential structure was built around 1900 on the east boundary of the John and Nancy Foster donation land claim, settled in 1846 and patented in 1877. One of the earlier settled claims east of Oregon City along the Barlow route, this structure was built almost a half century later, probably about

- the time that the Barlow route was abandoned for the more recent road network. Therefore, the structure is not considered eligible for the National Register under the Barlow Road "Settlement" theme.
34. Carl Kirchem Residence and Water Tower (#942/943; 2 3E 20 190). These 1890 structures, located on the north shoulder of Bakers Ferry Road, are on the donation land claim of Solomon and Elizabeth Wheeler, settled in 1848 and patented in 1875. Though apparently built on the north shoulder of the Barlow Road and attributed to the Kirchem's, a pioneer family in the Springwater area, the vernacular house and water tower likely post-dated primary Barlow Road use after the current road network had become established. Therefore, the structures are not considered eligible for the National Register under the Barlow Road "Settlement" theme but are likely eligible through the Clackamas County Rural Survey Project (see Hayden 1992: 11). Also, a late 19th century altered residence and farm building are located a short distance farther east, still near the Barlow Road route (2 3E 21C 904/906)
 35. Walter Kirchem Residence (#944; 2 3E 20 301). Like the above Kirchem residence, this Italianate residential structure was also built in 1890 and situated on the Wheeler land claim. Similarly, though apparently built on the south shoulder of the Barlow Road and attributed to the Kirchem's, a pioneer family in the Springwater area, the house likely post-dated primary Barlow Road use after the current road network had become established. Therefore, the structure is not considered eligible for the National Register under the Barlow Road "Settlement" theme. The location of the house is referred to in the 1900 County Road Survey #514. An altered 1910 residence is located a short distance to the west (2 3E 20 1000).
 36. Hiram Anderson Residence (#940; 2 3E 19 2202). This residential structure was built in 1903 on the south shoulder of Bakers Ferry Road, and is reported to be virtually on top of the former Barlow Road according to Duane Anderson, a descendant. The structure is located on the William Arthur donation land claim, settled very early, in 1843, and patented in 1866. Locational information for the William Arthur barn is provided in the 1866 County Road Survey #10. The Anderson structure was built over a half century after initial settlement of the property, probably a short time after the Barlow route was abandoned for the more recent road network. Therefore, the standing residential structure is not considered eligible for the National Register under the Barlow Road "Settlement" theme.
 37. Caroline Carr Residence (#941; 2 3E 19 2700). This Craftsman Bungalow was built in 1916, near the end of the Barlow Road context time period. Of particular interest though is the residence's association with the Caroline Carr family who homesteaded the property and received patent in 1885. Situated near the north shoulder of the former Barlow Road route, the structure was apparently not the first generation of residential structures on the property. Consequently, the structure is not considered eligible for the National Register under the Barlow Road "Settlement" theme.
 38. Moore Residence (2 2E 25B 900). Locational information for a residential structure is provided by 1852 section line survey notes along the Barlow Road route near where Bradley Road currently intersects the old route. There is an older residential structure of unknown age in the vicinity near the east shoulder of Bradley Road. Presently no archaeological or architectural remains have been confirmed corresponding to the surveyor location. The location is on the donation land claim of John and Margaret Moore, settled in 1854 and patented in 1866. The unmarked and unconfirmed Moss Hill gravesite identified above is also nearby to the east.
 39. Holcomb Residence (2 2E 26 300). Locational information for Almond Holcomb's residential structure is provided by 1852 survey notes along the 26/27 section line a short

distance south of the Barlow Road route near the center of Holcomb Valley. According to the plat drawn from the notes, the Barlow Road skirts the north perimeter of Holcomb's plowed field. A later residential structure is located on current Holcomb Road about 1/2 mile south of the Barlow Road course. The donation land claim of Almond and Nancy Holcomb was first settled in 1849 and patented in 1859. No archaeological or architectural remains are currently known for this location.

Stage Stops/Resorts: Several occurrences of this property type associated directly with the emigrant route were identified through field survey and the literature for the project area east of Sandy. Other, similar establishments also existed but were located a distance away from the project area, such as the Arrah Wanna Hotel (1912-1915+), Camp Arrah Wanna Lodge (ca. 1905; #1232) and the Welches hotel resort (1905-1917; #1229). Remains of one of these structures was identified in the Clackamas County building inventory as a Barlow Road stage stop (#1215; 2 7E 34 700) and indeed is associated with the original Barlow Road route along the north bank of the Sandy River near Faubion. However, for reasons elaborated upon elsewhere in the context statement, the primary Barlow Road route in this area was determined to be on the south bank, therefore, these remains fall outside the study corridor. The Faubion structure was likely used by Barlow Road traffic which turned off from the primary route at Faubion and crossed the Zigzag and Sandy rivers to access the facilities. In addition, other early structures were identified along the route but were considered purely residential in character based on the available information and therefore described in the "Settlement" section. Further historical research may be needed to determine which structures along the route were solely residential and which provided commercial traveler services.

1. Lamoreaux Log Building

This large log structure is situated on the west perimeter of a wet meadow located in the central portion of Rhododendron north of the State Highway. The meadow, located about 300 feet north of the emigrant road according to a diary entry, was used by emigrants to graze their stock. The structure was apparently built sometime before 1907 according to the current property owner and is still in use as a second residence on the property. The building's integrity of association with use of the Barlow Road has yet to be established based on historic documentation, consequently it is not currently eligible under Criteria A or D.

2. Rhododendron Inn

Established in 1910, this establishment lasted until 1946. No character defining features were observed during the survey and the precise location, though known to be located in west part of Rhododendron on the south side of the old road route, is not known. This property is not eligible for the National Register because of poor integrity of design and location.

3. The Homestead (#1216; 3 7E 3 200)

Located between Rhododendron and Faubion, this cluster of three large structures (Bungalow-style residence, lodge and garage/barn) built on the road course by James Creighton in 1912 could have easily accommodated a number of guests from the auto tours popular at the time of construction. Historical documentation supporting this interpretation needs to be identified, if possible. For instance, the County's building survey identifies the residence as a 1925 structure which conflicts with landowner information. The facilities are currently used as a Girl Scout camp, and the structures are excellently maintained. Although maintaining integrity of location, setting, workmanship and feeling, integrity of association

has not been established which is necessary for eligibility to the National Register under Criteria A or D for the "Land Travel" theme.

4. Wildwood Log House

This property is located at the south end of Three Ring Road south of State Highway 26, a short distance east of BLM's Wildwood Park and immediately on the Barlow Road route with road remains prevalent in the area. According to historic documentation, this structure pre-dates 1912 along with a water tower and other buildings that apparently no longer exist. A detailed inspection of this property was not possible because of lack of owner cooperation. It appears the property retains several aspects of integrity, but, like the Lamoraux property, needs integrity of association established in order to be eligible under Criteria A or D of the "Land Travel" theme.

5. Marmot

Located on the east slope of Devils Backbone near the summit of the ridge, this "town" was established by Adolf Aschoff who acquired the location in the early 1880s. The cluster of buildings included a store/post office/museum, office building, stable, large residence, numerous temporary resort cabins and possibly several other outbuildings. Peak use was apparently around 1910 and its decline corresponded with construction of the Mt. Hood Loop Highway around 1920. Though no structures remain, some foundations may be present under blackberry growth and some archaeological deposits may be present due to the lack of further development on the property following the demise of the town. The property conveys little in the way of historic character being primarily the intersection of two paved roads on a narrow ridge top. The property lacks integrity of feeling, design, setting and association to qualify for National Register eligibility under Criteria A, B or D. Archaeological test excavations are necessary to establish integrity of association, materials, and possibly workmanship.

Ferries. The only ferry location identified for the project area is at Feldheimer's on the Clackamas River. The Sandy River crossings apparently remained unaided until bridges were eventually erected.

1. The Feldheimer's location was used by emigrants to cross the Clackamas River who were either continuing the entire distance to Oregon City or turning to go "up the valley." No remains of ferry activity have been identified at the location, hence no character defining features are currently known to exist. Consequently, the property is not eligible for National Register listing. It is likely that intervening flood events, such as in 1964, have eradicated whatever may have been left by ferrying activities.

Treatment

Survey and Research Needs

1. *Further investigation of early routes*

The Barlow Road came into being through minimal development using hand tools and through substantial use by the numerous wagon trains. This low level of formal development apparently persisted for approximately the first 20 years of use. In 1864, the route east of Sandy came under ownership of the Cascade Road and Bridge Company which began to make the first substantial road improvements of that segment by regrading certain sections, adding corduroy roadbed sections in swampy areas, and straightening other sections. The route west of Sandy was the focus of territorial and county government road improvement projects. For the next half century the road continued to receive use and the eastern portion change ownerships. In 1882 control transferred to the Mount Hood and Barlow Road Company which apparently moved the route from Devils Backbone to the south bank east of Sandy. After 1900 control changed to Henry Wemme. The two factors of minor maintenance activities the first two decades and the long-term continued use until construction of the Mt. Hood Loop Road and Market Road #33 in the 1920s resulted in different routes being used through time at various levels of intensity. For this reason, many interested people today have almost as many different perspectives on where the Barlow Road route is. The primary route as defined in this study has substantial supporting historical documentation. However, other segments do warrant further study. These segments are listed below in priority order.

- A. As a follow-up to the Barlow Road Inventory Project, the early route from Philip Foster's to Portland through Damascus and the Mollala route extending south from the Clackamas River crossing at Feldheimer's toward the Santiam area should be studied using the same inventory procedures. Throughout the primary emigration period, many emigrants did not actually journey to Oregon City, but rather turned away from the westward course to the north or south in the Philip Foster farm/Feldheimer Crossing area to expeditiously establish a home base prior to the onset of winter. Any road remains of these routes would be historically important for the "Regional Settlement" theme.
- B. Though surveyed in 1862 and 1876, evidence indicates the south bank route from Brightwood to Sandy through Cherryville was not substantially used until 1884. Some "pristine" early road remains and associated cemeteries still remain on this segment. Apparently used for over 30 years, this route proved to be the precursor of the Mt. Hood Loop Highway built in the early 1920s and is the road described in Woolley's book, Off to Mt. Hood. Procedures applied to the Barlow Road Inventory Project should be applied to this section of early road.
- C. Application of remote sensing techniques, particularly a metal detector, to various route segments would likely provide further confirmation on a few of the problematical road sections. It is likely numerous metal rig parts and nails were continuously being deposited along the route as the wagons, many in a worn state by late in the journey, bounced their way along. For example, investigations with a metal detector along the powerline road on the south shoulder of State Highway 26 could help resolve questions as to the location of the Barlow Road route in the Zigzag to Wemme area.
- D. Survey of some locations along the route was hindered by dense vegetative ground cover, even during the midwinter field season. Additional surveys would be helpful at these locations, perhaps after fires or some other vegetative removal event. An example is the Barlow Road segment at the first Sandy River crossing area east of Brightwood. The lower

river terrace in that area is densely vegetated and has received impacts possibly from flooding, recent residential development, and apparently from an early homestead. Revisitation during winter months may add some information. Similarly, future archaeological survey work under improved conditions along the north bank section just downstream from the crossing location may yield more road remains. A study of the geomorphic history of the Sandy River stream course and the effects of the 1964 flood would further elucidate the impacts on the emigrant road course in this area. A set of 1961 aerial photos has been located at a local vendor. This photo set, together with information possibly in possession of the U. S. Army Corps of Engineers, may assist in this effort.

- E. Though the original north bank route from Rhododendron to Brightwood was clearly the original route, emigrant diary entries strongly indicate it fell out of favor quickly and the south bank route was adopted downstream to a point just east of present-day Brightwood. Investigations by the present study indicate that actual road remains may be rare on this upper north bank segment. A small amount of further survey would complete investigation of this segment.
- F. A few "minor" alternate routes were identified which should be further field validated. These sections include a short segment on the western portions of Devils Backbone north of the primary route and segments through the Wildwood and Wemme areas.

2. *Identification and Characterization of Pioneer Campsites and Cache Sites*

The locations and possible archaeological contents of emigrant campsites are largely speculative at present based on emigrant diary entries and informant contacts. In addition, further information may be available at the Government Camp cache location to further establish its association with early Barlow Road use.

- A. The application of remote sensing techniques should be applied to the projected pioneer campsite locations identified in this study. Archaeological deposits may not be dense with artifactual remains, but use of a metal detector could prove interesting for identifying campsite locations and for testing the capability of the instrument to identify a campsite.
- B. The remote sensing application should be supplemented by archaeological test excavations at suspected site locations to confirm presence of a former emigrant campsite and to define the character of emigrant artifact assemblages along the Barlow Road.
- C. Archaeological and archival investigations of the apparent cache pits at Government Camp should be performed to identify their age and function.

3. *Continued Informant Contacts*

Despite the thoroughness in contacting numerous property owners and other informants as part of the 1990-92 Barlow Road Inventory Project, it is likely persons will continue to contribute new bits of information on the Barlow Road route and pioneer families. For example, one individual, Ross Ten Eyck, a former long-term resident of the area and a descendent of early settlers of the Barlow Road route, may possess important historic documentation including early photographs. He should be contacted and an appointment arranged on his next visit to the area.

4. *Further Investigations of Pioneer Settlements*

- A. Pursue protection of likely archaeological deposits resulting from the pioneer settlements and campsites, and seek funds for their investigation. Even if standing structures from the early periods of 1845 to 1866 were better represented today, the archaeological record would offer

insights not available otherwise. The archaeological record represents the large number of people not considered in historical written accounts. It focuses on the customary and vernacular sides of everyday life, thus providing a more comprehensive and sophisticated historical view of early rural Clackamas County. For instance, the role of women in settlement has a high visibility in the archaeological record, but low visibility in historic documentation. In addition, archaeological research of early settlement locations would confirm locations where no architectural remains exist and where archival information may be inaccurate. Such archaeological investigations would serve to characterize early assemblages of east county pioneers.

- B. For future studies, apply the "Counterclassic Model" of historical interpretation, focusing on wage earners, women, minorities, urbanization and industrialization as opposed to a strong bias of mountain men and other adventurers.
- C. This historic context period (1845 - 1919) represents the last half of a world wide revolutionary era of changes in technological, economic and demographic processes. Clackamas County historical studies can contribute to increasing our appreciation of these profound, and still relatively recent, changes.
- D. Through interpretation, increase the public's appreciation of the patterns of rural life and how the current contemporary rural landscape derived from the past "natural" landscape.
- E. Information gained on early settlements in this historic context statement should be incorporated into the ongoing County historic architectural inventory and appropriate designations sought. On the Federal level, a multiproperty National Register of Historic Places nomination package be developed under the Settlement theme.
- F. Pursue further historical studies and interpretation opportunities of the Philip Foster farm location, including detailed mapping of archival information and intensive archeological investigations. The latter could perhaps be performed on a long-term basis through partnership between the County and an archaeological field school from an educational institution. Interpretation can be pursued in partnership with the local Jacknife Zion Horse Heaven Historical Society, Inc. Interpretation and preservation activities should be closely coordinated.
- G. The "Regional Settlement" theme should be expanded beyond the geographic boundaries of the Barlow Road route. Pursuit of the settlement theme for the Barlow Road Inventory Project has identified a number of individuals with important settlement information for the eastern part of Clackamas County. These contacts should be pursued within the broader geographic frame of reference and information be gained through interviews and acquisition of historic documents including photographs and maps.

5. *Additional Information Needs for Stage Stop/Recreation Property Type*

Little historic documentation has been discovered for the stage stops and recreational facilities located in the Hoodland area of Wildwood to Rhododendron. More information is needed to clarify their association with the Barlow Road.

- A. Further historical research is needed regarding the "Stage Stop/Resort" property type in general. Relevant questions include: what is the primary function of the properties identified in this study; what were the variety of services provided; what was the time period the facility served travelers; who used them; and, were they economically self-sufficient or supplemented by other economic pursuits by the owners?

- B. Historical research regarding the James Creighton homestead and the log structures on Three Ring Road and Lamoreaux Meadow would further identify the remaining structures' ages and possible functions while the Barlow Road was still in use.
 - C. Further research on the Devils Backbone segment should focus on archival documentation of the townsite of Marmot.
6. *Land Survey Needs*

Land survey crews should now formally establish the location of Barlow Road remains identified in the archaeological survey from known section, donation land claim and property corners.

Treatment Strategies

Types of Threats and Urgency

The inherent low visibility of most of the property types makes them highly susceptible to inadvertent destruction, particularly when involving scores of property owners who have varying degrees of interest and recognition of the remains. The latter factor is particularly true as property ownership is continually changing along the route and new people are introduced to the vagueries of local history. The fragility of the remains for most property types increases the urgency for implementing preservation activities. According to informants, some excellent road segments have only disappeared in recent years, often due to owners tractor logging woodlands along the road course prior to selling the property.

The types of threats are quite varied. Perhaps the single most important threat is the additional residential development along the course as the population of northwest Oregon continues to rapidly expand. Of equal importance is county road maintenance and state highway construction and maintenance. Commercial development pressures may also escalate soon along the Mt. Hood Highway corridor posing hazards to road segments in proximity to the State Highway. Of lesser note is continued agricultural use and natural erosion. Agricultural expansion is limited at this time as land uses are changing for the historically rural area. Similarly, most riverside segments highly prone to erosion were devastated by the 1964 flood. Consequently, most ongoing erosion at this time is relatively minor. Some segments are currently stabilized by brush growth along the roadbeds.

Preservation Options Available to Clackamas County

1. The most overriding need is the development of a management plan guiding future protection and interpretation activities. Goals of the plan should include to: (1) preserve, protect, and manage of the Barlow Road Corridor; (2) insure protection of private property owner privacy; (3) insure protection of highly significant sensitive sites; (4) acquire significant sites, both threatened and non-threatened, appropriate for public access and interpretation; (5) develop sites under public ownership for public access, interpretation, and recreation; and, (6) educate citizenry and decision-makers. A number of participants should be involved in plan review.
2. Property owners along the Barlow Road project area should be notified of the study's findings and encouraged to protect any road remains, associated historic sites, and the important landscape features of the corridor in general. The County should offer educational workshops for property owners, interest groups, and interested public. Discussion of existing incentives for protection should be included. Residents already active in their efforts to protect and maintain certain road remains should be commended for their efforts and encouraged to continue their diligence.

3. Provide tax incentives to property owners to continue preservation of the historic road and associated historic sites. Apply special tax assessment program provided (1) in ORS 358.475 for National Register listed properties and (2) in ORS 308.745 for historic preservation on open space lands.
4. Pursue protection and preservation of the entire Barlow Road route through Historic Corridor Overlay Zoning (Ordinance section 707.02D) to comply with Goal 5 and County Comprehensive Planning. This which would (1) invoke the formal review process (707.07C) of proposed land use applications posed by major projects, such as highway and road construction and commercial development, and (2) facilitate integration of the information into general land use plans. Current definitions in the ordinance section should be expanded to identify "normal maintenance activities" as clearing brush and fallen trees from the roadbed and removing other objects foreign to the historic character of the roadbed, and "minor alterations" to include continued vehicular use of the roadbed by property owners and tenants, excluding blading or other substantial surface modification.
5. The County and advisory bodies should establish a list of criteria to determine which sites are most appropriate for immediate acquisition (such as most threatened, highly significant, adjacent to public right-of-way, large enough to interpret, safe area to develop, etc.). Work with Green Spaces program, ICETEA, County Parks, City of Sandy, Forest Service, BLM, property owners, and other appropriate parties to develop an acquisition plan. Consider use of historic preservation easements which include tax incentives through such organizations as The Archaeological Conservancy, Trust for Public Lands, and Historic Preservation League of Oregon.
6. Pursue National Register of Historic Places designation for those segments identified through the multiple property nomination by seeking support of the appropriate property owners and establishing historic conservation easements for those segments.
7. Preserve the remaining historical integrity of the Philip Foster settlement area. Although there has been intrusion into the area and much alteration, the area still warrants long term preservation either in terms of a Historic Landscape District or continue under farm zoning to allow the pasture land/open space to remain.
8. Periodically monitor the condition of the Barlow Road route, particularly remaining road segments. This activity could be performed by organizing an active Barlow Road Preservation Group and/or a Barlow Road Property Owners Association to advise the County of new urgencies, changes in the condition of road remains or land uses, and assisting private property owners in a voluntary maintenance program.
9. Provide technical assistance to private property owners concerning preservation needs, site use, and appropriate maintenance measures. A Clackamas County pamphlet for Barlow Road property owners could assist this need. Coordination with the Clackamas County Historical Society should be maintained for the care of Summit Meadow cemetery, located on land owned by the society. Various aspects of the Kentucky Archaeological Registry program (see National Park Service Archaeological Assistance Program Technical Brief No. 6, 1989) could be adopted in recruiting property owners' cooperation in the management of the historic corridor. The County could also encourage education and technical assistance programs for the public by non-profit preservation groups.
10. Establish a notification system for private property owners who acquire Barlow Road segments and associated historic sites to alert them of the important historic values.
11. Future state highway expansion and maintenance activities could imperil those Barlow Road sections that approach the present highway shoulders, including actual road remains and

- associated historic sites, such as the eastern "pristine" Rhododendron section, Pioneer Meadow in west of Rhododendron, road remains in west Government Camp and remains in the Deep Creek area. Clackamas County should share new inventory information with the Oregon Department of Transportation so these concerns can be adequately taken into account in the design and construction of highway improvements.
12. Seek Oregon State Pre-Development, Planning and Education Historic Preservation Fund Grants to formalize a procedure for implementing most of the above management and administration measures, developing a public education package for use at the County's public schools and public meetings, stimulating site-related research projects, and the training of volunteers.
 13. Encourage use of Oregon State law (ORS 215.263(8)(b)) that allows property owners to subdivide farm property that has historic resources to facilitate transfer to a party interested in preservation.
 14. Prohibit motor vehicle use of "pristine" segments (those not currently in use) by general public.
 15. Continue interim protective measures for the Barlow Road Historic Corridor as specified in County Ordinance section 707.03 for those segments yet to be formally designated.
 16. Supplement the 1988 County marking of the route with the marking of the south bank segment from Rhododendron to Wildwood and Gerber Road in the Springwater area.
 17. Add Oregon Trail National Historic Trail markers to the Barlow Road sign posts so tourists following the route from the east, particularly during the 1993 Oregon Trail Sesquicentennial, may be able to identify the route as part of the Oregon Trail network.
 18. In regard to the Barlow Road the National Park Service (1981: 399) earlier observed, "Due to the area's proximity to the large population base of Portland and its vicinity, it is anticipated that more visitors will seek out this portion of the Oregon Trail than any other segment." On-site interpretation should be limited to public lands, or private lands for which formal arrangements can be made.
 - a. An excellent opportunity is County lands located on the north bank of the Sandy River immediately east of the Marmot Bridge. Local residents have also identified County lands in the immediate area as a potential location for a County Park. Though the Barlow Road remains on the property have apparently been devastated by the 1964 flood, it would present a good location for presenting the Barlow Road story between Rhododendron and Sandy with easy access from State Highway 26 across the Marmot bridge.
 - b. Other potential interpretive locations at present include Meinig Park, Foster farm, Koch Ranch, BLM's Rock Corral, and the west bank of the Clackamas County at Feldheimer's.
 - c. The Oregon State secondary road signing program could be used for interpreting Barlow Road segments along State Highways 211 and 26.
 19. Information from the Barlow Road historic context document may serve broader educational uses such as interpretive programs, publications, travelling exhibits, pamphlets, interpretive tour notes and educational manuals directed at elementary and secondary schools. Classroom curricula could include a 1992 Oregon Trail curriculum developed for K-12

grades by the Jefferson National Expansion Memorial in St. Louis. Teachers' training classes should be conducted to assist implementation of curricula into existing math, science and social studies classes. Traveling exhibits could be available for use at various public locations in Clackamas County.

20. Establish/continue formal coordination with other land management organizations, particularly with the U. S. Forest Service which is the other key administrator of the Barlow Road. The U. S. National Park Service (1981: 399) identified the Forest Service as a lead organization for the segment through Government Camp due to excellent road remains both east and west from the community on Forest lands. ["The small town of Government Camp creates a decided break in the Barlow Road of a little over one mile. In order to create a continuous segment, there are few options except to guide visitors down the shoulder of the highway through Government, or to create a circular trail around the town, rejoining the Barlow Road on the west ... The Mount Hood National Forest should be given lead responsibility for this segment, to mark and interpret the trail, and to provide the necessary public use facilities for potential users."] With the recent acquisition of private lands at Summit Meadow by the Forest Service, the County's role is limited to the graveled road on the westside of the meadow and the Pioneer Gravesite, which according to the Oregon Trail Advisory Council (OTAC) "needs regular maintenance of the fence and markers and regular observation to protect it from vandalism" (1988: 80). The Forest Service also administers short segments of the road remains adjacent to private land road remains within Rhododendron and on Devils Backbone.
21. The "used" section of the west Government Camp Barlow Road segment has been identified for possible commercial development. The County should work with developers to incorporate preservation and possibly interpretation of the route into the design of developments. A "density bonus" option should be offered that allows developers to transfer density of one area of subdivision to another, thus maintaining same land values.
22. A single, long-term repository should be established for Barlow Road-related artifacts with sufficient accessibility to allow for loan to appropriate organizations for display and interpretation purposes. OTAC (1988: 81) identified several Forest Service ranger districts as storing artifacts and a number of private individuals also have artifact collections that might be donated if a local, long-term and secure facility were available.
23. The viewshed from the Barlow Road route should, in general, be maintained in an open rural setting with the exception of the route segment in immediate association with State Highway 26 between Wildwood and Zigzag and the isolated, moderate to high density residential developments along the route. In regard to these latter areas, vegetation buffering using native vegetation with corresponding sufficient structure setbacks from the historic route would be appropriate. In all areas, building height restrictions in the corridor should be maintained (e.g., 2 1/2 stories). The visual impacts of timber harvests and other agricultural activities on the viewshed are of less concern from an historic landscape perspective due to pioneer encounters upon large burn areas and logging during early settlement.
24. End of the Oregon Trail Master Plan design criteria (Ord. 90-1035, 7-20-90) should be maintained for the surrounding Abernethy area, including maintenance of the south bluff soft edge effect.
25. The County should continue encouragement of the non-profit Oregon Trail pageant program/theater now taking place at Clackamas Community College to further enhance the public's knowledge and appreciation of the integral role of the Barlow Road in the economic and social development of the state.

Table 1

Routes in Sandy Watershed West of Rhododendron, Oregon

Writer	Dates	Bank Route	Camps
<u>1845:</u>			
John Howell	Oct. 7-10	Undetermined	(8/7) east of road (8/8) on small stream (8/9) on Clackamas River
Joel Palmer	Oct. 26-30	North Bank	(8/28) Mensinger Bottom (8/29) Deep Creek area (8/30) McSwain claim
<u>1846:</u>			
John Howell	May 16-26	Undetermined	(5/16) Zigzag River
<u>1847:</u>			
William Findley	May 27-28	North Bank	(5/27) Rock Corral area (5/28) Top Laurel Hill
Isom Cranfill	Sept. 13-14	South Bank	(9/13) Rhododendron (9/14) Devil's Backbone ?
Absolom Harden	Sept. 20	Undetermined	(9/20) Near Salmon River
<u>1848:</u>			
William Anderson	Sept. 6-10	Undetermined	(9/6) Foot Laurel Hill (9/7) On Sandy River ? (9/8) Frankus' place (9/9) Sandy townsite (9/10) Foster's place
Riley Root	Sept. 9-11	South Bank [?]	(9/9) Rhododendron (9/10) Second Sandy Crossing (9/11) Philip Foster's
Benjamin Cleaver	Sept. 11-16	Undetermined	(9/11) On Zigzag River (9/12) Rhododendron (9/13) On Sandy River (9/14) Mensinger Bottom ? (9/15) Varetti's place (9/16) Cedar Creek ?

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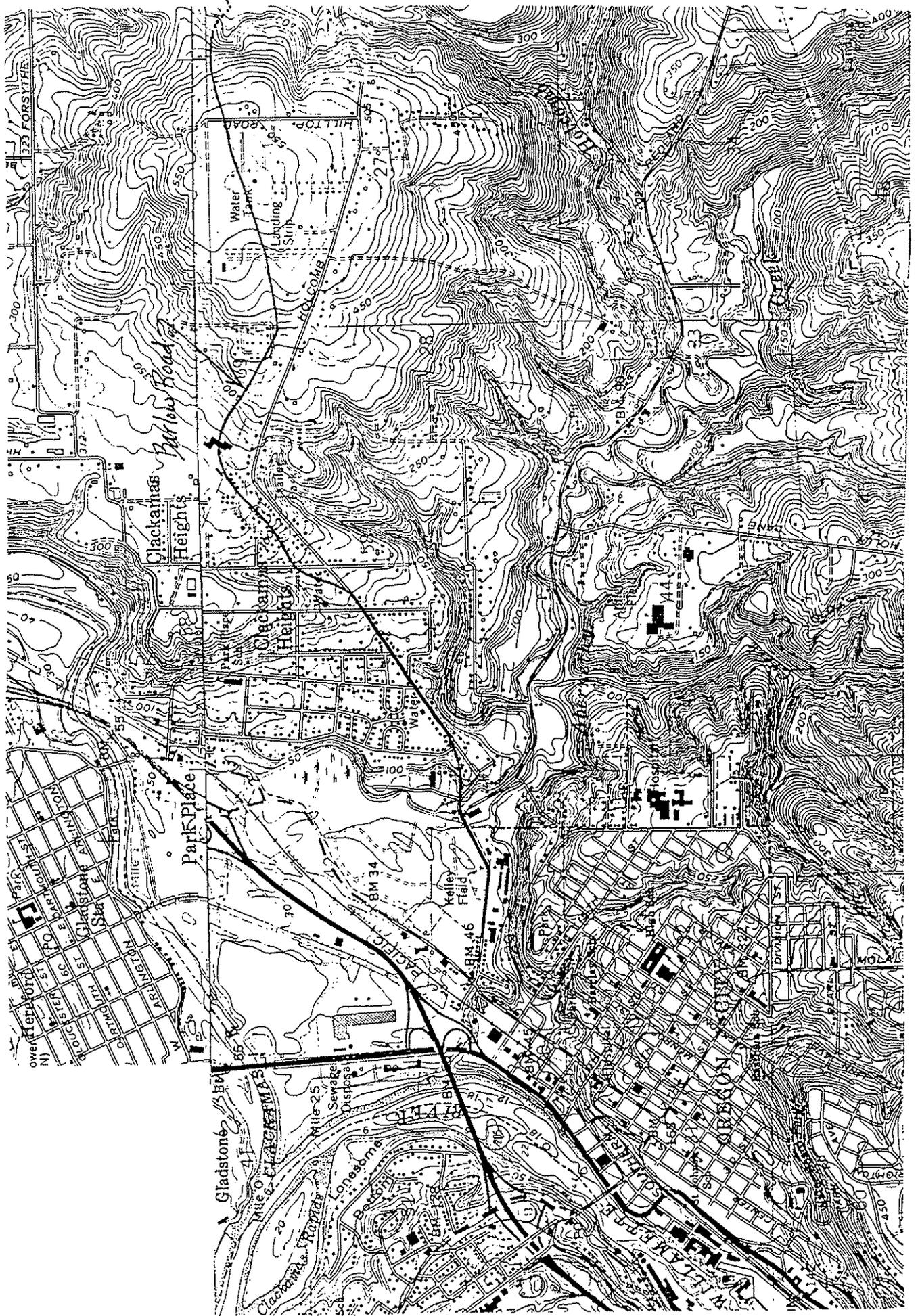
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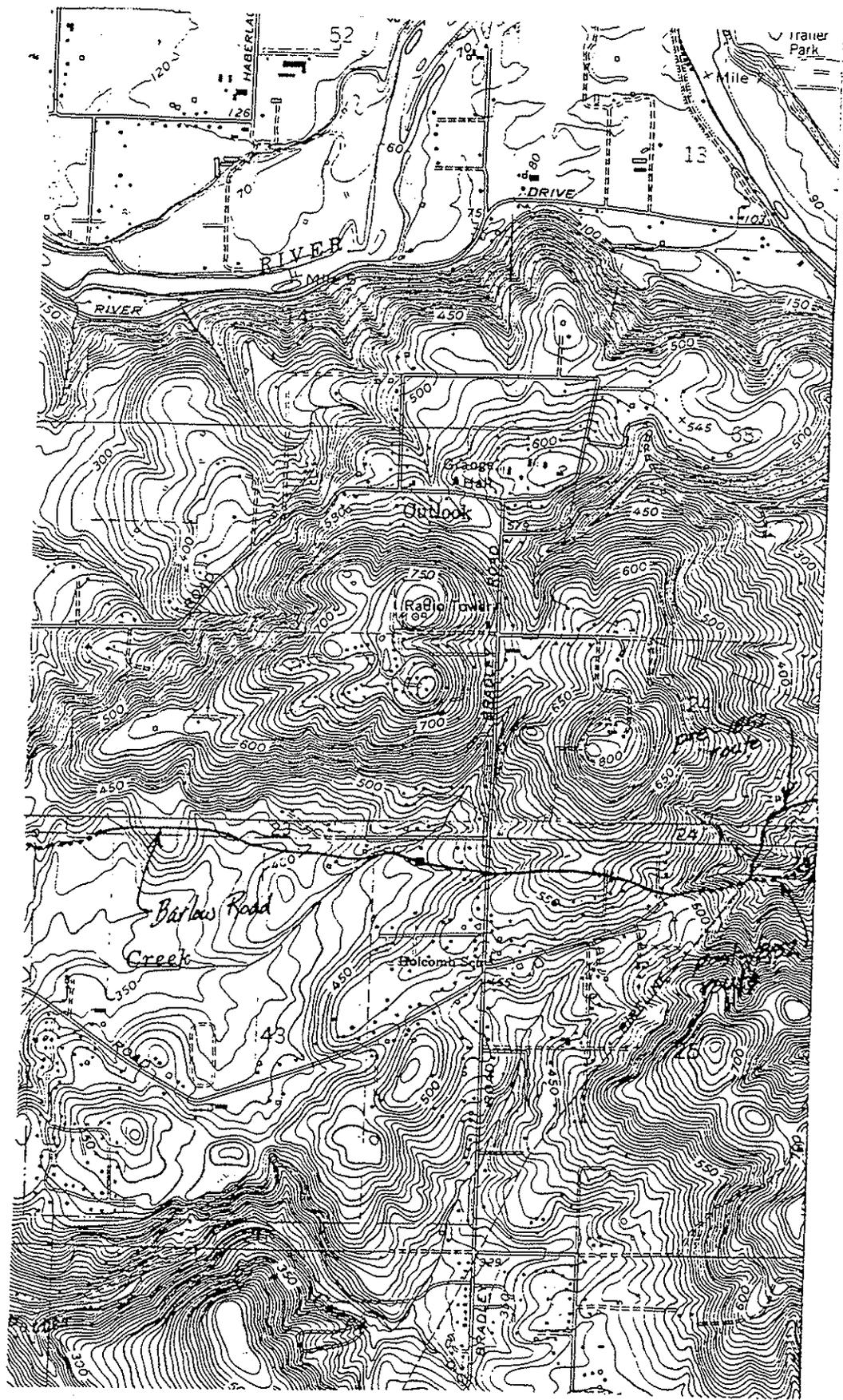
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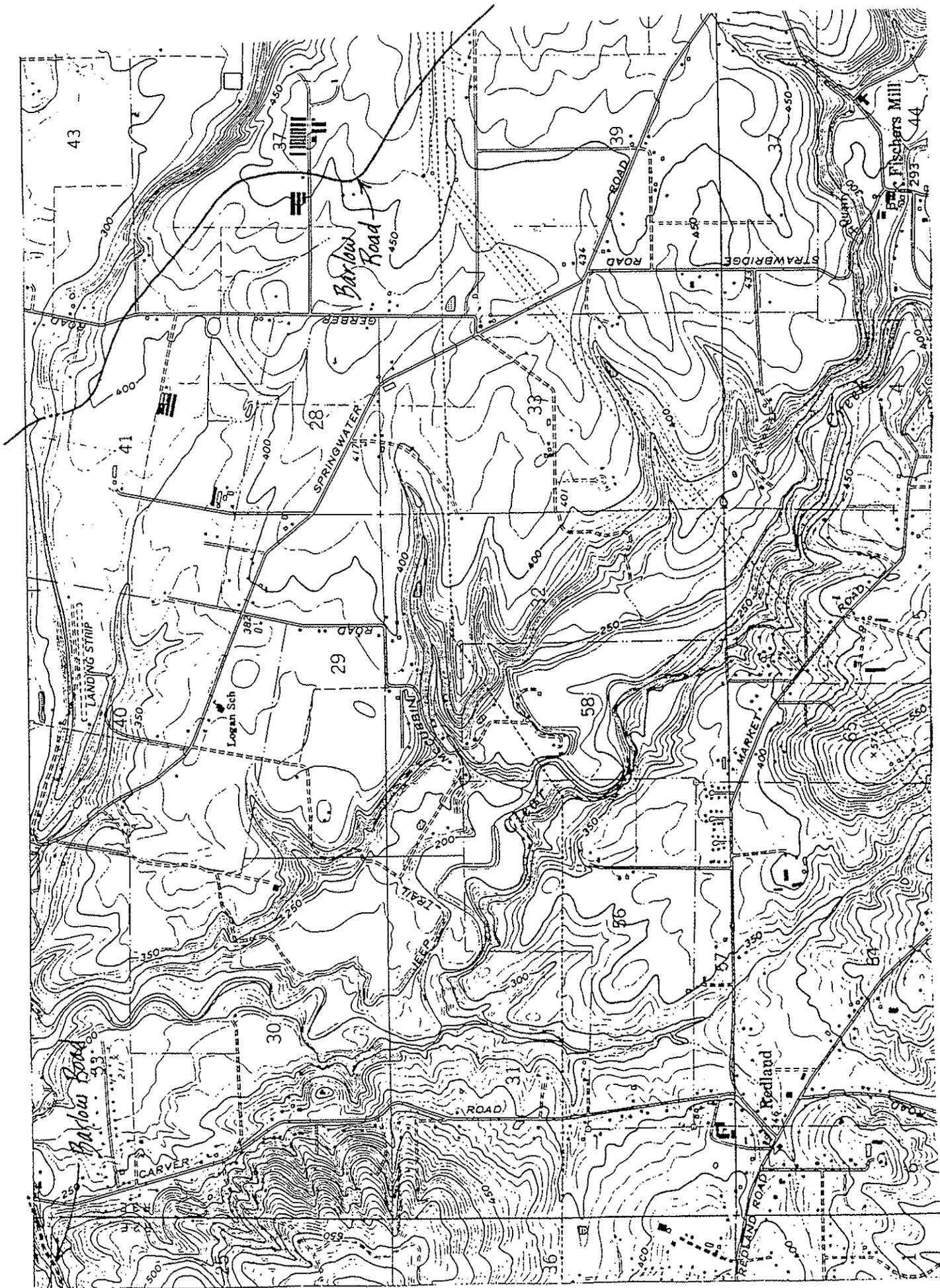
Appendix 1

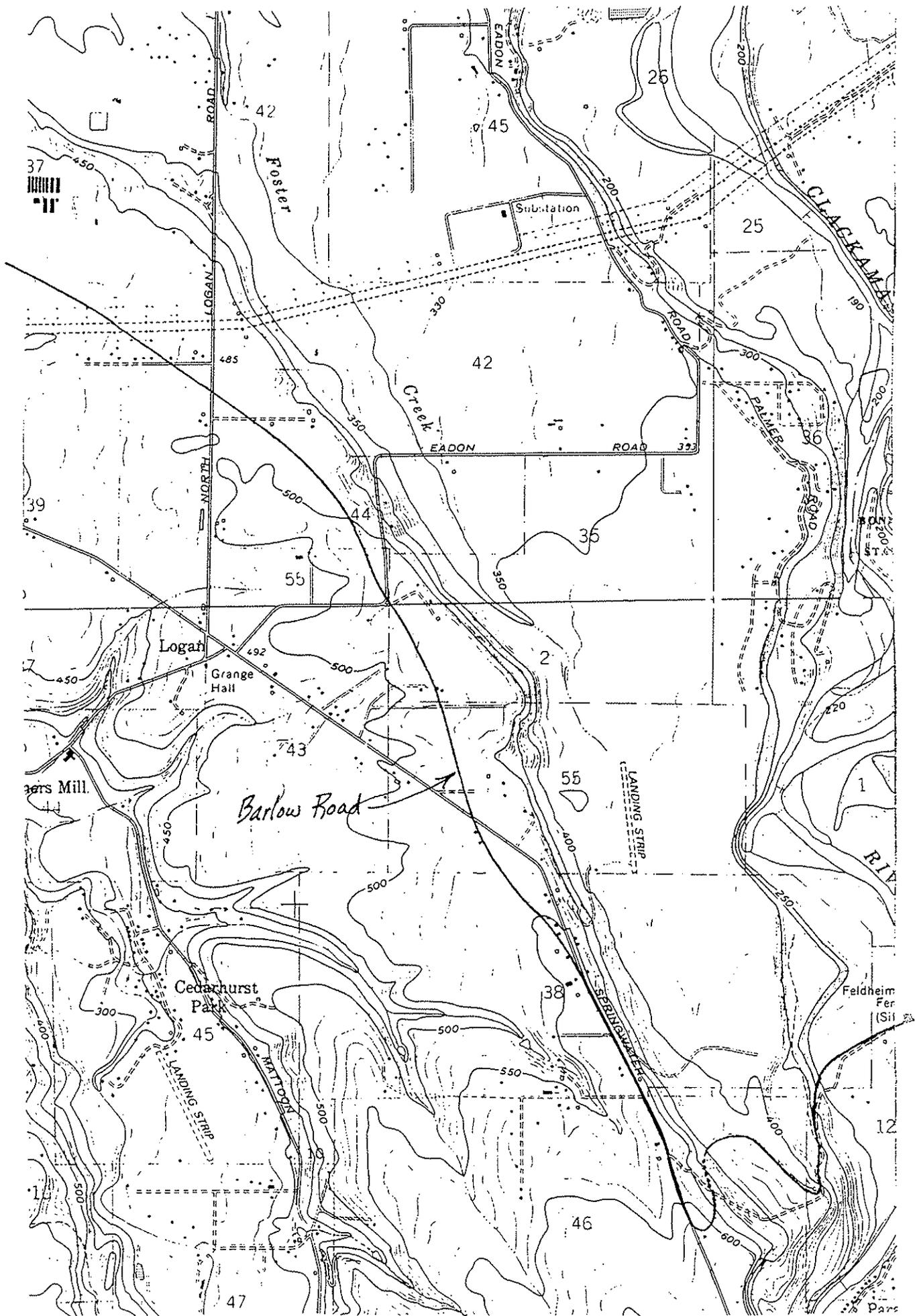
Current Set of USGS Topographic Quad Sheets
with Route of Barlow Road Marked

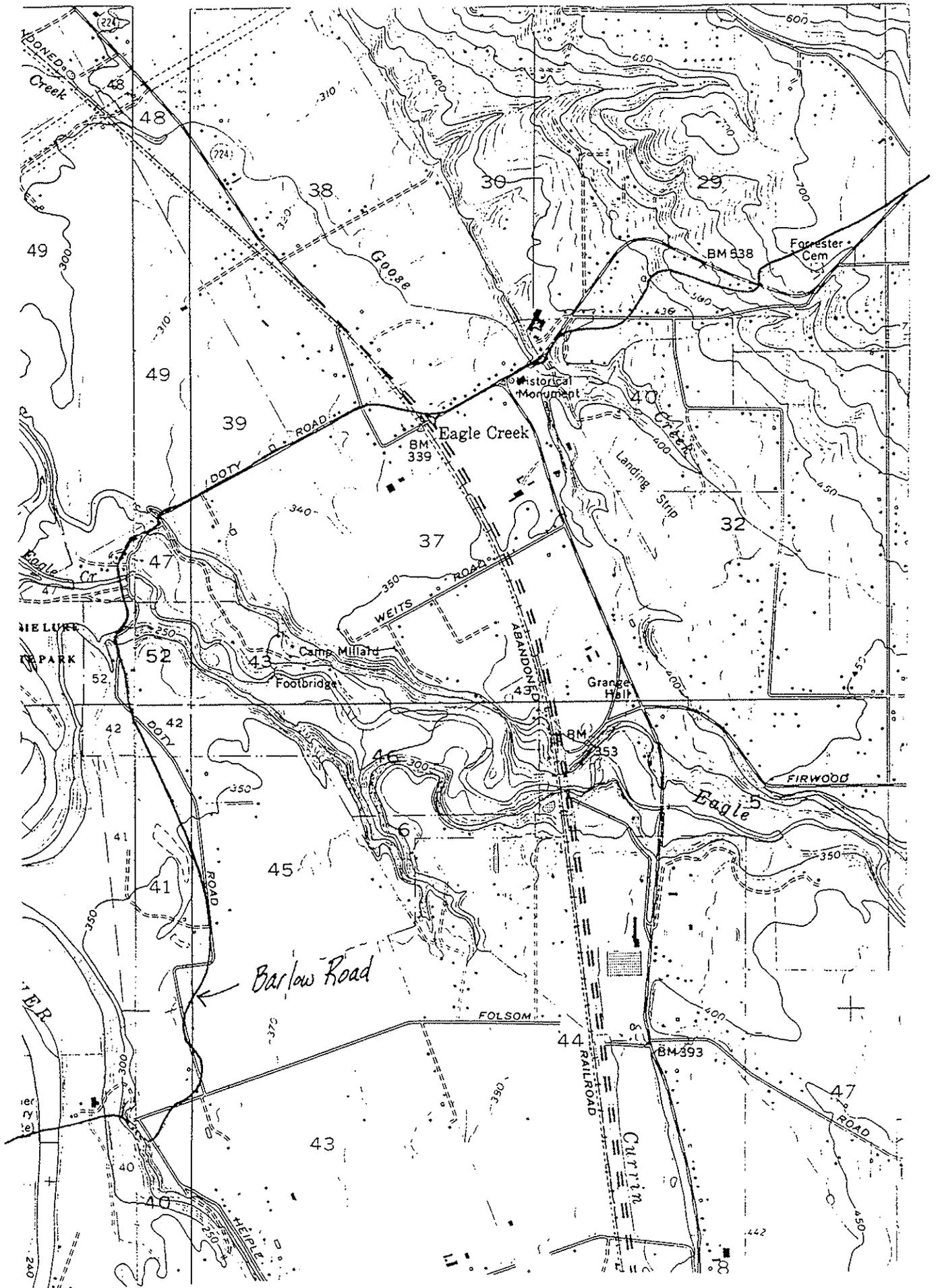
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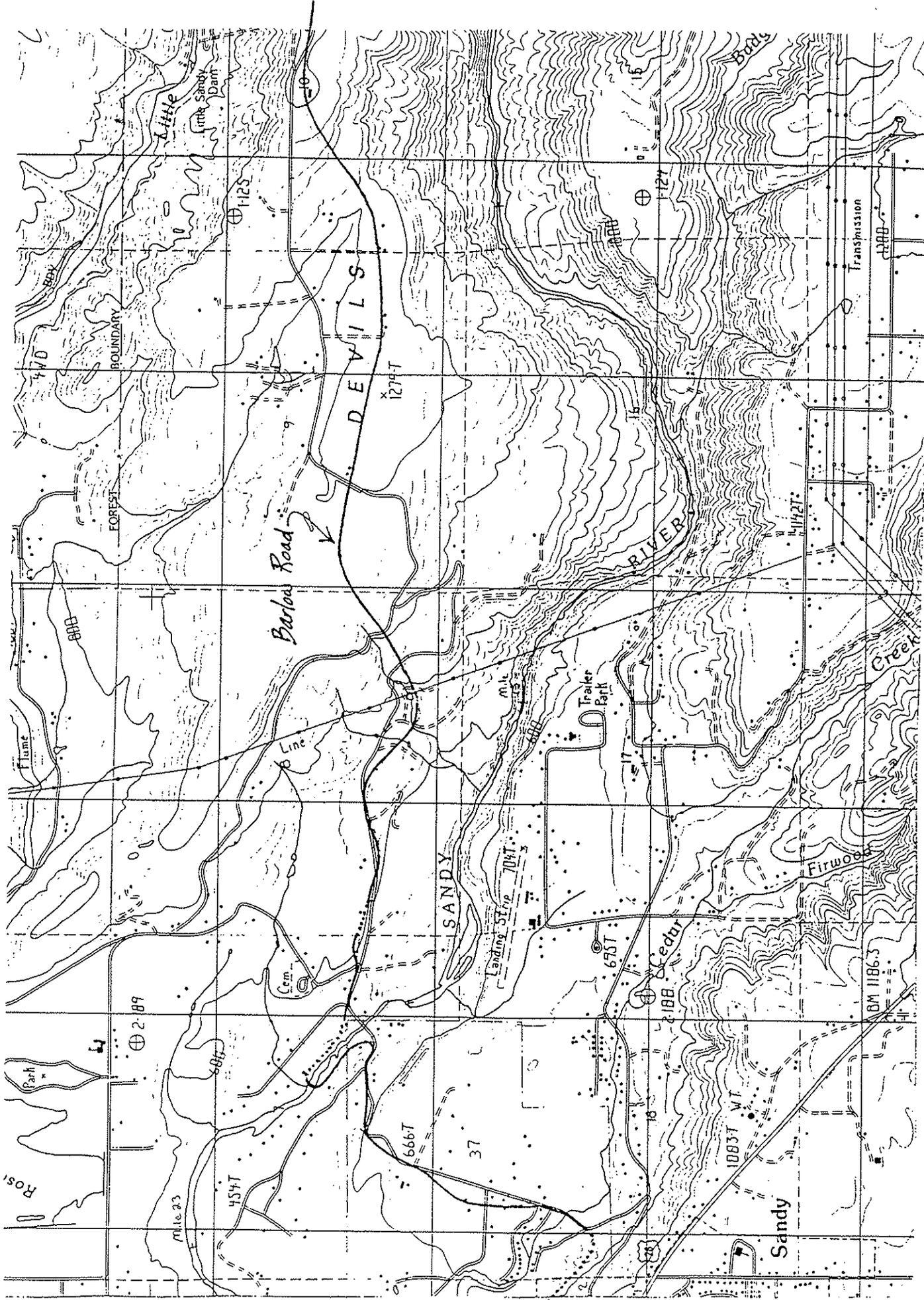












Rosi

1 mile

Sandy

BM 11863

Firwood

2188 Cedar

693T

Landing Strip 704T

SANDY

666T

454T

289

FOREST

BOUNDARY

DEVILS

Barbours Road

Trailer Park

Transmission

1142T

1274T

124

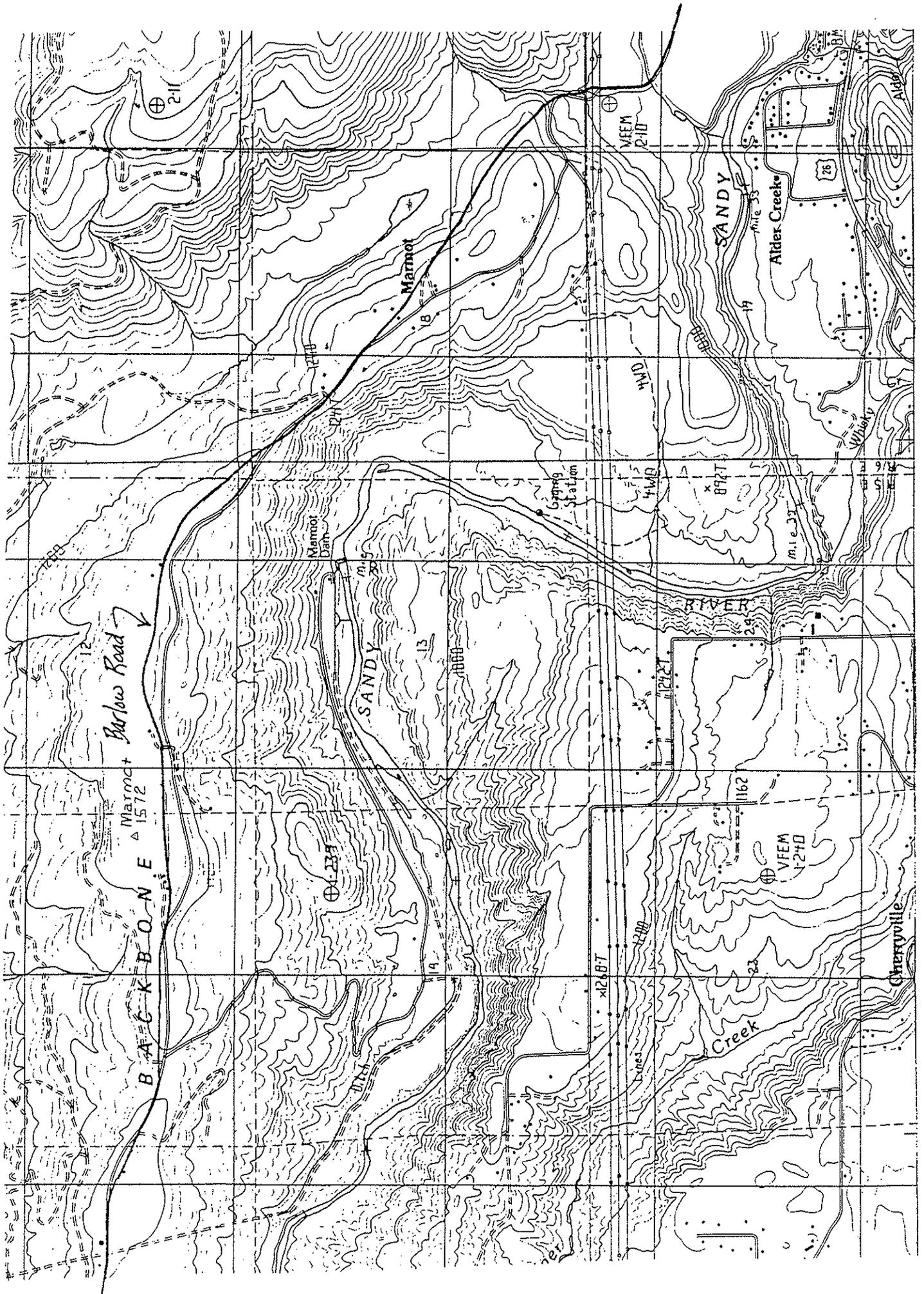
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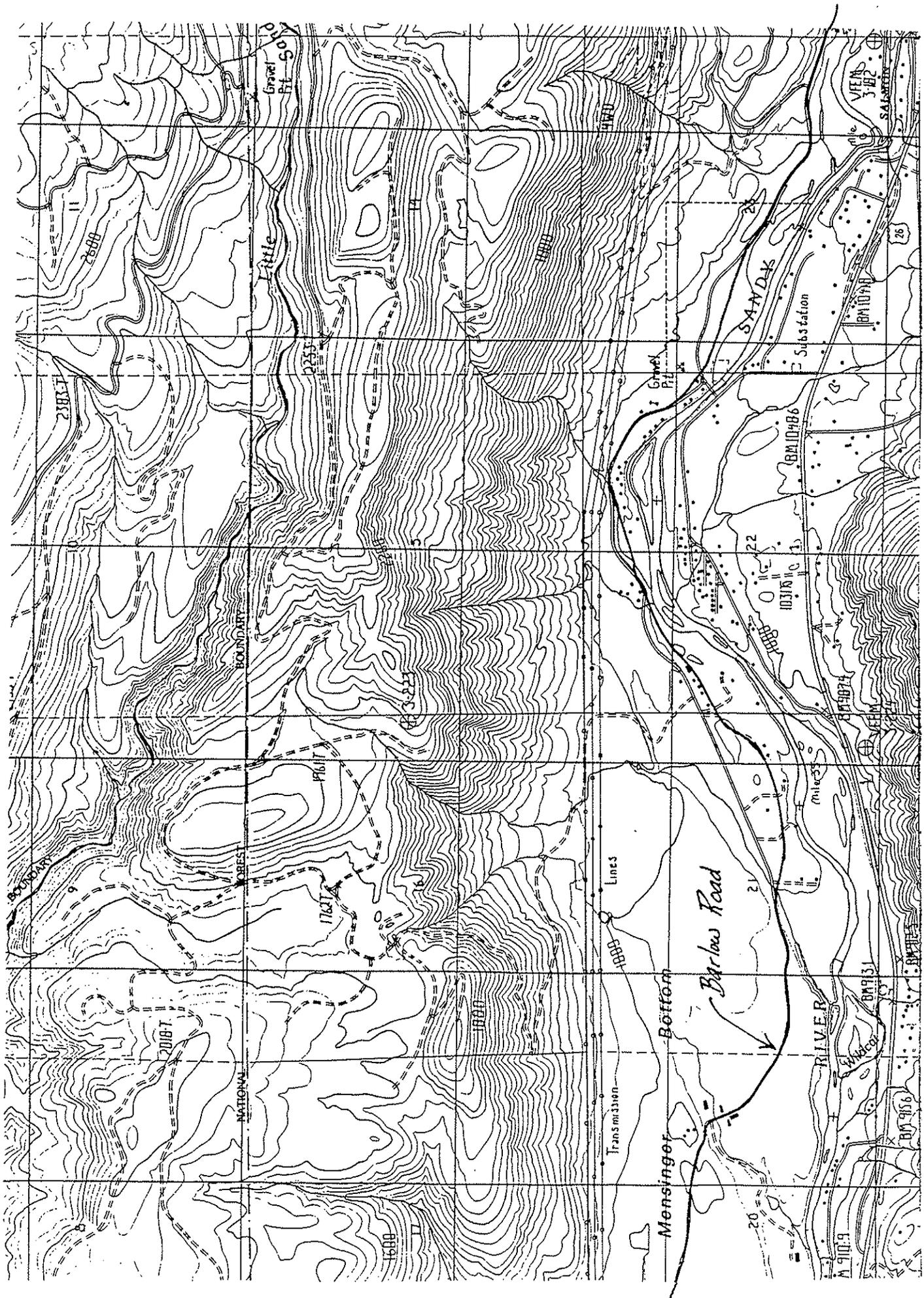
Little Sandy Dam

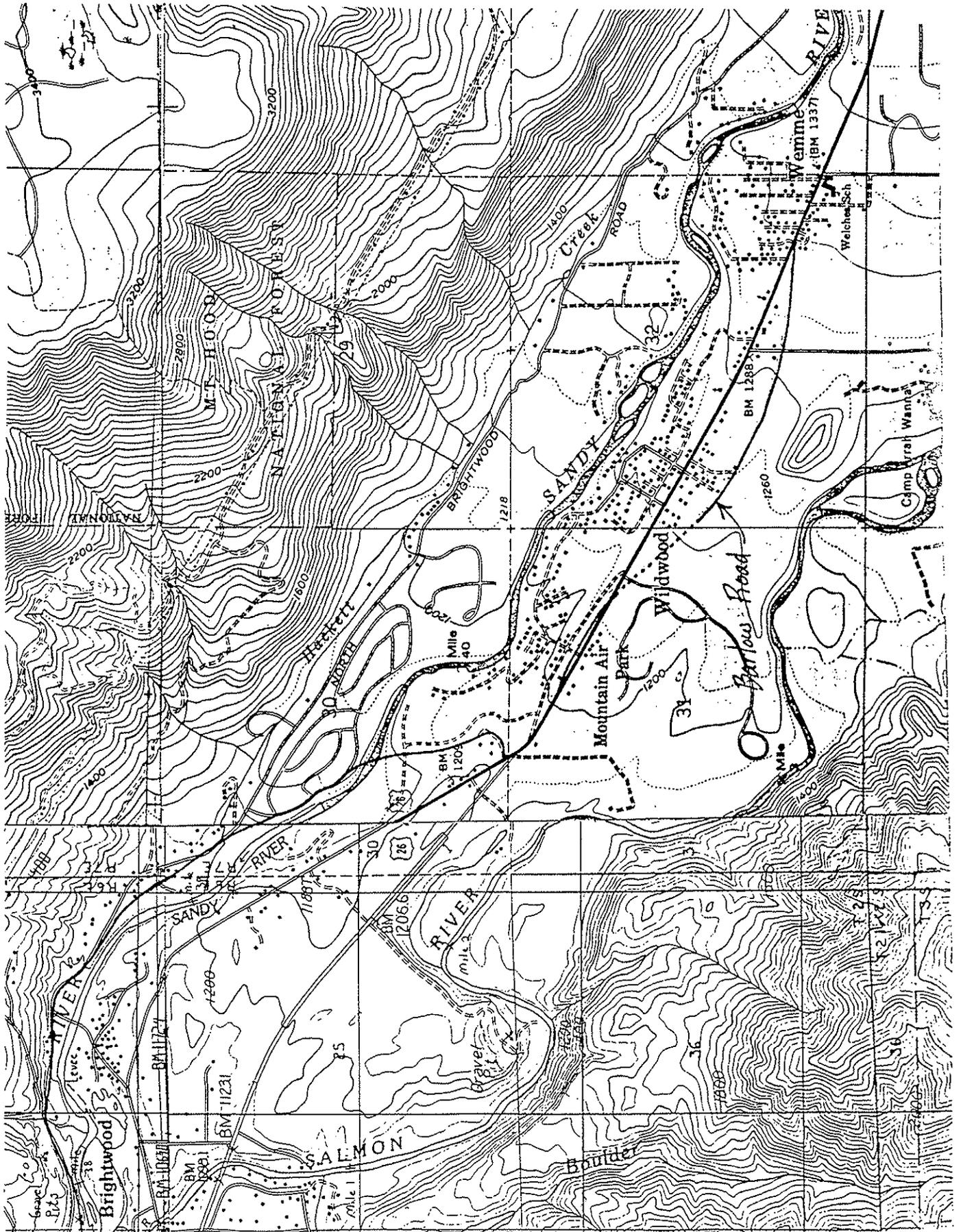
Box

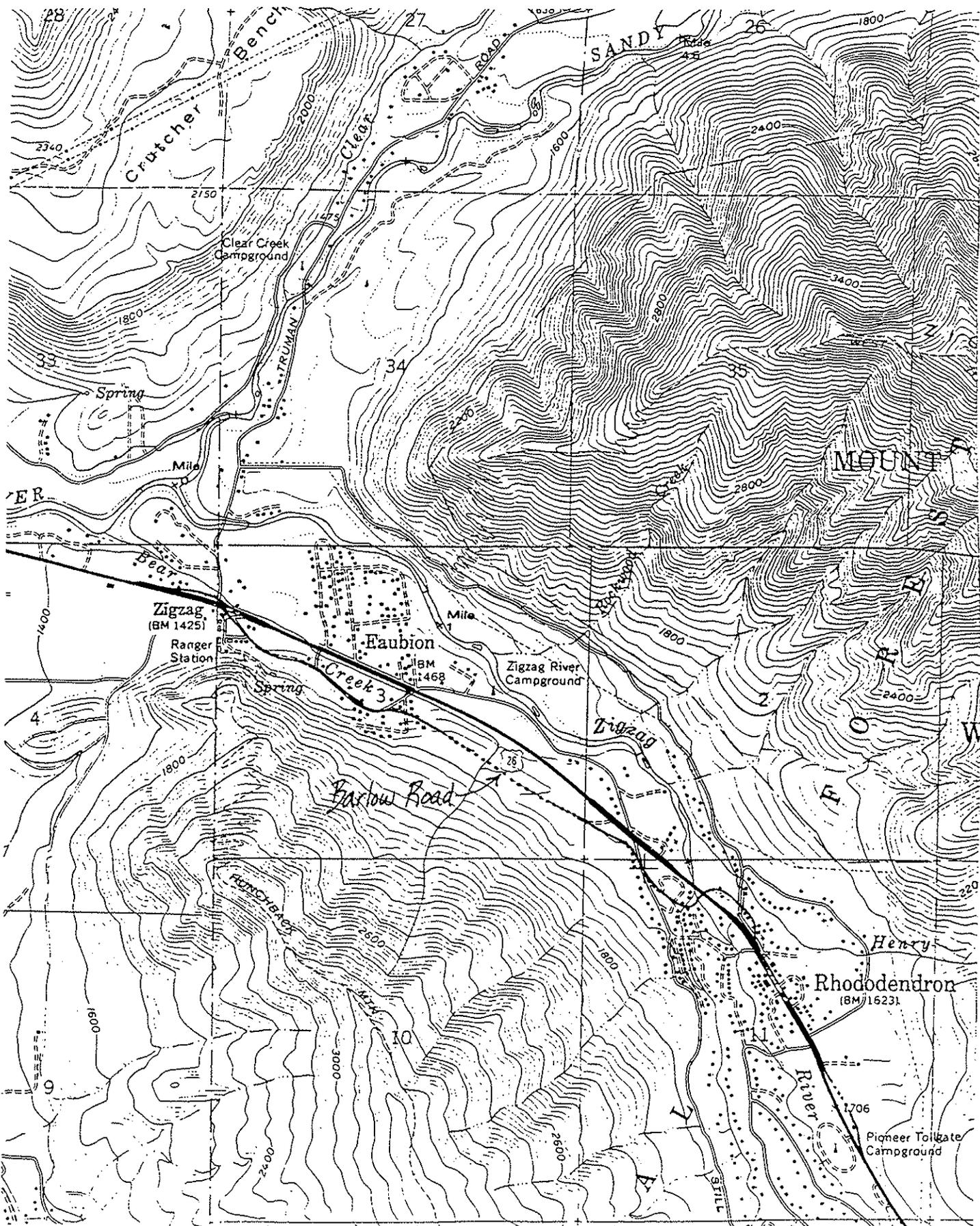
Creek

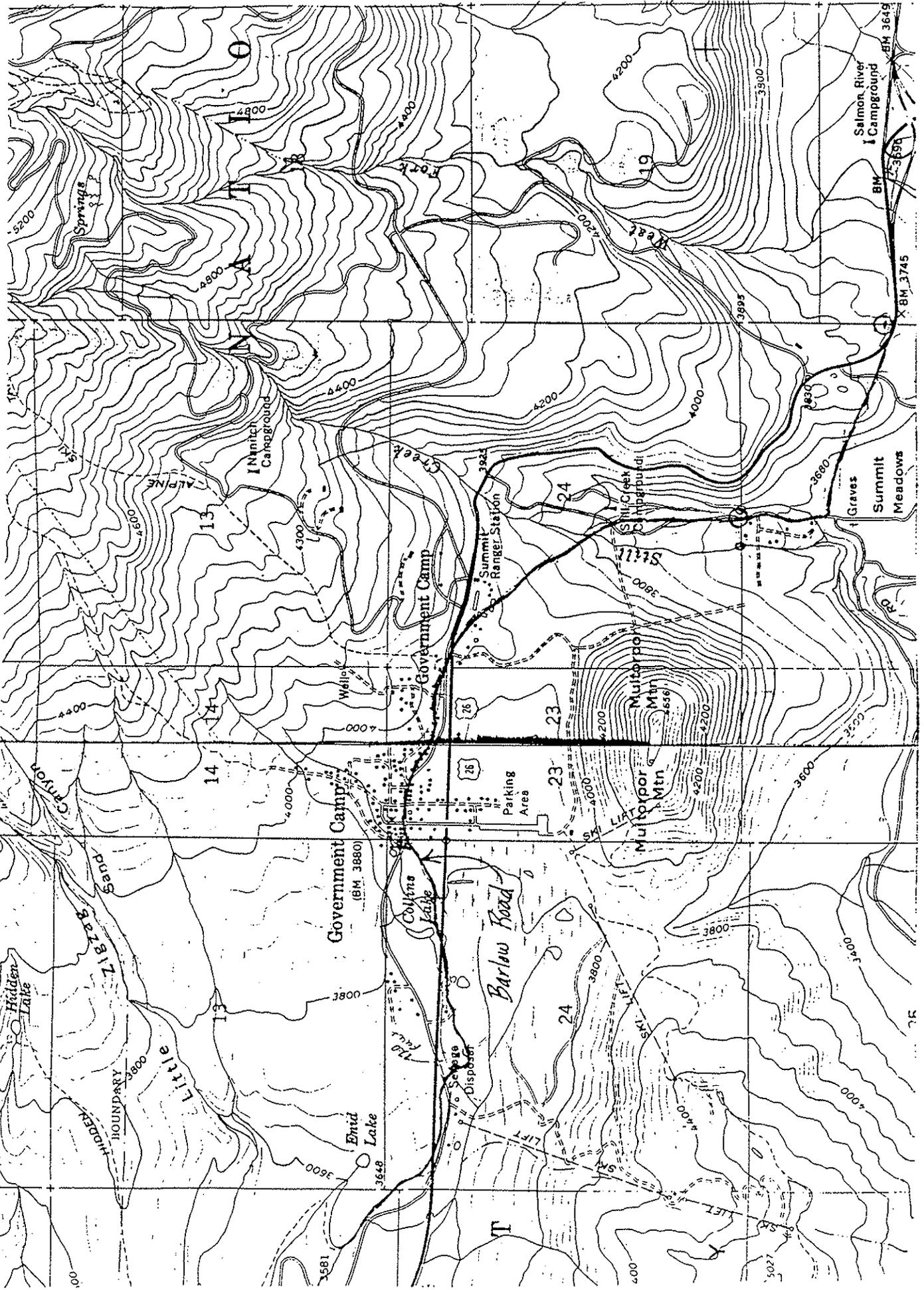
Bonds











Appendix 2

Summary of Barlow Road Inventory Project Findings

Because of the length of the route investigated in the Barlow Road Inventory Project and the large number of property owners contacted, the project area was divided into eleven "route segments" to enhance organization of the data. This division was based primarily on two factors: isolation of a route segment from other route segments in the discontinuous portion of the project area and physical environment associations. The eleven segments, which vary greatly in size and complexity, are from east to west: Summit Meadow; Government Camp; Rhododendron; South Bank (Faubion to Brightwood); North Bank (Brightwood to Mensinger Bottom); Devils Backbone; Sandy River Crossing (at location of the second Sandy River crossing Francis Revenue's former land claim); Forrester (Sandy to Eagle Creek); Feldheimer (Eagle Creek to the Clackamas River crossing); Springwater; and, Holcomb. For increased clarity of the descriptions provided below, the eleven segments and their sub-segments are described in an east to west order as if retracing the road course in the field in a manner the original road users did. The eleven townships in the project area were initially traversed by land survey crews at various locations between 1852 and 1898. Reference to their notes and resultant plat maps as well as emigrant diary entries are made in the text below where relevant. Other information is also provided such as general field survey visibility factors, land use development trends, and current road course condition. The need and opportunities for further studies and management actions are provided in other sections of the Barlow Road Historic Context document.

Two categories of road remains are described. "Site sections" are actual road remains of such character (primarily of sufficient length to verify it as part of a major linear cultural resource feature) that they are conclusively judged to be remnants of the Barlow Road. Oregon State historic inventory forms have been completed for each of these road sections. "Isolate sections" are short features that exhibit characteristics of road remains and are associated with other supporting information, such as original surveyors' observations, to indicate they are in the proper location to be Barlow Road remnants, but are sufficiently separated from other road remains to make assignment as Barlow Road remains less assured. Descriptions of these remnants are provided here and not on the Oregon state site forms.

It should be noted that questions concerning the route location of the Barlow Road have persisted since at least 1919 when the state accepted the donation of the road from private interests. County road survey records suggest uncertainty was apparent by at least the 1890s.

North Bank versus South Bank Routes

Most of the emigrant route in the eastern portion of the project area follows the stream courses of the Zigzag and Sandy rivers. Debates have been lively through the years over the importance of routes following the south bank of the rivers as opposed to north bank routes. Commonly, the route following the north bank of the Zigzag and Sandy rivers from Rhododendron to the Sandy River emigrant crossing near the Revenue Donation Land Claim has been considered the primary route, and the corresponding south bank route the "South Alternate." Initially, the project area included the north bank segment from Rhododendron to Brightwood as opposed to the south bank segment through Faubion and Wemme. This north bank segment was clearly the original route blazed by Barlow and others in 1845 and used by the emigrant groups during 1846. Joel Palmer noted on October 27, 1845 joining an existing trail on the north bank of the Sandy River "which starting from the Dalles, runs north of Mount Hood, and until this season was the only trail traveled by the whites." Palmer further stated that "the trail is sometimes very difficult to follow, on account of the brush and logs." However, research of the emigrant diaries as part of the inventory project

strongly indicates the north bank segment quickly fell into disfavor and by late summer of 1847 emigrant parties were using the south bank route downstream to near the present Brightwood area. At that location the Sandy River was crossed for the first time and the original 1845 north bank route then followed from there west across Devils Backbone. Supporting historic documentation shows the north bank route between Rhododendron and Brightwood was labelled "Old Toll Road across Cascade Mountains" in the 1882 surveyors' notes and the corresponding south bank route was labelled "Old Barlow Toll Road," indicating both had been in existence for some time. By 1898, surveyors' notes for the immediate Rhododendron area identified only the south bank route, labelled "Mount Hood Toll Road." It is likely the north bank route above Brightwood continued to be used after 1846, even by some emigrant parties. But much of the use was light and primarily by local persons journeying seasonally up to the Lolo Pass area or to early residences and establishments along the north bank of the Sandy River. In 1910, county road surveyors note following the old emigrant route as closely as possible in establishing the more recent county road alignment along the north bank of the Sandy River below Faubion. Apparently, this effort was one of the first at improving the lightly used wagon road. This correspondence of route alignments is further borne out with all 1882 surveyors' wagon road observation points for the north bank segment along the Sandy River conforming exactly to the present location of the county road.

Regarding the route segment below Brightwood, Philip Foster and others petitioned in 1862 that a south bank road be developed through the Cherryville area as an alternative to the corresponding Devils Backbone segment north of the river. The route was surveyed that year, and again in 1874. However, no road was apparently successfully constructed after either survey. Other county road records make references to the Barlow Road east from Sandy as still being the route that crossed the river at Revenue's and passed over the Devils Backbone until the 1884/1885 period when the reference changed to a south bank route east of the townsite of Sandy. Similarly, the 1872 surveyors notes for the route segment downstream from Brightwood to Devils Backbone only identified a north bank route labelled "Wagon road from Portland to the Dalles."

In summary, the north bank route from Rhododendron to just upstream from the present Brightwood area was largely abandoned by emigrant parties by late 1847. Correspondingly, the location of the first Sandy River crossing moved from just above the mouth of the Zigzag River to the downstream location near Brightwood. By 1885, the south bank route was further extended to the Sandy townsite area, thus avoiding at least two crossings of the Sandy River and the difficult Devils Backbone area. However, this latter route change occurred well after the primary 1845 to 1865 emigrant period.

Barlow Road Segment Summaries

Summit Meadow. The character of land ownership patterns has markedly changed in recent years around Summit Meadow and much of the area is now owned by the U. S. Forest Service. This public ownership includes the undeveloped meadow itself across which the Barlow Road traversed from east to west and on which the Summit House was located. As shown by a 1923 Marshall Brothers map, the only segment of Barlow Road which is not presently in Forest Service ownership is an approximately 1400' segment which corresponds to the current improved Perry Vickers Road alignment along the west perimeter of the meadow. Field survey work associated with the 1978 U.S. Forest Service Barlow Road study indicated no early road remains in the area of the improved road, suggesting the current road follows the original alignment. An 1884 surveyor's observation identified a "Barlow & Mt. Hood wagon road" location which conforms with the current road location at the north boundary of the private ownership. Information provided by long term Government Camp residents also indicate that the present road conforms to the earlier route. A nearby marked pioneer cemetery contains at least three graves and nearby is the Baby Morgan marker (a bronze plaque - gravesite unknown). The cemetery has been described in the 1985 Barlow Road publication (see pages 42-49).

Government Camp. The Barlow Road segment across private lands in the Government Camp community is slightly over one mile in length. The eastern half of the segment has been intensively developed; the western half remains relatively open, primarily impacted by highway construction. Ground visibility is excellent in the area because of the alpine vegetative character of the setting. Consequently, extant road remains and associated historic features may be readily observed.

Two major historic site sections were identified with a key informant associated with each. A 1/4 mile mostly "pristine" segment was identified in the residential area of east Government Camp, located near the north shoulder of Government Camp Loop road. The road remains, beginning at the northwest corner of the Summit Inn near the U.S. Forest Service boundary, winds through an area of homes and is well known to several contacted residents. An 1884 "Mt. Hood & Barlow wagon road" surveyor's reference point is situated just east of the current Summit Inn location conforming with the observed alignment. The road alignment is also apparent on a 1965 Oregon State Highway Department aerial photo. Although in an altered setting, the character of the road itself is well preserved. The roadbed is a compacted earthen, treeless surface, which creates a break in the contour of the gentle south facing slope. For the next 1/4 mile to the west the road has been greatly impacted by road and commercial development. No remains were identified in this central portion of town.

The road alignment is visible again as a treeless, compacted earth corridor with intermittent shoulder berms and occasional bordering boulders, located on the north shoulder of Government Camp Loop road immediately west of the Government Camp post office. This site is also the location of another 1884 surveyor "Mt. Hood wagon road" observation. The alignment quickly curves to the south, crossing the Loop road and proceeding less than 1/4 mile in a southwest direction in the current form of a "used" two-track road through a meadow until nearing the north shoulder of State Highway 26. Near the highway a short "pristine" segment overgrown in brush and associated wooden bridge remains were found. The archaeological remains of an early residence, including square nails and an undisturbed privy location, were identified at the northeast boundary of the meadow on the Barlow Road alignment. The Barlow Road alignment next follows the State Highway alignment for a short distance west before becoming apparent once again at the south shoulder of the State Highway. For slightly less than 1/4 mile, a "pristine" segment of the Barlow Road winds through a largely undeveloped wooded area south of the highway before passing into U. S. Forest Service lands. Associated with the road is a series of unlined open pits possibly resulting from emigrant use. The pits may have been dug by emigrants to cache belongings while hurrying to complete the difficult trip ahead of snowfall. This intermittent stretch of historic roadbed from the Post Office location to the Forest Service boundary constitutes the second site section at Government Camp.

Rhododendron. Condition of the Barlow Road route through the Rhododendron community is much like the Government Camp segment. The 3/4 mile route segment has visible remains toward the east and west boundaries of the community and has apparently been substantially impacted by State Highway construction and commercial development through the town center. A short 320' "pristine" site section was identified in a residential area of east Rhododendron, traversing undeveloped lots near the north shoulder of State Highway 26 just west of the Tollgate Campground. The road section passes through a small parcel of U. S. Forest Service lands before joining the State Highway 26 alignment. This "pristine" site section, though situated in a dense vegetative area, is readily visible because of the well-worn rut with distinct earthen berms and treeless corridor. Boulders, possibly rolled aside by early road users, constitute part of the shoulder berms. On September 18, 1851, P. V. Crawford noted that through this area they traveled "through thickets and over stones and boulders of all sizes." Even later in 1866, S. B. Eakin described this segment as "awful rough and rocky."

The Barlow Road route then courses westward through the town center, generally following the State Highway alignment. It is possible the route veered slightly to the south of the current highway alignment through town, but no distinctive remains were found to substantiate this possibility. This section of the route has been heavily impacted by highway construction and

commercial/residential development. However, situated only a few hundred feet north of the highway in the town center is an open wet meadow, apparently the one mentioned in emigrant diaries used for briefly grazing livestock while moving through the area. On September 7, 1848, William Anderson noted that, "we came to some grass on the wright of the road we stoped turned our cattle out and let them graze awhile then started on again." Only a few days later on September 12, Benjamin Cleaver noted "our grass lay off to our Right hand side of the Road some 3 hundred from the Road in marshy land on little Branches. plenty of wild fruit such as Red & purple Huckle berries." At the west perimeter of the meadow is a large log residential structure built prior to 1907.

Just west of the town center the route becomes visible again in the form of a "used" site section currently serving as a driveway for several residences. The section was formerly labelled Chinook Lane, but the public road has since been abandoned. This "used" segment winds through the residential area of west Rhododendron, north of the State Highway and drops down two river terrace bluffs before a short "pristine" road section terminates at a small open meadow, known locally as "Pioneer Meadow." The meadow, located on public lands on the east bank of the Zigzag River, was apparently much larger but has been diminished by various episodes of highway construction through the past 70 years. Three closely spaced 1898 "Mount Hood Toll Road" surveyor observation points are located in close proximity to the meadow immediately south of the State Highway alignment. These surveyors' points essentially mark the pioneer crossings of the Zigzag River and Still Creek. This western "used" portion of the road varies greatly in integrity including a near-"pristine" section immediately east of Airie Mitchell Road which winds slightly and has pronounced shoulder berms of earth and displaced boulders. The meadow may correspond to the "glade" mentioned by Stevens on July 5, 1881 that upon passing the Toll Gate, the emigrants "came down into a little glade, where we found some grass and camped for dinner. Here we found ... all growing." (It should be noted that of the more than 30 diaries used for this project, this is the sole referencetoatollgatefacility.)

Other road alternates were identified by local residents that diverges from the western "used" section described above. These alternate routes likely conform to the original 1845-46 Barlow Road route as it continued northwest from Rhododendron, crossing Henry Creek in a residential area and following the north bank of the Zigzag River toward a Sandy River crossing.

South Bank. This route segment, somewhat greater than 4 miles in length, traverses the broad river terraces along the south bank of the Zigzag and Sandy rivers. Because of the level character of the terraces, drainage is poor and many wet areas are present along the route. Vegetation is dense making visibility of road remains difficult in winter as well as spring and summer. Despite increased development in recent years immediately along the State Highway route, residential development away from the highway has progressed more slowly, consequently some road remains persist largely unaffected.

Two major site sections were recorded and two smaller, isolated sections were noted. The first major site section was identified at the east end of this major route segment between the communities of Faubion and Rhododendron. An approximately 1/2 mile "pristine" and "used" section courses through an undeveloped wooded area south of State Highway 26 and through the residential area of the former James Creighton homestead. Three primary structures constitute the homestead complex: the residence, a barn/garage and a lodge building. All are believed to date from around 1912. An old privy location was found south of the residential structure near the property boundary. It is likely the homestead was established to serve travelers on the old route during the early auto touring days. The "used" portion of the Barlow Road is the closest portion of the driveway east of the building complex and the segment passing through the complex itself. The "pristine" portion is now used as a hiking trail for the present camp facilities, to the west of the residential/lodge area. The east property boundary of this former homestead is located within only a few feet of a section line, yet the surveyors in 1898 made no mention of a wagon road in this area. It is believed that the surveyors, while recording their information in the notebook possibly at the end of

the day's work, confused the information for the original road course on the north bank of the Zigzag River with the information for the south bank route. Only the position for the north bank route was provided in the notes, but assigned the more recent road's label, "Mt. Hood & Barlow wagon road". In contrast, the resulting 1898 plat map only shows the south bank route, thus not conforming to the survey notes. Apparently, the plat map more correctly reflects the surveyors actual field observations. The plat map also shows the road course well back from the Zigzag River's south bank against the base of the bordering mountain ridges, just as the road course observed in 1991 is located.

The second major site section begins immediately west of a trailer court on the westside of Wemme community, and proceeds westward intermittently for approximately 2 miles to the Wildwood Park. The road begins in "pristine" condition diverging from the south shoulder of State Highway 26 near the trailer court into an undeveloped wooded area behind residential and commercial developments fronting the State Highway east of Arrah Wanna Road. The old road course was more recently used as Chinquepin Road prior to ultimate abandonment. The course was only minimally improved, thus retaining the primitive road character today being a narrow and shallow linear swale, barely visible even in midwinter vegetation. Apparently, a powerline did once follow the old road course as a fallen power pole was observed across the roadbed with threaded wooden insulator mounts still attached to the pole. The road course has been impacted by logging and residential development for a short distance in both directions from its crossing of Arrah Wanna Road but becomes evident again in a recent clear-cut area further west. The road course again regains "pristine" condition west of the clear-cut area as it courses through a wet, wooded area toward the community of Wildwood. Through the Wildwood residential area, the road, still located south of the State Highway, becomes less evident in one wooded area and is used as a single lane residential road for one short section. The obscure, wooded short section through the Wildwood residential area is shown on the Clackamas County property map as an abandoned road way still labelled "Barlow Road". The road course again becomes a "pristine" segment in BLM's Wildwood Park where it continues westward from the Wildwood residential area, finally merging with the State Highway west of the park entrance. The point of merging marks the western terminus of this site section. Near the east boundary of the park, the road course passes an old log structure, located at the south end of Three Ring Road, that likely dates to the time of continued Barlow Road use. An 1882 surveyors' wagon road observation point also occurs at this property boundary which corresponds to the presently observed road course. The predominant character of the road remains in this route segment includes a shallow linear swale extending through a treeless corridor, often with standing water within it and supporting the growth of "bear grass" and other ephemeral pond-associated plant species.

There are several sections of this South Bank route segment within the project boundaries for which no significant road remains were identified in the present inventory. Each of these will be described below. In addition, the area through which the old road route passes between the Zigzag River and Still Creek stream crossings near Rhododendron and the Faubion site section described above is owned by the U. S. Forest Service. Consequently, it is located out of the project area. However, the surveyors plat map provides information on the general road location through this area.

Proceeding west from the west end of the Faubion site section to the east end of the Wemme site section, the old road course passes through a residential area in south portion of Faubion, approximately conforming with the Thimble Berry Lane road alignment. The route passes just north of the former Airlie Mitchell residence, built in the 1920s, and through an adjoining natural meadow area before merging with the south section of Faubion Loop road, part of the old loop highway alignment. The route then enters U. S. Forest Service lands past the Zigzag Ranger District facilities. According to the 1898 surveyors notes, the "Mt. Hood & Barlow wagon road" was identified a short distance northwest of the Zigzag Ranger District facilities, near the north shoulder of State Highway 26 at the intersection with Lolo Pass Road. A short, isolate section of likely road remains were observed immediately west of the Zigzag Mountain Store. This section, in close proximity to the

north shoulder of the State Highway, conforms well with the 1898 alignment noted by the surveyors. The old road course then immediately merges with the State Highway alignment for the next mile to the west before coming to the east terminus point of the Wemme site section described above. This lengthy conformance with the State Highway alignment is supported by two 1882 surveyors observation points which identify the "Mt. Hood wagon road" course coincident with the current highway course. A powerline road follows along the south shoulder of the State Highway through much of this mile segment. Some local residents believe this two-track road is the Barlow Road, but as to whether the emigrant road course conforms with the State Highway or powerline alignment, or some combination of both can not be ascertained.

As described above, the western terminus of the Wemme to Wildwood site section occurs at the merger of the Barlow Road remains with the State Highway a short distance west of the entrance to BLM's Wildwood Park. From there westward to the intersection with Brightwood Loop Road, the Barlow Road route generally conforms to the State Highway alignment. Just north of the State Highway shoulder Wemme Trail road parallels the highway road course. Wemme Trail is identified on the Clackamas County property map as the former Barlow Road. Some isolated shallow swales are apparent in a narrow strip of woodland between the two present-day road courses, but their association with the Barlow Road is inconclusive. It is considered in the current inventory that the Barlow Road along this section of the State Highway has been greatly impacted by state highway construction and other development in the area. Farther westward an 1882 surveyor's observation point places the "Barlow toll road" at the present-day intersection of State Highway 26 and Brightwood Loop Road (part of the previous Mt. Hood Loop Highway). This location has been greatly impacted by highway and road construction. From that point the Barlow Road course follows the Brightwood Loop Road for a short distance northwest before taking a right turn down the river terrace bluff to the lower terrace of the Sandy River. It is possible that a narrow gravelled single lane road directed straight down the bluff is the old Barlow Road, but the association is not confirmed. According to local property owners this road segment has existed for many years and formerly led down to a homestead, the remains of which has only recently been demolished. According to documentation, the homestead of William Rosalsky, patented in 1891, was in this area and may be the referenced homestead. The road course becomes less apparent a short distance across the lower terrace toward the Sandy River. At this point the Sandy River corridor area, affected by the December 1964 flood, is approached and most road remains have likely been greatly impacted. The western terminus of the South Bank road segment is located within the Timberline Rim subdivision on the south bank of the Sandy River. The precise location of the first Sandy River crossing location used by most emigrants is presently unknown as any actual remains were likely erased by the 1964 flood, if not by development along the river. The approximate crossing location has been projected from evidence gathered from emigrant diary entries and early land surveyor information.

This South Bank route segment presented somewhat of a reprieve to the emigrants from the steep hills and rocky, sandy soils encountered in the previous days through Government Camp and along the Zigzag River. On September 7, 1848, William Watson noted that "going down it (the south bank of the Sandy River) seven miles is the most level road between St. Joseph and Oregon City." There still persisted the accounts of soft soils and large river cobbles in the path and lack of forage for the livestock. Benjamin Cleaver, on September 13, 1848, wrote, "the Road runs down Sandy. the road today is tolerable level but Rocky & sandy."

The crossing of the Sandy River was not one of ease. On September 6, 1851, Rev. Neil Johnson "found it about waist deep and very cold and swift, and if I had not caught hold of his wagon body, I should certainly been carried down stream and probably been drowned." The following year, on September 15, 1852, Esther Hanna also noted that the Sandy was "a very hard stream to Cross, as the current is very rapid and the bed of the stream full of large smooth rocks and very deep."

North Bank. The approximate six mile North Bank segment is the most problematical of the Barlow Road segments. Apparently, the original route closely followed the north bank of the Sandy River, primarily using the lower river terrace. Apparently, this segment of the route appeared problematical to the emigrants as well. On September 8, 1848, William Watson wrote, "after crossing the river we had some very rough road; with several short, bad hills, at one of which we had to double team." Watson further noted that grass was scarce and timber was very heavy. The heavy timber and scarce grass reference appears to apply to the Rock Corral area and the present-day pastureland of Mensinger's Bottom, as well as the other portions of the North Bank segment.

A long segment of the north bank was severely impacted by the December 1964 flood and subsequent river stabilization activities by the U. S. Army Corps of Engineers. In some areas, major portions of the terrace itself disappeared in the flood. In addition, much residential development has occurred immediately along the river course and the current county road likely follows some of the same alignment as the earlier emigrant road. Therefore, approximately the first 4 miles of the Barlow Road route from the projected river crossing above Brightwood downstream to the Rock Corral site section yielded very few road remains. The field survey confirmed that several areas in proximity to the 1872 surveyors' wagon road observation locations have been devastated by the 1964 flood. Examples of the apparent destruction of lands on which the road course once extended include a lower river bank terrace just downstream from the Brightwood Bridge which was severely scoured according to local informants and the loss of a 7 acre river terrace parcel further downstream at the Cooke Ranch, a short distance east of the Rock Corral area. Nonetheless, east of the Rock Corral area two short isolated sections of road remains were identified. A narrow, shallow swale was observed through a residential area near the north shoulder of the county road west of the intersection with McIntyre Road. Residents have recovered an obviously very old iron kettle along this swale feature. Another short, but more distinct, rut was found on public lands near the confluence of the Salmon and Sandy rivers. This section, located near the south shoulder of the county road, is truncated by 1964 flood damage at its east end and merges with the county road at the west end.

The one Barlow Road site section identified in the six mile North Bank route segment is located in what is commonly known as the Rock Corral area. This 1/2 mile road section, located on an upper river terrace, is primarily in "used" condition as several parts of the section currently serve as driveways to various residences. One major part has been gravelled and another has been asphalted, though both are maintained as privately-used single lane thoroughfares. Local folklore has identified the Rock Corral pioneer campsite at the east end of the site section near a large boulder. There are no references to support this assignment from over 30 emigrant diaries reviewed for the Barlow Road project area. It is possible the area was used prehistorically for a campsite. One local informant, in fact, noted finding prehistoric chipped stone artifacts around the rock. An 1872 surveyors wagon road reference point corresponds with the road remains near the large rock, but makes no mention of the campground or the rock.

The remaining 1.5 miles of the North Bank road segment west of the Rock Corral site section primarily traverses the large Mensinger Bottom terrace, presently a large, cleared pastureland used for livestock grazing. No early road remains were identified on the terrace and an 1872 surveyors note locates "Wagon road from Portland to the Dalles" on the current county road alignment. Local informants have also noted that the current county road likely follows the emigrant road alignment. A pioneer gravesite has been identified toward the east side of the terrace near the shoulder of the county road by more than one informant, but the exact location has been obscured because of removal of a protective fence and subsequent plowing and clearing of the pastureland. The terrace was also the location of at least two early homesteads whose remains may be estimated from early county road survey maps.

Devils Backbone. This six mile route segment contains two site sections, including one of substantial length. The prominent ridgeline is fairly dry and vegetation does not hinder visibility of road remains to the degree of the South Bank segment. Most of this route segment is now rural farmland, as

opposed to the higher density residential development along the north and south banks of the Sandy River and in the townsites of Rhododendron and Government Camp.

A short, 1/4 mile, road site section was identified at the east end of the Devils Backbone route segment. A roadbed crosses a small unnamed creek at the base of the mountain slope and then climbs straight up the toe of the ridge to a flat terrace. This section has been primarily used by tractors in recent times, except for the lower portion of hillside slope which still retains original earthen berms along the shoulders suggesting a "pristine" condition of the roadbed. The location of the stream crossing at the base of the hill corresponds to an 1872 surveyors observation point for the "Wagon road from Portland to The Dalles". The emergence of the road section at the top of the hill is close to and aligns with another 1872 surveyors wagon road observation point. On September 8, 1849, William Watson made reference to the stream by writing, "we crossed another branch, where we filled our water casks, it being nine miles to the river (the second crossing of the Sandy River)."

Farther up Devils Backbone to the west is another, longer site section. Stretching for almost 3 1/2 miles in length, the site section begins at the former townsite of Marmot and extends along the ridgetop westward with occasional road remains clearly apparent. Four 1860 surveyors' observation points noting "a wagon road from Willamette Valley to Dalles" in addition to a fifth observation point established in 1872 correspond to the route identified in the field. One of the better segments of preserved road is an intermittent "pristine" road section extending up a very narrow, steep ridgeline from the former Marmot townsite. The old roadbed first follows the south shoulder of the county road in a woodland setting toward the west from Marmot before crossing to the north of the modern-day road. It then follows the narrow ridgeline upward until reaching the ridgetop and disappearing into a cleared pastureland. This subsection of road is clearly described by William Watson who wrote on September 9, 1849, "This morning we ascended ... by a narrow ridge; we had a very heavy road to the top of the first hill, which was very steep."

Other "pristine" and "used" road sections were observed along the remaining 3 miles of the site section. "Pristine" sections include a deep rut at the west perimeter of an old orchard, an excellent roadbed through a remaining stand of woods, a short segment of ruts along the north shoulder of the county road and a very short swale in a recently clear-cut area. Two subsections have been "used" for skidding logs, including a lengthy segment on the top of a narrow, level ridge near the north shoulder of the county road. Historic sites associated with this site section, besides Marmot which served travelers along the road course from the 1880s to the 1910s, is an unmarked pioneer gravesite, a possible emigrant campsite according to emigrant diaries, and several early homesteads.

Two other portions of the Devils Backbone road segment lacked road remains. One is a 3/4 mile portion of the route located immediately east of the Marmot townsite between the two road site sections described above. A number of residences and some field clearing has apparently obscured traces in this area. The other is the western one mile of the ridgetop route segment. The latter section follows the top of the ridgeline and has been significantly impacted by field clearing and agricultural development.

Though hilly, Devils Backbone brought some relief from the thickets, sandy soils, wet boggy areas, and large river cobbles hindering travel along the previous miles of river bank. An early description of this route segment is provided by Joel Palmer who, on October 29, 1845, wrote, "We soon ascended a ridge which we followed for seven or eight miles, alternately prairie and fern openings. In these openings the timber is not large, but grows rather scrubby. There are numerous groves of beautiful pine timber, tall and straight. The soil is of a reddish cast, and very mellow, and I think would produce well." On September 10, 1848, Riley Root wrote, "15 miles, most of the way over a good road, especially on the ridge, called by some, 'Devils' Back-bone.'" Benjamin Cleaver, on September 15, 1848, described this segment as "a fine Ridge Road mostly timber with some barren openings." On August 14, 1852, Jared Fox wrote, "Had some very good road and some very

hard hills both up & down." On September 12, 1853, Amelia Knight wrote, "ascended thru very steep hills, passed over the devils back bone, they call it here -- We also passed over some very pretty country to day , we stoped to noon at a beautiful spot, it was prairie interspersed with strips of pretty fir timber, with their branches sweeping the ground, to the left was a deep ravine (Sandy River canyon), with a clear stream of water meandering through it, (this pretty place was along towards the end of the old fellows back bone)"

Sandy River Crossing. This 2 mile route segment includes the descent of Devils Backbone, the approach across two river terraces to the second crossing of the Sandy River and the ascent up three bluffs leaving the stream crossing to the ridge where the townsite of Sandy is presently located. Like the Devils Backbone segment, much of this route segment is dry, consequently the visibility factor due to vegetation is not as severe as other segments. On the north bank of the river a lengthy, single site section was identified extending from the base of the Devils Backbone westward to the actual river crossing location. The site section is composed of several discontinuous "pristine" subsections generally following the Marmot Road alignment. The eastern-most "pristine" section occurs south of Marmot Road at a small unnamed stream crossing at the base of a steep hill. This stream appears to be referenced by Benjamin Cleaver who wrote on September 15, 1848, "we traveled to the first edge of Sandy Bottom - had to go down a steep hill & Camped on a small branch at the foot of the hill. grazing poor & Camping places Bushy as is Common in these Mountains." From the stream crossing, the route then disappears through an agricultural field before merging with the county road, where a very short subsection of road remains is still evident on the immediate south shoulder of the county road. The route then diverges again from the county road alignment to the south a short distance westward where a short section of remains is still apparent next to extensive residential development. The route then merges again with the county road before diverging once more, this time to the north where some road remains are still visible. These remains have been truncated along the length of the old roadbed by a high county roadcut, leaving over half the width of the wagon roadbed and the north shoulder berm.

The descent of the emigrant route from the upper river terrace to the lower terrace in this vicinity is not clearly evident, but projected to be at the location of the intersection of Marmot Road and Ten Eyck Road. The high road cuts created by county road construction at the intersection have apparently greatly modified the original shape of the bluff landform. Emigrant diaries indicate difficulty in descending this area. On September 16, 1848 Benjamin Cleaver wrote, "we left our Camp on the East side of Sandy Bottom, went down one bad steep hill between here and the Creek."

From that point the emigrant route follows Ten Eyck Road westward before diverging and following the north river bank of the Sandy River downstream from the current bridge location. Portions of this site subsection are well preserved, including two alternate river crossings, the easternmost at a large gravel bar exposed at low water episodes and the second, further west crossing at a broad riverbed location which is quite shallow in the late summer months. Several local residents are well aware of the presence of the old road remains along the river course, and the stream crossing was well described by E. W. Conyers in 1852, "This crossing we found was very hard to make on account of the many big boulders to be found in the stream. To get across safely we were obliged to travel a zig-zag course." Intervening portions of the route between these north bank road remains have been impacted by residential development situated along the river course.

The actual descent of the emigrants down the long, steep, southwest-facing slope of the Devils Backbone, at the east end of this route segment, has no apparent road remains, perhaps because of past logging of the area. It was reported that rope-scarred trees, used to ease wagons down the slope, remained in the area until recent years. Emigrant diaries remark about the difficult descent. One of the more dramatic entries is by William Anderson who wrote on September 9, 1848, "we traveled 5 miles over some verry steep hills we had a shower of rain this morning which caused the mountains to be verry slippy my waggon slide around at one hill and got before the team and crippled the off lead ox we got them stoped chained the waggon to a tree and took the cattle loose

unloaded the waggon and then let it down with chains and ropes." Similarly, on September 1, 1850, Samuel James wrote, "Last crossing of Sandy. Went over Devil's Backbone and let the wagons down by ropes, have the cattle all taken off." P. V. Crawford noted on September 20, 1851, "First we ascended a long hill onto a long ridge, which we followed several miles, at the end of which we descended a very steep hill, to the creek bottom." Like Anderson and James, the Rev. Jesse Moreland wrote on October 2, 1852, "we had verry Bad hills to come down we let down by Rope." Reputation of the descent was well established early as reflected by George Taylor's entry on October 7, 1853, "the Backbone Is the most difficult hill to Descend In A wet time that there is in the Mountain we got down In Safety As the hill went dry We got down without difficulty." Of note in regard to the appearance of the physical environment in this area is Joel Palmer's entry of October 29, 1845, "We came to the termination of this ridge and descended to the bottom, which has been covered with heavy timber, but which has been killed by fire."

Upon crossing the Sandy River, emigrants described a series of hills to climb while ascending from the stream course. The third hill, up to present-day Sandy, was clearly the most difficult, particularly in wet weather. On October 9, 1853, George Taylor wrote, "Hill Very Bad Wet and Slippery we took Part of the Tings out of the Wagons and Carried them up the hill then By hitching nine yoke of Cattle to A Wagon we got up the hill." Previously, on September 16, 1848, Benjamin Cleaver wrote, "we had several Bad hills to go up which we had to double team at." William Watson, on September 9, 1849, wrote after crossing the Sandy, "a mile farther, having three steep hills, here we nooned." Samuel James in 1850 simply noted, "Bad hills" after crossing the river. P. V. Crawford was somewhat more descriptive the following year, "The road from here (river crossing) was good, except two short, steep pitches we had to climb and one tolerably long and very steep hill." Even 30 years later in 1881, Stevens noted pulling "up a long, steep hill and found a store on top."

A summation of the travails suffered by the emigrants in traversing the Sandy River Crossing route segment was provided by John Kerns on October 1, 1852, "Started early and drove six miles, then descended a steep, long spur of the mountain, went one and one-half miles and crossed Sandy again, then ascended a spur of the mountain and traveled four miles and encamped after one of the most laborious day's travel we have had."

Historic sites associated with this route segment include two marked pioneer cemeteries (the Cliffside and Revenue cemeteries) and three early homestead locations. The new Francis Revenue land claim was noted by Amelia Knight on September 12, 1853, "passed one new claim this evening, and have encamp near a small stream of clear water (Cedar Creek) -- it is three miles to the first farm." The reference to a farm may be to the James and Abigail Brown donation land claim that was first settled in 1853 on the Barlow Road route to Foster's just south of Deep Creek. The following year Revenue's farmstead was established as described by Philip Condit on September 15, 1854 where upon crossing the Sandy River the emigrants "camped near the first dwelling house we found in the Cascades."

Forrester. Until possibly as late as 1853 this eight mile segment essentially constituted the final day's journey of the emigrants to their first encounter with civilization, the Philip Foster farm. A number of emigrants make brief reference to this route segment that generally passes through rolling farmland with two deeply entrenched stream courses to cross. As Palmer noted on October 29, 1845, "After crossing the Sandy our course was south-west, over a rolling and prairie country. The prairie, as well as the timber land, was covered with fern." Benjamin Cleaver, who unlike Palmer was pulling a wagon, was somewhat more descriptive on September 17, 1848, "had some steep little hills & some swampy Rooty Road some very good road on the latter part of the Road." Similarly, on September 16, 1852, Esther Hanna wrote, "Part of our road this day was good and part very bad, having some steep ascents and descents to make." Several emigrants simply provided the brief description of a "hilly" road. Jared Fox provided a somewhat confusing entry on August 15, 1852, by describing the following incident, "At a sharp little hill between the garden & house Jerry horse fell down & I

thought it was his last but we got him up & got up the hill. One mile from here we came to Foster's, heretofore known as the first house..." The hill they were apparently ascending up was likely out of Deep Creek, but to who's house and garden the reference is made on Deep Creek in 1852 is unknown. This is especially confusing since several weeks later on October 2, 1852, Kerns noted, "After driving eight miles over a hilly, mountainous road through cloudy, cool weather, we reached Foster's, the first house in the Willamette Valley, after getting out of the Cascade Mountains..." The fall of 1853 was very wet as reflected by Amelia Knight's entry on September 13, "drove over some muddy miry ground, and through mud holes..." Obviously, this stretch of road presented familiar hardships but to a much lesser degree than most of the route since passing through the Government Camp area. Most of this segment south of Sandy is now in agricultural use and has been since the 1850s-60s.

The first portion of the route segment contains no site sections but several isolate road sections. The route passes in a southwesterly direction from the Ten Eyck Road and State Highway 26 intersection generally following the current Pioneer Blvd. alignment before departing in a more southerly direction to Tupper Road. Tupper Road is a remaining segment of the 1920s Market Road #33 which likely followed the previously used wagon road route in the area immediately on the southside of Sandy. The Barlow Road route appears to generally coincide with the Tupper Road alignment to the bottom of a drainage. There the old route appears to deviate from the market road which is cut into the north facing hillside departing the drainage. The wagon route, with possible traces constituting an isolated road section, traverses up the hillside east of Tupper Road through a wooded northfacing hillside, disappearing at the top of the hill near the edge of the Kari Terrace residential development. The route then passes through the residential area in a southerly direction, next traversing the highly disturbed old Oja Lumber Mill site before crossing Tupper Road while descending a south facing, wooded hillside to Tickle Creek. The wagon route crosses Tickle Creek and turns southeastward, ascending a steep hillside, first following a current residential drive and then becoming visible as an abandoned roadbed near the top of the hill. This isolated road section displays some characteristics, such as a width greater than 10 feet and general consistency of grade, suggesting it was likely the original wagon road improved in the 1920s into the market road. The route again disappears at the top of the hill where it apparently turned back in a southwest orientation, traversing level fields before joining the current highway alignment. Road remains of this section are shown in an early aerial photo taken around 1950, and is also dramatically indicated by the orientation of a still standing 1880s residence.

The wagon route then generally follows the highway alignment for some distance, deviating briefly in several locations with isolated road remains still apparent. A distinct, but very short, swale is located on the north shoulder of the highway, a short distance west of the highway and Arletha Court road intersection. Farther west, 1800' feet east of the 362nd Drive intersection, also in immediate proximity to the north shoulder of the highway, is a short isolated section of very good, abandoned road remains. As the old route approaches Deep Creek to the west it begins more substantial deviations from the current highway alignment. While traversing low rolling hills before descending to Deep Creek, the old route, according to early surveyor notes, diverges from the highway alignment a short distance to the north, passing through present-day blueberry fields.

Upon beginning the long descent from the north, the route according to the 1855 surveyors' notes apparently crossed the current highway alignment briefly to the east, passing around the east end of the toe of a small ridge located just above the highway and Tickle Creek Road intersection. Some partial swales are located along the east shoulder of the highway, but association with the old route is not apparent.

Between the Tickle Creek Road intersection with the highway and the Judd Road intersection across the Deep Creek drainage three generations of road alignments are evident: a site section of the original wagon road; the subsequent 1920s market road; and, the current state highway. From the Tickle Creek Road intersection the market road generally follows Tickle Creek Road to Leewood

Lane, and then along Leewood Lane to where it crosses Deep Creek at the current highway crossing location, but differing in orientation. The wagon route in the immediate area is evidenced by a linear, shallow swale through an undeveloped woodland area near the west shoulder of the highway, below the Tickle Creek Road intersection. The swale disappears at the boundary of the adjoining residential development and apparently crosses Deep Creek a short distance downstream from the highway and market road location in the vicinity of a current foot bridge. No road remains are evident on either immediate bank of Deep Creek.

Upon crossing Deep Creek, the market road and wagon road become evident again near the east shoulder of the current highway alignment a short distance (approximately 150 feet) south of the Deep Creek streambed. Remains of the market road are distinct as it first climbs the northfacing hill in a southerly direction, diverging from the highway alignment, before curving to the southwest joining Sofich Lane alignment and crossing Highway 211, becoming distinct again west of the highway. The market road then makes a broad curving sweep through another undeveloped woodland area before turning back to the south and crossing the highway alignment again, this time while ascending a steep, but low northfacing hillside. Upon reaching the top of the hill, the market road remains again turn back to the southwest, generally joining the highway alignment near the Judd Road intersection.

The older Barlow Road remains follow a different route than the market road or the highway; however, the remains are much less distinct. In addition, the older route more closely conforms to the current highway alignment, hence was more impacted by the highway construction than the market road. Nonetheless, several remains are still recognizable. Upon crossing Deep Creek and the highway alignment a short, deep, highly eroded swale is located just above the market roadbed, near the highway east shoulder. The remains disappear at the top of the hill where erosion has been less of a factor in enhancing the swale. The Barlow route then apparently follows the current highway alignment up a gradual grade to the south before becoming visible again as a relatively short, shallow linear swale that parallels the west shoulder of the highway before apparently crossing back to the east side. East of the highway Barlow Road remains become very distinct as the road course begins climbing up a steep hillside, first below the market roadbed described above, and then turning southwest near the hilltop and crossing the market road remains. The road remains cease upon crossing the market road as it appears to approach the Judd Road intersection.

The Barlow Road route apparently crosses the highway at the Judd Road intersection and then closely parallels the highway alignment past Forrester Cemetery where it begins a descent toward the former Philip Foster farmsite. A short shallow swale is visible just north of the cemetery and distinct road remains occur southwest of the cemetery on a southfacing hillside. Though a lengthy, broad, deep swale remains, it has been partially filled by field clearing debris at the top of the hill, intersected by a residential drive and two-lane highway in the middle, and used for a trash dump below the highway. A short distance below the dump the swale passes through some blackberries and disappears into a cleared field.

The next section of this route segment has no remains as it apparently continues to descend toward Foster's, passing through pastureland, a tree farm, and blackberry growth. A short swale becomes apparent again at the base of the descent in an undeveloped woodland setting. A much longer shallow swale is evident a short distance farther as it courses toward Jackknife Road near its intersection with Highway 211. Near the north shoulder of Jackknife Road the swale is truncated by residential development. The remainder of the route segment toward Foster's has no visible remains as it crosses Jackknife Road, cleared sheep pastureland, and finally joining the current highway alignment in front of Eagle Creek School upon its final descent toward Goose Creek.

Feldheimer Route Segment. This short 3 mile segment begins at Goose Creek next to Foster's farm, includes crossings of Eagle Creek and the Clackamas River, and terminates at the top of the ascent from the Clackamas at Springwater Road. Foster's farmstead has major significance for two

reasons. For the first eight years of Barlow Road use (1846-1853) it marked the reemergence into civilization for the emigrants after 2000 miles of travel. Secondly, early on it marked the initial point of dispersal of emigrants, with some continuing onward to the west to Oregon City and others turning south toward the upper Willamette Valley (often after crossing the Clackamas River also) or north to Milwaukie and, later, Portland. The emigrants proceeding on to Oregon City also had the option of following the north bank of the Clackamas River from Foster's for some distance before crossing or following the route described below. That this dispersal pattern was established early is reflected by Mark Hatton's description, an 1846 traveler, who later recalled, "When they reached Jackknife most of the wagons separated..." On September 17, 1848 Benjamin Cleaver wrote, "we landed at the settlement (Foster's) about 3 o'clock P.M. we then traveled about 1 1/2 miles to a Eagle Creek-- having taken the *left hand Road* & camped on Said Creek." On September 22, 1851, P. V. Crawford forlornly wrote from Foster's, "This day our company separated." That the upper Willamette Valley was a destination of many from Foster's is reflected by Esther Hanna who wrote on September 16, 1852, "Nearly everyone stops a few days to recruit (at Foster's) before going farther up the valley." On August 22, 1853, Orange Gaylord wrote, "Drove to Foster's. Arrived just before 12 o'clock m. Drove to the forks of the Oregon City and Salem roads and camped." Numerous other subsequent diary entries make specific reference to Milwaukie, Portland, Mollala, or "upper valley" as they left the Philip Foster farmstead area. As late as 1866, S. B. Eakin wrote, "Today our traveling companions took to the right, for Portland; we took past Foster's, or a little to the left . . . We are now north of Eugene. The farmers say for us to keep to the mountain road (through Mollala). They say it is better than the River Road (Oregon City to Salem)."

The route from Foster's to Oregon City described below is supported by various early maps, including General Land Office plats and an 1850s Warm Springs map, and few diary entries. A description of the crossing of Eagle Creek is provided by Benjamin Cleaver on September 18, 1848, "This day we crossed Eagle Creek on which we were Camped & traveled about 3/4 of a mile & up a tolerable hill & Camped on a Branch at the side of a small buggie Prairie near a farm (George Weston's land claim first settled in 1847) . . . we can see Mount Hood from this place." The crossing of the Clackamas River at Feldheimers Ford location was described by William Anderson on September 11, 1848 who stated upon leaving Foster's, "we started on & crossed the Clackamas River at a verry shallow Place where the fall Salmon were verry Plenty going up stream & we killed all we wanted with sticks & Clubs this stream I afterwards learnt eptied into the Willamette River below oragon City." Benjamin Cleaver wrote on September 20, 1848, "traveled over some good Road. we then came to hills & from that to the Clacamas River this is a beautiful stream about 100 yards wide & from 1 1/2 to 2 1/2 feet Deep very Clear. Salmon plenty. after crossing a small Branch about 1/4 of a mile from the Clackamas River we then Rise a long hill not very steep." On October 14, 1852, Samuel Francis wrote, "Decended a rather bad hill to the Clackamas, forded it, a fine stream, clear water, stoney bottom."

Three road sections were identified in this route segment. One represents the descent to and ascent from Eagle Creek. The descent began at the sharp turn of Doty Road at the top of the bluff above Eagle Creek bottomland. A very short swale is visible in a wooded area on the inside of a sharp "hairpin" curve in Doty Road. The lower end of the swale is abruptly truncated by a roadcut bank. The evidence for this swale being a road feature is further enhanced by the presence of a very old rock barrier placed across the swale at the top of the bluff to impede further use of the old roadbed. From that point Doty Road apparently follows the old road course until a curve to the south toward the current bridge location. The old road course from the curve probably corresponds first to a drive used by several residents and then a slight curve to the left along a deeply entrenched drive toward Eagle Creek. A swale down a low bluff to the lowest Eagle Creek stream terrace in alignment with the above mentioned drive is the last evidence of the road course before crossing Eagle Creek, approximately 100' below the current bridge, corresponding with an 1855 surveyors' observation point.

Upon crossing Eagle Creek, a short swale is visible on the south bank, above the active flood plain and on the north shoulder of an access road to McIver State Park. The route then passes through a recently logged area, becoming evident again at the base of a steep bluff to the upper stream terrace. A distinct swale parallels Doty Road and below Doty Road as the two road courses ascend the bluff toward a natural notch in the bluff that has been further enhanced by subsequent road construction.

At the top of the bluff, the old road course diverges to the east of Doty Road through a woodland parcel where it is evident as a treeless corridor parallel to Doty Road. The past and current road courses then cross again as the Barlow route roughly follows the east bank of a stream course to the south. The route then rejoins Doty Road and generally conforms to Doty Road the remainder of the distance to Folsom Road according to the early surveyor notes. This section of the route passes several springs no doubt referenced in Benjamin Cleaver's diary as the "small buggy Prairie."

The next visible site section represents the descent to the lower Clackamas River terrace. A roadbed is evident from the top of the bluff, near the Folsom/Samuelson Road intersection to near the base of the bluff in a northwesterly direction. This section likely corresponds to Samuel Francis' 1852 diary entry of descending "a rather bad hill to the Clackamas...." No doubt the roadbed was enhanced by improvements through the early years of settlement since it provided access to an early mill. There is no visible evidence of the road course across an agricultural field on the lower terrace of the Clackamas River.

Upon crossing the river, no evidence of the route is visible for a distance owing to recent logging activities, possible flood events near the stream bank, and conformance with current Feldheimer Road in some areas. A distinctive unimproved, narrow road course is apparent farther up the ascent toward Springwater Road. The road course begins in stand of trees within which logging activities have been limited. The course continues uphill in a southwesterly direction before disappearing near Feldheimer Road where the possible old course appears to cross the current Feldheimer Road near an early surveyor observation point and then enters a recent clear-cut area where no remains are evident. The long upward course continues to the top of the hill near Springwater Water. This long uphill section conforms with the emigrant diary entry of Benjamin Cleaver quoted above.

The course of the Feldheimer route segment is fairly well defined, primarily from numerous surveyors' observation points, occasional road remains, and early maps. Historical sites include an old, small barn on the west bank of the Clackamas River, constructed with square nails and pegs, and the 1890s Victorian house and outbuilding on the east bank of the river.

Springwater Route Segment. This 7.5 mile route segment traverses fairly level farm land with the deeply entrenched Clear Creek near the west end. Much of the area is wet with a high water table and was apparently heavily logged in the 1920s. This Barlow Road route segment is not as well known by the public in general with some confusion of its association with Springwater Road and Bakers Ferry Road.

Apparently confusion in routes extends to emigrant times as well. Maggie Scott wrote on September 29, 1852, "We traveled twelve miles this day without accident, but did not take exactly the right road, and did not get to Oregon city as we intended." Mention of the Springwater area in emigrant diaries is remarkably underrepresented. The most prominent mention is by Samuel Barlow in his 1845 petition to the Provisional Government in which he mentions following the existing road from Foster's to Oregon City with his proposed toll road. The lack of descriptions likely owe to three factors:

1. Many of the emigrants either turned off the Barlow Road at Philip Foster's farm or upon crossing the Clackamas River at Feldheimers. Therefore, a large percentage of the emigrants did not actual traverse the last 13 miles of Barlow Road.
2. The Springwater area was largely settled by 1846, hence the emigrants' hardships of being on their own in a foreign land had largely ended upon arrival at Philip Foster's. The remainder of their journey was through land claims largely held by Oregon Trail veterans.
3. The Springwater segment was probably often crossed on the last full day of the journey to Oregon City. The several month journey was essentially over and preparations were to be made to arrive in Oregon City the following day, and, no doubt, visitations with local residents in the evening superceded the evening time usually taken to write and reflect on the day's events. The time had come to prepare and plan on the immediate future in their new land rather than look back.

Several sections of road remains are included as road remains in this route segment. The route begins along Springwater Road at the top of a prominent bluff, just south of the Feldheimer Road intersection, and then closely conforms with the Springwater road course to the north until Springwater Road curves to the west away from the bluff edge overlooking the Clackamas River lowlands. The Barlow Road route continues following the bluff edge to the northwest, crossing Eaden Road, Harding Road and Gerber Road before descending to the next lower river terrace. The bluff edge was likely favored for primitive travel conditions because it essentially forms a low, narrow ridge with the steep, high hillside to the east and slightly lower, but generally level, naturally boggy lands to the west. Just west of Gerber Road the route descends a more gently sloping and lower portion of the bluff. This descent area has visible remains of two routes. A shallow swale extends directly downhill a short distance. This short swale conforms with the 1855 surveyors' notes. Angling down the hill between the swale and Gerber Road is a narrow, very distinctive old roadbed. The roadbed has a berm on the downhill shoulder and minimum cuts on the uphill shoulder. The roadbed is several hundred feet long. It is assumed that the swale represents the original Barlow route and the roadbed is a slightly later realignment. Both are still shown on a 1920s Metsker Map.

Upon descending the bluff, the route disappears into agricultural fields, blackberries, tree farms and residential development as it courses west, converging with the Bakers Ferry Road alignment. After conforming with Bakers Ferry Road a short distance, the Barlow route then likely crosses Springwater Road a short distance south of the Bakers Ferry Road intersection and continues across several pastures before descending to Clear Creek. A residential drive to a private park facilities now descends the sharp bluff to Clear Creek where the original descent likely occurred. Some short segments of the ascent of the Barlow route away from Clear Creek appear now as part of a residential drive and a short abandoned swale. The route then traverses more pastureland westward to Hatton Road.

Though visible road remains are few, there are a number of historic houses along the route. These include one structure built in 1876 (County #982), and at least 9 dating from the 1890s and the first decade of the twentieth century.

Holcomb Route Segment. This route segment represents the last 5.5 miles of emigrant road to Oregon City. The entire route is through hilly, timbered terrain settled shortly after the Springwater area. Some of the segment has now been residentially developed with only a little agricultural use. Much of it remains timbered. As with the Springwater Route Segment, little description is provided of this segment in emigrant diaries and largely for similar reasons. Obviously, confusion with the early road network persisted through this segment as with the Springwater segment. On October 14, 1852 Samuel Francis wrote after crossing the Clackamas River at Feldheimers, "Past on twelve miles

or more, took the (w)rong road and arrived at the Willammett bottoms about dark a little below the City." Joel Palmer's words written on November 1, 1845 best represent this concluding segment, "Passing through the timber that lies to the east of the city, we beheld Oregon City and the Falls of the Willamette at the same moment." The only other clear reference comes from Cornelia Sharp who wrote on October 13, 1853, "This evening we camped about one mile east of Oregon City."

The ascent of Moss Hill just west of Hatton Road marks the beginnings of this route segment. Excellent road remains constitute a site section as the route follows a minor streambed course up the hill, crossing Dick Drive, passing through a wooded lot before disappearing across a major pipeline right-of-way and through a residential area on the west side of the pipeline with only a couple of short swales apparent. The site section consists of a distinct, narrow swale and compacted roadbed winding through the woods.

The route next descends Moss Hill to the south crossing a stream and turning west joining a distinct old remnant of Holcomb Road in an area recently clear-cut. According to 1852 territorial road records Barlow Road was realigned to follow this drainage downstream eastward to Hatton Road. This old and narrow road segment remains in excellent condition and is labelled as the old Barlow Road on current county maps; however, it does not fully represent the original route used from 1846 to 1852. As the Barlow route reaches the current east end of Holcomb Road, it diverges to the north away from Holcomb Road as the emigrant route climbs directly up a wooded hillside, passing over the top and descending through present sheep pasture to Holcomb Valley across Bradley Road. Only a short segment of a faint, windy swale is suggestive of road remains along this ascent route. Upon entering the Holcomb Valley floor west of Bradley Road the emigrant route skirts the northern perimeter of the valley bottom which is a very wet, boggy area. Some compacted roadbed remains are still visible for a short distance along the base of the southfacing hill on the valley perimeter. More distinct road remains appear farther west as the route begins an ascent out of the valley bottom. This site section is represented by a narrow, but distinct swale in a woodland setting on the valley bottom perimeter and then by a narrow, compacted roadbed ascending an eastfacing, wooded hillside, disappearing into a powerline right-of-way. Above the right-of-way the site section reappears as a "used" access road from Hilltop Road to the powerline.

The site section terminates near Hilltop Road. The route then crosses Hilltop Road and traverses agricultural areas, including tree farms, residential and public school developments and a housing project without visible traces still apparent. An isolated, narrow swale is evident just west of Holcomb Elementary School in a horse pasture. The Barlow route apparently converges with the current Holcomb Road alignment just west of the Swan Avenue intersection. An isolate swale section is apparent in a small field adjacent to Holcomb Road at the point of convergence. From this point the emigrant route more or less follows the Holcomb and Abernethy road alignments to near the mouth of Abernethy Creek.

Only a couple of historic buildings are located along this route segment, including a house on Swan Avenue. Also, a possible unmarked early pioneer gravesite has been identified by residents in a wooded area near some faint road remains described above.

Thus ends the Barlow Road route. The feelings of the emigrants can best be summed up by two emigrant diary entries. On Sunday, August 15, 1852, Jared Fox wrote the following prayer,

so after 4 months & 3 days wandering we (Charles & myself) have reached settlement with our horses, 3 in number, & dog all alive, for which we ought & I trust are thankful to kind Providence. We have not been laid up a day by sickness or lameness, either ourselves or horses. Our fellow travellers have lost their horses & oxen by accidents, by drowning, by sickness, by poverty, by thieves &c, and their own lives by Fevers, by Cholera, by Small pox, by measles, by Indians, by other emigrants, by drowning & various other accidents. O

how thankfull ought we to be, and others now are sick & starving and have lost their teams or far from being through. Lord help us to be thankfull & bless us still.

The following month, on September 16, Esther Hanna wrote another prayer

My heart arose in gratitude to God that we had been spared to reach this land! Six long months have elapsed since we left our native land, and now after having passed through dangers seen and unseen, sickness, trial and difficulty, toil and fatigue, we are safely landed on the Pacific shores! Thus far the Lord has led us on. 'Hitherto He has helped us. What shall we render unto His name for his goodness unto us?'

Though Abernethy Creek and Oregon City were not actually seen by all emigrants who survived the long trek from Missouri, it did represent a goal of reaching civilization by most emigrants in perservering the last days of difficult travel across the mountains. It represented not only settlement and its "luxuries", but protective government as well, no matter how rudimentary.

Appendix 3

Travel Diaries and Journals of the Barlow Road,
Laurel Hill to Philip Foster's Farm, 1845-1947

Editorial Notes Inserted

Introduction

The following diaries are those located during the literature search and field reconnaissance, Phase I, Barlow Road Study, mounted for the Planning Department, Clackamas County, Oregon. The diaries have been typed as written with editorial notes entered in brackets. The editorial methodology was to clarify locations, route sequences, locations of camps and river crossings, and pinpoint where emigrants were traveling in the watershed of the Sandy River. All of the diaries but three are for westbound travelers. John Howell in 1846, William Findley in 1847 and John W. and Lou C. Beard in 1947 traveled east over the route and penned accounts of their experiences.

Careful study of these narratives confirms that the "south bank route," the road between Rhododendron to near the mouth of the Salmon River, served as the primary travel route for virtually all emigrants by 1848 and in the years following. The "north bank route" along the Sandy River east of Rock Corral was used but not as a primary wagon road. As early as 1845 emigrants driving livestock around the north slope of Mount Hood descended via an Indian Trail into the Sandy watershed and passed down the north bank of the Sandy River. They then ascended the Devil's Backbone and headed west to the Willamette Valley. It is likely that the road explorers in 1845 and emigrants in 1846, and possibly in 1847, used the north bank route. By 1848, however, emigrants consistently crossed the Zigzag River near the later community of Rhododendron and proceeded almost due west down the south bank of the Sandy River toward the Salmon River confluence before making the first crossing of the Sandy to the north bank. A summary drawn from diary information confirms primary use of the south bank route. [See Table 1].

The diary analysis has helped pinpoint trail location and features and led the consultant team to conclude that it should concentrate on the south bank segment as a primary route for the Barlow Road. Thus the Phase I study has proceeded in Quarter 3 with this revised definition of scope of work.

Stephen Dow Beckham
Richard C. Hanes

Table 1

Routes in Sandy Watershed West of Rhododendron, Oregon

Writer	Dates	Bank Route	Camps
<u>1845:</u>			
John Howell	Oct. 7-10	Undetermined	(8/7) east of road (8/8) on small stream (8/9) on Clackamas River
Joel Palmer	Oct. 26-30	North Bank	(8/28) Mensinger Bottom (8/29) Deep Creek area (8/30) McSwain claim
<u>1846:</u>			
John Howell	May 16-26	Undetermined	(5/16) Zigzag River
<u>1847:</u>			
William Findley	May 27-28	North Bank	(5/27) Rock Corral area (5/28) Top Laurel Hill
Isom Cranfill	Sept. 13-14	South Bank	(9/13) Rhododendron (9/14) Devil's Backbone ?
Absolom Harden	Sept. 20	Undetermined	(9/20) Near Salmon River
<u>1848:</u>			
William Anderson	Sept. 6-10	Undetermined	(9/6) Foot Laurel Hill (9/7) On Sandy River ? (9/8) Frankus' place (9/9) Sandy townsite (9/10) Foster's place
Riley Root	Sept. 9-11	South Bank [?]	(9/9) Rhododendron (9/10) Second Sandy Crossing (9/11) Philip Foster's
Benjamin Cleaver	Sept. 11-16	Undetermined	(9/11) On Zigzag River (9/12) Rhododendron (9/13) On Sandy River (9/14) Mensinger Bottom ? (9/15) Varetti's place (9/16) Cedar Creek ?

1849:

William Watson	Sept. 7-10	South Bank	(9/7) East of Salmon River (9/8) Marmot area (9/9) Tickle Creek
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1850:

Samuel James	Aug. 30- Sept. 3	Undetermined	(8/30) Near Rhododendron (8/31) Herrick Creek (9/1) Varetti's place (9/2) Past Tickle Creek (9/3) Foster's place
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1851:

Amelia Hadley	Aug. 21-22	Probable South Bank	(8/21) Near base of Laurel Hill (8/22) 2nd Sandy Crossing
Neil Johnson	Sept. 6-7	Probable South Bank	(9/5) Above Rhododendron (9/6) Near Salmon River (9/7) Foster's place
P.V. Crawford	Sept. 17-20	South Bank	(9/17) Zigzag River (9/18) Rhododendron area (9/19) Mensinger Bottom (9/20) West of Sandy townsite
Charles Brandt	Sept. 22-26	Undetermined	(9/22) Near base of Laurel Hill (9/23) Undetermined (9/24) Devil's Backbone (9/25) Undetermined (9/26) Foster's place

1852:

Jared Fox	Aug. 13-15	South Bank ?	(8/13) Above Rhododendron (8/14) Cedar Creek (8/15) Foster's place
Esther Hanna	Sept. 14-16	South Bank	(9/14) East of Salmon River (9/15) Sievers/Marmot area (9/16) Foster's place
E. W. Conyers	Sept. 20-23	South Bank	(9/20) Rhododendron (9/21) North bank of Sandy across from Salmon R. (9/22) Tickle Creek (9/23) Foster's place

Maggie Scott	Sept. 26-27	South Bank ?	(9/25) Rhododendron (9/26) East of Salmon River (9/27) Frankus' place
Jesse Moreland	Sept. 29- Oct. 4	Undetermined	(9/29-10/2) Undetermined (10/3) Second Sandy River Crossing (10/4) Near Foster's
John Kerns	Sept. 29- Oct. 2	South Bank	(9/29) Wildwood area (9/30) Sievers (10/1) South of Sandy (10/2) Foster's place
Cornelia Sharp	Oct. 3-7	South Bank ?	(10/3) East of Rhododendron (10/4) Zigzag area (10/5) Mensinger's Bottom (10/6) Frankus' place (10/7) Near Foster's place

1853:

Orange Gaylord	Aug. 20-22	Undetermined	(8/20) Rhododendron area (8/21) Cedar Creek (8/22) Foster's place
Amelia Knight	Sept. 10-12	South Bank ?	(9/10) East of Rhododendron (9/11) Rock Corral area (9/12) Cedar Creek
John Dinwiddie	Sept. 24-29	Undetermined	Undetermined
Elizabeth Goltra	Sept. 25- 27	South Bank ?	(9/25) East of Salmon River (9/26) Sievers ? (9/27) 2nd Sandy River Crossing
George N. Taylor	Oct. 6-9	Undetermined	(10/6) East of Rhododendron (10/7) Varetti's place (10/8) Cedar Creek (10/9) Foster's place

1854:

Sylvanus Condit	Sept. 13-16	Undetermined	(9/12) Base of Laurel Hill (9/13) Rhododendron (9/14) Rock Corral (9/15) Revenue's place (9/16) Foster's place
Philip Condit	Sept. 13-16	Undetermined	(9/12) Base of Laurel Hill (9/13) Rhododendron

Appendix 3

Travel Diaries of the Barlow Road,
Laurel Hill to Philip Foster's Farm, 1845-1947

[Editorial Notes Inserted]

1845:

- ° John E. Howell crossed around the southern margin of Mount Hood on an Indian trail in 1845. He wrote about his descent of the Sandy River watershed on October 7-10, 1845:

[October] 7, Tuesday. Trav. down Sandy bad road camp on east side tolerably good grass. Very large timber.

[October] 8, Wednesday. Trav. down Sandy Camp on a small stream poor grass fallen timber good soil.

[October] 9, Thursday. Trav. Tolerable road good soil. Camp on waters of Clackamas. Good grass, good water (Howell 1907:153).

- ° Joel Palmer wrote on October 26-30, 1845:

October 26. This morning at eight o'clock, we were on the way. It was rainy, and disagreeable traveling. We followed the trail over the main part of the mountain, when we overtook several families, who had left us on the twenty-second. Two of the families had encamped the night before in the bottom of the deep ravine; night overtook them, and they were compelled to camp, without fuel, or grass for cattle or horses. Water they had in plenty, for it was pouring down upon them all the night. One of their horses broke loose, and getting to the provision sack, destroyed the whole contents. There were nine persons in the two families, four of them small children, and it was about eighty miles to the nearest settlement. The children, as well as the grown people, were nearly barefoot, and poorly clad. Their names were Powell and Senters. Another family by the name of Hood, had succeeded in getting up the gravelly hill, and finding grass for the animals, and a little fuel, had shared their scanty supply with these two families, and when we overtook them they were all encamped near each other. We gave them about half of our provisions, and encamped near them. Mr. Hood kindly furnished us with a wagon cover, with which we constructed a tent, under which we rested for the night.

October 27. The two families who had lost their provisions succeeded in finding a heifer that belonged to one of the companies traveling in advance of us. In rambling upon the rocky cliffs above the trail for grass, it had fallen down the ledge, and was so crippled as not to be able to travel. The owners had left it, and

as the animal was in good condition, it was slaughtered and the meat cured.

After traveling four miles through the fresh snow, (which had fallen about four inches deep during the night), we came to where the trail turned down to the Sandy [Laurel Hill?]. We were glad to get out of the snow, as we wore moccasins, and the bottoms being worn off, our feet were exposed. Two miles brought us to where we left the Sandy, and near the place where we met the party with provisions; here we met Mr. Buffum, Mr. Lock, and a Mr. Smith, with fourteen pack-horses, going for effects to Fort Deposit--the name which we had given our wagon camp.

The numerous herds of cattle which had passed along had so ate up the grass and bushes, that it was with great difficulty the horses could procure a sufficiency to sustain life. Among the rest, was a horse for me; and as I had a few articles at the fort, Mr. Buffum was to take the horse along and pack them out. Two of his horses were so starved as to be unable to climb the mountains, and we took them back with us. The weather by this time had cleared up; we separated, and each party took its way.

A short distance below this, our trail united with one which starting from the Dalles, runs north of Mount Hood [Lolo Pass Trail], and until this season was the only trail traveled by the whites. We proceeded down the Sandy, crossing it several times, through thickets of spruce and alder, until we arrived at the forks [Sandy and Zigzag rivers], which were about fifteen miles from the base of Mount Hood. The bottom of the Sandy is similar to the branch of De Shutes which we ascended; but in most cases the gravel and stones are covered with moss; portions of it are entirely destitute of vegetation. The mountains are very high, and are mostly covered with timber. At a few points are ledges of grayish rock, but the greater part of the mountain is composed of sand and gravel; it is much cut up by deep ravines, or kanyons. The trail is sometimes very difficult to follow, on account of the brush and logs; about our camp are a few bunches of brakes, which the horses eat greedily. The stream coming in from the south-east [Zigzag River] is the one which I followed down on the 14th, and from appearances I came within five miles of the forks. The bottom in this vicinity [Zigzag area] is more than a mile wide, and is covered with spruce, hemlock and alder, with a variety of small bushes.

October 28. We started early, and after having traveled several miles, found a patch of good grass, where we halted our horses for an hour. We then traveled on, crossing the Sandy three times. This is a rapid stream; the water is cold, and the bottom very stony. We made about fifteen or sixteen miles only, as we could not get our horses along faster. We struck into a road recently opened for the passage of wagons. Mr. Taylor, from Ohio, who had left our company with his family and cattle on the 7th, had arrived

safely in the valley, and had procured a party of men and had sent them into the mountains to meet us at the crossing of Sandy. They had come up this far, and commenced cutting the road toward the settlements. After traveling this road five or six miles we came upon their camp, where we again found something to eat; our provisions having been all consumed. The road here runs through a flat or bottom of several miles in width, and extending ten or twelve miles down the Sandy [Wemme to Mensinger Bottom]; it bears towards the north, whilst the creek forms an elbow to the south. The soil is good, and is covered with a very heavy growth of pine and white cedar timber. I saw some trees of white cedar that were seven feet in diameter, and at least one hundred and fifty feet high. I measured several old trees that had fallen, which were one hundred and eighty feet in length, and about six feet in diameter at the root. We passed some small prairies and several beautiful streams, which meandered through the timber. The ground lies sloping to the south, as it is on the north side of the creek. In the evening it commenced raining a little. We remained at this camp all night.

October 29. This morning, after breakfast, we parted with our friends and pursued our way. We soon ascended a ridge which we followed for seven or eight miles, alternately prairie and fern openings [Devils Backbone]. In these openings the timber is not large, but grows rather scrubby. There are numerous groves of beautiful pine timber, tall and straight. The soil is of a reddish cast, and very mellow, and I think would produce well. We came to the termination of this ridge and descended to the bottom, which has been covered with heavy timber, but which has been killed by fire [Vaeretti homestead area]. From this ridge we could see several others, of a similar appearance, descending gradually towards the west.

We here crossed the creek or river, which was deep and rapid; and as our horses were barely able to carry themselves, we were compelled to wade the stream [Revenue Crossing]. Buckley had been sick for several days, and not able to carry his pack; and if at other times I regretted the necessity of being compelled to carry his pack, I now found it of some advantage in crossing the stream, as it assisted in keeping me erect. Buckley in attempting to wade across, had so far succeeded as to reach the middle of the stream, where he stopped, and was about giving way when he was relieved by Farwell, a strong athletic young yankee from the state of Maine. In crossing a small bottom, one of the horses fell; we were unable to raise him to his feet, and were compelled to leave him. The other we succeeded in getting to the top of the hill, where we were also compelled to leave him. The former died, but the latter was taken in a few days after by those who were opening the road. After being relieved of the burthen of the two horses, we pushed forward on foot, as fast as Buckley's strength and our heavy packs would allow; and as it had been raining all day, our packs were of double their former weight. At dark we met a party of men who had

been through with a drove of cattle, and were returning with pack horses for the three families who were yet at Fort Deposit. We encamped with them. After crossing the Sandy our course was south-west, over a rolling and prairie country [Sandy to Foster's]. The prairie, as well as the timber land, was covered with fern. The soil was of a reddish cast, and very mellow, as are all the ridges leading from the mountain to the Willamette or Columbia river. We traveled this day sixteen or seventeen miles.

October 30. This morning was rainy as usual. Four miles brought us to the valley of the Clackamis, which was here five or six miles wide. The road was over a rolling country similar to that we passed over on yesterday. To the left of the trail we saw a house at the foot of the hill; we made for it, and found some of our friends who had started from camp with C. Gilmore. The claim was held by a man named McSwain [later Foster's]. We tarried here until the morning of the 31st, when we again started for Oregon city (Palmer 1847:80-83).

1846:

- ° John E. Howell headed east in 1846 via the newly-opened Barlow Road. He wrote:

May 16 I am now lying on a small stream called Zig zag on Capt. Barlow's road on my way to the States, 45 miles from all humans. We made the attempt to cross the Mts. with our pack animals but was prevented by the snow it being 10 ft deep on Mts. where road passes through solid enough for a man to walk on. Our animals were unpacked at the commencement of the snow and taken back to grass by the rest of the company. I remain with the packs my only companions Grizzly Bears and their habits are rather unsocial and not much to be desired.

Review of the Oregon Road Pack horse trail and wagon road alternately. Left the Willamette Valley on the 26th May travelled the wagon roads it being difficult on (account) of high waters and deep snow in the Cascade Mts. For 10 or 12 miles on and near the summit the snow varied from 2 to 10 ft in depth, sufficiently solid for horses to travel on top. Crossing streams on natural bridges of snow. After passing the snow about 30 miles the grass was in its bloom and very fine until I reached Ft. Bosia (Howell 1907:156-157).

1847:

- ° William Findley traveled eastward over the Barlow Road in May, 1847:

Oregon City, May 1, 1847

We started for the U.S. 35 in number. We proceeded to the _____ settlements 20 miles from the city. Here we camped and a party

proceeded to examine the Cascade Mountains and see if it could be crossed but found from 10 to 12 feet of snow on the mountain. Returned and reported unfavorable so we lay in camp to the 27th.

May 27 The morning of the 27th we left the Clackamas for the mountain. Traveled 10 miles [from Foster's] to Sandy. Crossed first time. Traveled 10 [actually 14] miles to second crossing. Here camped.

May 28 Traveled up Sandy to the Forks [of Zigzag and Sandy rivers]. Here we crossed the North fork [Sandy River]. Traveled up the south fork [Zigzag River] to the last crossing of the wagon road then traveled on the same. This road was opened through the mountain by William [Samuel K.] Barlow in the summer of 1846 and the immigrants traveled over the mountain in the fall of the same year. We crossed on the top of the mountain at the snow. Made 20 miles.

May 29 Crossed the mountain trail on snow from 5 to 10 feet deep. Many of the streams the snow formed safe bridges that we crossed on with our animals. We crossed the mountain south of Mt. Washington [Hood]. The mountain is covered with heavy timber. Fir, hemlock and cedar. Made 20 miles today, camped on the Tieh [White River which runs toward Tygh Valley].

May 30 Traveled miles 20 and camped on a small creek

May 31 Traveled 30 miles to the Dalls. Here stayed overnight (Findley 1847).

° Isom Cranfill wrote on September 13-14, 1847:

[September 13] Mon. four ms. of Stumpy Roads brot us to Lorel Hill we decended it in three benches the last is much the longest & most Dificult 2 ms further brot us to a Small branch 3 ms furthur to Zig zag Creek we went 2 ms. down it Crossing it three times & Camped (Tol Grass) Roads on Zigzag is band Rocky & Sandy [Seven miles actual distance from base of Laurel Hill to Rhodendron].

[September 14] Tues. Crossed Zigzag once 3 ms. brot us to first Crossing of Sandy [near Salmon River] we went down it Six miles [past Rock Corral and Mensinger Bottom] & turned to the Right up the mountain [at Herrick Creek up Devils Backbone] (Cranfill 1847)

° Absolom Harden wrote on September 20, 1847:

Sept. th20 [Leaving Summit Meadows] we traveled 7 miles and came to the Larrel hill this is the worse hill on the road from the States to Oregon it is one mile Lonng going down then we traveled 14 miles farther and incamp on Sandy [near the crossing of the

Salmon River some 14 miles west of the base of Laurel Hill] (Harden 1847:43)

1848:

° William Wright Anderson wrote on September 6-8, 1848:

[September 6] . . . [after descending Laurel Hill] we camped on a stream caled sandy [Zigzag River] in a rocky canyon at the foot of Mount Hood [west of Laurel Hill] there was [n]ot a spear of grass here for our cattle so we chained them up and cut some alder bushes for them to brouse on and then lay down amongst the rocks and slept sound untill morning

September the 7th we traveled 8 [7 actually] miles when we came to some grass [probably at Lamoreaux Meadow near Rhododendron] on the wright of the road we stoped turned our cattle out and let them graze a while then started on agan and traveled 5 miles further [to vicinity of Marmot Bridge] making 13 miles to day

September the 8th we traveled 14 [actually 10 or 11] miles and camped on the side of a mountain and found a spring of watter on the left of the road here one of Isaac Millers best horses gave out and died our road to day was verry mountainous [over the Devil's Backbone]

September the 9th we traveled 5 miles over some verry steep hills we had a shower of rain this morning which caused the mountains to be verry slippy my waggon slide around at one hill and got before the team and crippled the off lead ox we got them stoped chained the waggon to a tree and took the cattle loose unloaded the waggon and then let it down with chains and ropes [probably at the McGugin place on the southwest face of the Devil's Backbone to the Luigi Vaeretti place on the banks of the Sandy River]

September the 10th we traveled 8 miles which brought us down off the mountains into the Walwalmetta valley in sight of the habittation of of Civelized man [Philip Foster's farm] haveing made the trip from St. Josephs on the Missouri river in 4 months and 14 days . . . (Anderson 1848).

° Riley Root wrote on September 8-11, 1848:

[September] 8th--10 miles to camp. No grass. Chaind our oxen to trees, and cut a few birch limbs for them. Passd, to-day, what is calld Laurel hill. It is steep and dangerous.

[September] 9th--6 miles, down Muddy fork [Zigzag River] of Sandy, to camp. No grass. Drove our cattle across the stream and found some grass for them. This has been a rainy day.

[September] 10th--15 miles, most of the way over a good road,

especially on the ridge, called by some, 'Devil's Back-Bone.'

[September] 11th--8 miles, over a hilly road, down to the first settlement [Foster's] at the west foot of the Cascade mountains. One mile to the last crossing of Sandy creek, 7 more to camp (Root 1955:32).

° Benjamin Cleaver wrote on September 11-16, 1848:

Sept. 11th - 1848 . . . we went down this [Laurel] hill & camped in the tallest kind of pine timber. we had a fine little Branch of water-Zig Zag creek but very little grass. these Kaskade Mountains is a good place to loose cattle in. we have lost none yet in the forest, but S[tephen] F[rench] Farrow [Cleaver's son-in-law] had one to give out & [he] left him. there is also a quantity of Cedar wood in these Mountains & various kinds of wild fruit. 10 [miles]

Sept 12th - 1848 we this day traveled only 3 miles a Road some better than yesterday & Camped lower down on the same Branch that we Camped upon last night [on Zigzag River]. timber smaller than last night. our grass lay off to our Right hand side of the Road some 3 hundred from the Road in marshy land on little Branches [at Lamoreaux Meadow]. plenty of wild fruit such as Red & purple Huckle berries. Sallal Berries &c 3 [miles]

Sept. 13th - 1848 this day Cattle & horses were missing & we hunted til noon & found them. one of my work steers gave out & we left him. we traveled about 3 miles & struck Sandy Creek a Rappid muddy stream 30 or 40 paces wide. we then traveled 4 miles further & Camped on Sandy. the Road runs down Sandy. the road today is tolerable level but Rocky & sandy. we had no grass to night - tied up our cattle & horses & fed them Alder leaves. the timber is some smaller than yesterday 7 [miles]

Sept. 14 - 1848 This day we traveled down Sandy some 4 miles over a Road that is Rocky in many places & Sandy in other places also thick timber in places & stumpy. we crossed the Sandy several times to day we then Rose a small hill into heavy timber land -- the soil is Excellent. we traveled several miles through this fertile land we then decended into the Sandy bottom & traveled a few miles & Camped on Sandy grazing is not good any place in these Mountains the Road to day altogether is not good 10 [miles]

Sept. 15th - 1848 this day we had three tolerable hills within the first 4 miles [two at Cooke Ranch and Mensinger Bottom]. 2 of which we double teamed at at about 2 miles from Camp we left Sandy River & Rose onto the high land [Mensinger Bottom river terrace]. soil very good. about 4 miles from Camp is the last water [Herrick Creek]. the latter part of the Road is a fine Ridge Road mostly timber with some berren openings [Devils Backbone]. we traveled to the first Edge of Sandy Bottom - had to go down a steep hill & Camped on a small Branch at the foot of the hill [at the later

Vaeretti homestead]. grazing poor & Camping places Brushy as in
Common in these Mountains we see very large hazle to day. Pine is
the principal timber here. 13 [miles]

Sept 16th - 1848 this day we left our Camp in the East side of
Sandy Bottom, went down one bad steep hill between here and the
Creek [in vicinity of Ten Eyck Road and Marmot Road intersection].
it is one mile to the Creek from Camp immediately after Crossing
the River, which is the last time we Cross it. we had several Bad
hills to go up which we had to double team at [past the later
Revenue donation land claim site and up to the later Sandy
townsite]. the land to day is generally Rolling but quite furtille.
we Camped on a small Branch in the timber. had tolerable grass &
some Brush & plenty of wood
5 [miles]

(Cleaver 1848:16-19)

1849:

° William J. Watson wrote on September 7-9, 1849:

[September] 7th. . . . [Descent of Laurel Hill] Eight miles
brought us to Milk [Zigzag] river, road tolerable good; crossing
this stream several times [Zigzag River, Bear Creek and Still
Creek] and going down it [south bank of the Sandy River] seven
miles is the most level road between St. Joseph and Oregon City.
Here we encamped at an old camping ground [1 or 2 miles east of the
mouth of Salmon River], and drove our cattle over the creek to good
grass, having seen none for the last day and a half. Three oxen
gave out and were left.

Our camp was all excitement to-night. Three Americans going over
the mountains to see their friends, and two Indian companies stayed
with us.

[September] 8th. This morning we started at seven o'clock, and
after crossing the [Sandy] river we had some very rough road; with
several short, bad hills, at one of which we had to double teams.
One mile from this hill we crossed a little branch; here we nooned
[at Rock Corral]; grass scarce, very heavy timber. Two miles from
this place we crossed another branch [Herrick Creek], where we
filled our water casks, it being nine miles to the [Sandy] river
[second crossing]. Going a mile and a half up Laurel Hill [Devil's
Backbone], we encamped for the night [in the vicinity of Marmot]:
grass very scarce, but plenty of pea vine, which the cattle were
very fond of.

[September] 9th. This morning we ascended Laurel Hill [Devil's
Backbone between Marmot and Sievers] by a narrow ridge; we had a
very heavy road to the top of the first hill, which was very steep;
down this hill [Devil's Backbone] we came to another [Sandy River

crossing]; very bad and large rocks. After crossing the [Sandy] river, sixty yards wide, and from two to two and a half feet deep; a mile farther, having three steep little hills [up Sandy Ridge], here we nooned. This evening, after a travel of five miles we had to double teams twice; we crossed a small branch [Tickle Creek], filled our casks, went on the hill and encamped for the night; tolerably good grass (Watson 1851:46-47).

1850:

° Samuel James wrote on August 30-September 3, 1850:

[August] 30 On the Sandy [River]. Some difficult crossings. Has to be crossed six times. 9 [miles] [Stopped just west of Rhodendron, Oregon, one or two miles.]

[August] 31st Sunday. Foot of Devil's Backbone [to vicinity of Herrick Creek] 15 [miles]

Sept. 1 Last crossing of Sandy. Went over Devil's Backbone and let the wagons down by ropes [to base of Devil's Backbone near the later Luigi Vaeretti place], having the cattle all taken off. 6 [miles]

[September] 2 Fern Patch. Crossed the Sandy last time. Bad hills [on the ascent to the later townsite of Sandy, Oregon] 7 [miles]

[September] 3d Foster's Bad Hills [Deep Creek] 5 [miles] (James 1850)

1851:

° Amelia Hadley wrote on August 21-22, 1851:

Thursday August 21 Traveled 15 miles over a muddy stony road over dividing ridge all the team can do to struggle along

Fryday August 22 traveled 28 miles some of the day had verry good road have had verry good luck in finding grass, cross the big and little Sandy, camp to night within 10 miles of settlements [probably at the second crossing of the Sandy] (Hadley 1984:96).

° Rev. Neil Johnson wrote about events after September 6, 1851:

It was raining when we got to Barlows Gate, and continued to rain for several days, raised the mountain streams until the road became unpassable. Hemmed in between two crossings of the Zigzag, here were more than 20 wagons and teams, no food for beasts, and rain still falling in torrents. We had left one wagon and team, and my two mares on the summit prairie, where there was what seemed good grass, with two of the boys to bring them on when the rain ceased,

but on the summit the rain turned to snow, and our two mares and our entire stock left there perished. Our team was now so far reduced that I found it out of the question to get my family out of the mountains without help. I started early the sixth of September afoot to walk into the settlement some 30 miles. The first night I camped with Mr. Cole and Mr. Forman, in one of the forks of Sandy River [namely, on the Zigzag River]. On the next morning, being the seventh of September, my birthday, I was today 49 years old, Mr. Forman kindly proposed that I might ride across in his wagon, but as his team was very weak, and he and his hands were going to walk, I thanked him and declined his offer. So I followed his wagon into the cold swift stream [at the first crossing of the Sandy River just above present Brightwood]. I found it about waist deep and very cold and swift, and if I had not caught hold of his wagon body, I should certainly been carried down stream and probably been drowned.

A short distance [some eleven miles from setting out and therefore probably along the South Bank route] before I arrived at the next and last crossing of Sandy, I met a man I have often regretted that if I learned his name I forgot it. I inquired as to the crossing and learned that it was deeper than the one I had crossed in the morning, and he kindly proposed to turn back with me and permit me to ride his horse across, and then turn him in and drive him across to him, which I did. This I have ever since looked on as one of the kindest acts I had received on the whole trip, and an immediate providence. I arrived at Mr. Foster's a short time before sunset [approximately 27 miles for Sept. 7], this is the first hour [house] that the emigrant comes to in the valley; here I saw the first signs of civilization since I left St. Joseph, some five months ago, such as poultry, hogs, fruit trees, and so forth (Johnson 1851).

° P. V. Crawford wrote on September 17-20, 1851:

September 17. This day we traveled twelve miles, including several hills, among which was Laurel hill. We strike a small creek, which we drove down and encamped among the tall firs, many of which would measure three hundred feet.

September 18. This day we traveled nine miles. Three miles down the creek brought us to Little Sandy [Zigzag River], down which we traveled six miles, through thickets and over stones or boulders of all sizes. We camped this night among dead timber [near Rhododendron]. Poor grass.

September 19. This day we traveled nine miles, the most of the way over heavy sand and boulders. At the end of six miles we crossed Big Sandy [above Brightwood]. After crossing we traveled over two stout hills and encamped on a bench land [Mensinger Bottom] at the foot of a ridge, known here by the name of Back Bone; here we found poor feed for our cattle.

September 20. This day we traveled ten miles. First we ascended a long hill onto a long ridge [Devils Backbone], which we followed several miles, at the end of which we descended a very steep hill, to the creek bottom. Here we crossed the creek at a ford, which was very swift and bad to cross, on account of large boulders. The road from here was good except two short, steep pitches we had to climb [past later Revenue's site] and one tolerably long and very steep hill [Sandy townsite ridge]. We are now entirely through the Cascade mountains, into the great Willamette valley.

September 21. This day over tolerably hilly road. At the end of seven miles we reached Philip Foster's, the first white settler on this route . . . (Crawford 1924:168-169).

° Charles A. Brandt wrote on September 22-26, 1851:

September 22. . . . Camped at the foot of Laurel Hill. Oh! what a hill.

September 23. On the move early. Our cattle were nearly starved because of the scarcity of grass. Traveled 12 miles and camped [in Rhododendron area].

September 24. Traveled 16 miles to the top of a mountain and camped [on Devils Backbone]. Cattle very weak. Several small hills. No good roads.

September 25. Today we crossed Sandy River 80 yards wide. Several cattle gave out today.

September 26, 1851. Traveled 7 miles to Fosters over a hilly rough road. This ended our journey to Oregon (Brandt 1851:25-26).

1852:

° Jared Fox wrote on August 13-15, 1852:

Friday [August] 13th . . . Camped on Sandy [Zigzag River about 2 or 3 miles above Rhododendron] this night & such another road I never saw as this along the Sandy [Zigzag], over round rocks and some of streams we have to cross from 12 to 15 times over rocks. Had but little grass this night or dasy except what we fetched with us. This day got some black raspberries. Have been very plenty but gone. Got whatever blackberries we wanted and often goose berries. Passed near the foot of Mount Hood with lofty banks of snow & saw the smoke come out of the side near the top. Just before we got to Deshutes river we began to come to some scattering trees and in [end p. 50] sight of the Caskade range covered with thick timber. It would pay well for a man to go some little distance to see the timber on these mountains, the largest and tallest I ever saw, stands thick & some from 6 to 8 or 10 feet

through & said to be 300 feet high. Pine of different kinds & cedar, spruce, Tameriack, hemlock is the principal timber.

Saturday [August] 14th. Weather looks good but team looks hard. Started with hopes of reaching the settlement said to be some 25 or 28 miles, but our horses were too near done over. Had some very good road and some very hard hills both up & down [Devils Backbone]. Began to fear that we might loose our team. Kept giving them flour in their water is all that kept them alive. If we had been out of flour we should have been out of a team. Let our team go slow and picked some Filberts nuts and although much of the road was quite passible yet we only made some 20 miles & camped at the last crossing of the Sandy [perhaps near Cedar Creek]. Eat the last of our provisions except a little flour & very few dried apples. Got some grass. 5 ox teams stopped with us, 4 went a little further, horse teams all behind.

Sunday August 15th. Felt it duty as we could not get through last night to go this morning. Let our horses browse a little & eat a little bread, licked our dishes & at about 8 O'clock started. Had a very hard hill [Sandy townsite] to climb the first thing. Got on slowly. Same afternoon came in sight of a house. This was a new beginning and afforded nothing. At a sharp little hill between the garden & house Jerry horse fell down & I thought it his last but we got him up & got up the hill. One mile from here we came to Fosters, heretofore known as the first house, and old barn & quite a good one, plenty of hay & grain & provisions . . . (Fox 1852:50-51).

° Esther Belle (McMillan) Hanna wrote on September 14, 1852:

Travelled on for some distance, and overtook our two young men again, as they had started ahead of us in the morning. We ate our dinner of dried bread and a cup of water out of Big Sandy [Zigzag River], which flowed hard by. Cut some alder brush for our stock as there was no grass. This by the way, is a common method of feeding on the mountains, to cut down the branches of alder and maple for the cattle to browse upon. They like it very well. . .

We went a little farther after we had rested but soon found that our mare could not travel any longer. She was so reduced for want of proper food and the hard travel of the forenoon. So we concluded to stop and rest for the afternoon and night. We selected our camp and halted. The young men were out of provisions by this time and ours were far spent. We knew not what to do. We asked two or three wagons for flour as they passed, but they had none to spare, as there are many families now almost famishing. Fortunately, a young man from the valley, who had come out to meet friends, came past. He had a little flour to spare, which he gave us, with a tinfule of rice, for which he would take nothing. We were very thankful for it. but we had neither salt nor saleratus, nor anything to bake in. Mr. H. went to a camp near and got a

little of each with a skillet to bake in. I made up the dough, kneaded it in a cloth and baked it. It looks good, for all it had nothing but water, salt and saleratus in it. Feel very weary tonight, having walked from 15-20 miles today [from Government Camp down the Zigzag and along the south bank of the Sandy River]. . . (Allen 1946:116).

Wednesday, [September] 15th: Last night it commenced raining about midnight. We were lying out with a quilt and two blankets. We got up, put our sack containing a few personal things under Mr. H's gum coat. We then hoisted our umbrella over our heads, lay down again and slept! This morning our quilt was wet through and all our clothing damp. We had a hard bed as the ground was very uneven, with nothing but a blanket under us. I felt very sore and my limbs were stiff from the effects of walking so far yesterday and the damp of last night.

Our mare appeared much better this morning and we started again on our way, going very slowly.

Mr. H. insisted on my riding one of the mules, which I did and found it much better than walking. But we soon found out that she could not go as she appeared to fail at every step and finally lay down on the roadside. I cannot describe my feelings at this time! This noble animal that had been of so much service to us and worth so much to us if we got her through, laid down to die! I went on ahead with the mules. Mr. H. and the young man waited a while but could do nothing for her. Finally I saw them coming carrying her bridle. I knew then that it was all over with her. I burst into a flood of tears. It seemed that trouble and trials came thick and fast upon us, and at a time when we could less bear it. Mr. H. tried to comfort me although he was so much agitated as to be hardly able to speak.

We started on again with troubled hearts and weary feet. Came on to the crossing of the Sandy [the first crossing near the confluence of the Salmon and Sandy rivers], a very hard stream to cross, as the current is very rapid and the bed of the stream full of large smooth rocks and very deep. Mr. H got on one of the mules to cross and I on the other. When he got to the deepest part, his poor mule stumbled and fell, throwing Mr. H. off on a large rock and the mule on one of his legs, so that he could not move. There happened to be a man wading at the same time, who came to his relief as soon as he could. Mr. H got loose but it was some time before they got the frightened mule out. I was very much alarmed. I thought that Mr. H would certainly be drowned or seriously hurt, but he sustained no injury but a bruise on his leg, his pants being cut on the rock. My heart seemed to turn over when I saw him fall! He was soaked up to the waist. He emptied his boots, which were full of water, and walked 8 miles [from first crossing of the Sandy to Sievers or Marmot] in this condition.

After crossing we met three men coming with fresh cattle to bring in a wagon that was left close beside ours at the summit. They had more than was necessary for one wagon, so Mr. H made a contract with them to bring our carriage for \$30. He also told them if our horse was alive when they passed and able to feed, to take care of her, and if possible to bring her through, for which they would be rewarded. This they promised to do, although we had but little prospect of her coming, yet we still entertained a slight hope. These gentlemen were just preparing dinner, which they generously shared with us.

We set out on our journey, feeling much easier in regard to what we had left behind and having a firmer trust in Providence. We came 8 miles and encamped [at Sievers or Marmot]. Built a large fire to dry our wet clothing, as the saddle bags with our few pieces of clothing in were on the mule that fell down in the water so that they were soaking wet.

Thursday, [September] 16th: We all slept comfortably and arose this morning in fine spirits, as we hope to reach the valley today. I mounted my mule, which I have become very attached to as far as riding is concerned. She is very gentle and paces off very easily. Mr. H walked along, driving the other three. At noon we reached [after 6 or 7 miles] the second crossing [of the Sandy River], which is much deeper than the other. I was afraid to venture it on a mule after yesterday's adventure, so I got into an ox wagon and crossed. Mr. H and the others on the mules. We got over safely. We ate our dinner [on the south bank of the Sandy River] consisting of a piece of dry bread and a cup of water. After this, we started on again, having now but ten miles to go until we could reach Mr. Philip Foster's, which is the first settlement in the valley.

Part of our road this day was good and part very bad, having some steep ascents [Devil's Backbone, Sandy Ridge, and Deep creek] and descents to make (Allen 1946:117-119).

° E. W. Conyers wrote on September 20-23, 1852:

September 20--Monday . . . Bad as the road was we succeeded in getting down this [Laurel] hill in safety. We traveled seven miles further and camped at the second crossing of the Little Sandy [Zigzag River near Rhododendron]. No grass; nothing but browse. One of our oxen gave out this afternoon, and we had to leave him behind for tonight. Today we passed a number of trees that were cut down, leaving a stump thirty to thirty-five feet high, and wondered how the person ever managed to fell the tree and leave such a high stump. But all was made plain when we were told that the trees were cut down when the snow was on the ground.

September 21-Tuesday. Atmosphere this morning cool and cloudy, and a drizzling rain is falling. We traveled ten miles and crossed the Big Sandy [in the Brightwood area]. Here we camped [on the north

bank of the Sandy River]. Nothing but browse for our cattle. It has rained all day. Yesterday we met a man on the road by the name of "Emery," who lives on the Tualatin Plains, in Oregon. He was driving eight or ten head of loose cattle, and was on his way to meet some of his relatives, who were coming across the plains. Last night they all got away from him and started back for home. We saw them coming and headed them off. Two of them were well broke to the yoke. These we yoked up and worked them in place of our tongue yoke. Just after lunch Mr. Emery and his man rode into camp, on his way back, looking for his cattle. We told him what we had done, thinking to save him a long trip after his cattle. He thanked us very kindly and said by so doing we had saved him a good long ride back to his home in the Willamette Valley. Kindly thanking us again, he rounded up his cattle and started back on the road to meet his relatives.

September 22--Wednesday. This morning we started as early as usual [from near the first crossing of the Sandy River], traveling twelve miles, and crossed "The Devil's Backbone." We have arrived at the conclusion that the much-dreaded place that the world calls "hell" is no more to be dreaded, for on our trip across the continent we have safely passed through "The Devil's Gate," [a natural feature at Mile 820 on the Sweetwater River] and witnessed a great many of his works while reviewing his grand estate, and at last, after arriving away out here in Oregon, we have had the exquisite pleasure of driving our team over the old man's backbone. That is, "The Devil's Backbone." Here we will leave the old man's carcass to be wet with the mists of an Oregon winter. We came down a very steep hill [near the later Luigi Vaeretti place] and crossed the Big Sandy [at the second crossing]. This crossing we found was very hard to make on account of the many big boulders to be found in the stream. To get across safely we were obliged to travel a zig-zag course [going downstream on the north bank and back upstream on the south bank]. After crossing we ascended a very long, steep hill [Sandy Ridge] and camped by a small spring of good, cool water on the left of the road. Grass is fairly good tonight. Tonight Mrs. Burns made bread from the last of our flour; also, at this meal we consume the last of our meat, and, in fact, we are about out of everything eatable. We live in the hope that there will be plenty for all when we arrive at our destination. My! Oh, my! what a hungry crowd the people of Oregon will have to feed during the coming winter, and the great majority of them have no money to buy with.

September 23--Thursday. We started early this morning for Foster's ranch which we are told is only six miles from this camp. Very good road . . . (Conyers 1906:505-506).

° Maggie Scott, sister of Abigail Scott, wrote on September 26-27, 1852:

Sept. 25; [26] this morning, one of the company, started ahead of us on horseback after provisions. Several of the cattle got away,

and we waited until ten o'clock to find; We did not find the lost cattle, but went ahead about eight miles [from the camp at the crossing of the Zigzag River to east of Salmon River] with the remainder of our teams; In company with other misfortunes, we broke a wagon tongue a king bolt, and some loose cattle could not travel fast enough to keep (up) with us. All this time we had nothing to eat. We encamped again on the Zigzag [south bank of Sandy River about a mile east of Salmon River], where we bought some sour flour for \$15,00 which answered for our supper,

Sep 26 [27] We traveled twelve miles [from the first crossing of the Sandy River], and encamped upon the Devils backbone, near a good spring of water. We found the lost cattle this day.

we were met this day with supplies (Scott 1986:134).

° Rev. Jesse Moreland wrote on September 29-October 4, 1852:

[Sept.] 29 we had the worst road today we have ever had and it Rained still no grass

[Sept.] 30 today worse Road than we have had yet [down Laurel Hill] six Months to day we started from Cartinville Ill

Oct 1 We made [in] the Rain 12 Miles over still Bad Road here we Lost one yoke of cattle

Oct 2 to[day] the Road not quite so Bad But our cattle nearly worn out [along south bank of Sandy River]

Oct 3 we got to the last crossing of the Sandy camped found some grass to[day] we had verry Bad hills to come down we let down by Rope [western slope of Devil's Backbone]

Oct 4 today we made the Edge of the Valley Camped near Fosters the 1st Settlement of any note (Moreland 1852:48-50)

° John Tully Kerns wrote on September 29-October 1, 1852:

Wednesday, September 29. Traveled twelve miles. Descended the remainder of Laurel Hill, drove five miles, crossed one fork of Zig Zag creek, then two miles more and crossed it twice in succession, went five miles more and encamped. Rained all day, which made (with bad roads) traveling no wise agreeable. Road crooked, but not very hilly [passed through Rhododendron]. Saw the clouds far below us this morning, which was something new as well as grand. 2522 miles.

Thursday, September 30. Went five [actually four] miles, crossed Sandy [River], went over a sandy road for three miles more, ascended a steep hill [up from the first terrace to the second at Rock Creek], traveled over a hilly road two or three miles farther

and, after traveling some three miles farther up the mountain [onto Devil's Backbone], about 3000 feet high, encamped for the night [at the later site of Sievers]. Rained all day, as if the Lord had commanded another "deluge." Mr. Stone left his wagon and hitched on with us. James McCoy and Merrill stayed with his wagon and kept some of the cattle that had given out. Awful times on these poor, unfortunate emigrants. 2537 miles.

Friday, October 1. Started early and drove six miles, then descended a steep, long spur of the mountain [at the later Luigi Vaeretti homestead], went one and one-half miles and crossed Sandy again [at the second crossing], then ascended a spur of the mountain [Sandy Ridge] and traveled four miles and encamped after one of the most laborious day's travel we have had. Times are of the "trying" nature on this journey to the other side of Jordan. Rained all day and all the last night. 2549 miles.

Saturday, October 2. After driving eight miles [from later townsite of Sandy] over a hilly, mountainous road through cloudy, cool weather, we reached Foster's, the first house in the Willamette valley, after getting out of the Cascade mountains . . . (Kerns 1917:189-190).

° Cornelia A. Sharp wrote on October 3-7, 1852:

Sunday, October 3. This day we traveled some ten miles. Road very bad. Passed over Laurel hill, which was very steep and difficult to get down. Crossed Zigzag; traveled some three or four miles along its bottom, and encamped [east of Rhododendron]; poor camp.

Monday, October 4. This day we made about six miles [to vicinity of Rhododendron]. Road pretty rough. Got a good camp; plenty of good grass.

Tuesday, October 5. This day we traveled some ten miles. Road tolerable good. Crossed Sandy [at first crossing near the Salmon River confluence]. Camped in the [Mensingers] bottom; good camp.

Wednesday, October 6. This day we made about six miles. Some pretty smart hills to pull up [Devils Backbone]. Our camp was in a fern opening [at the later Frankus place]; good camp.

Thursday, October 7. This day we traveled about twelve miles. Crossed Sandy [River at the second crossing]. Some good road, but some very hard hills to pull up [Sandy townsite ridge]. Our camp was near by the first house which we came to in the settlement.

Friday, October 8. This day drove to Mr. Foster's and encamped, where we remained four days . . . (Sharp 1903:187-188),

1853:

° Orange Gaylord wrote on August 20-22, 1853:

August 20. Left the prairie and drove five miles past Laurel Hill and nooned. Drove about six miles and camped at the lower end of the large deadening [along south bank of Sandy River in Wemme/Wildwood area].

August 21. Drove five miles and overtook Draper and Smith's trains. Nooned on the [Devil's] backbone. Drove to the foot of the big hill in Sandy bottom and camped near the little branch [at later Vaeretti homestead location]. Drove our cattle to the left about quarter of a mile. Plenty of swamp grass.

August 22. Drove to Foster's. Arrived just before 12 o'clock m. . . . (Gaylord 1920:434).

° Amelia Stewart Knight wrote on September 10-12, 1853:

[Sept. 10, descended Laurel Hill] . . . came 10 miles to day crossed Sandy [Zigzag] river once and have campt by it about dark fed the stock flour, and cut down Alder for them to browse on nothing else for them, poor things, kept them yoked and tied all night. (here I was sick all night and not able to get out of the wagon in the morning.)--

11th Sunday evening traveled 12 miles to day, crossed Sandy (or Zig Zag) river once [at the first crossing near Brightwood] and have encamp close to a spring branch [in the vicinity of Rock Corral], and drive the cattle $\frac{1}{2}$ mile from the road to feed on swamp grass, the road has been a very little better to day although we came down some very bad hills, also through mud holes--[along the north bank of the Sandy River downstream from the first crossing].

12th Monday evening came 12 miles to day, crossed Sandy once [at Revenue crossing] ascended thru very steep hills [in the Marmot area], passed over the devils back bone, they call it here-- We also passed over some very pretty country to day, we stoped to noon at a beautiful spot, it was prairie interspersed with strips of pretty fir timber, with their branches sweeping the ground, to the left was a deep ravine [Sandy River Canyon], with a clear stream of water meandering through it, (this pretty place was along towards the end of the old fellows back bone) passed one new made claim this evening [Revenue's donation land claim], and have encamp near a small stream of clear water [Cedar Creek] -- it is three miles [actually 8-9] to the first farm-- (Knight 1986:73-74).

° John or David Dinwidde wrote on September 24-29, 1853:

[Descended Laurel Hill on September 21; no entries on September 22-23.]

Saturday [September] 24th Still wet this morning. Twelve of our cattle gone this morning hunted till about noon, when he concluded it was better for the train to go on through leaving one waggon and four men to hunt up the cattle. Now came the tug through among brush and briers, water and mud, over mountains [on Devil's Backbone] and almost everywhere. This evening found seven about dark and got them to camp . . .

[No entries for September 25-27.]

Wednesday [September] 28th Started about noon [near Sandy River], traveled through timber part of the time and part through openings crossing several fine small streams, road hilly. Came to Clackamas river It is a most beautiful stream, clear as crystal, swift current, stony bottom, dry banks . . . (Dinwiddie 1928:14).

° Elizabeth Julia Goltra wrote on September 25-27, 1853:

Sunday Sept, 25th. Started out this morning after cutting some brouse for our stock, drove 12 miles to a trading-post [possibly near the confluence of the Salmon and Sandy rivers], here we found some feed of a coarse quality.

Monday [September] 26th. Started quite early this morning, drove until 4 o'clock and camped on Hog Back [Devils Backbone in the vicinity of Sievers] after doubling very steep hills, found some brush for our stock.

Tuesday [September] 27th. Some hills to go up and some to go down, reached Big Sandy about 3 o'clock, crossed [at the Revenue crossing] and drove to the bank and camped again [on the south bank of the Sandy River near the crossing].

Wednesday [September] 28th. This morning we started in good spirits, got some good hay and gave our stock all they could eat, then drove to City and camped, do not like Oregon yet, so far (Goltra 1970:29-30).

° George N. Taylor wrote on October 6-9, 1853:

Oct 6th Went about Six miles and Camped near A trading Post here we got Some Grass for our Cattle In the night there was Several Persons from the valley About the Camp [in Brightwood area]

Oct 7th Went 12 miles and Camped at The foot of the Backbone of the Cascade Mountain the Backbone Is the most difficult hill to Descend In A wet time that there is in the Mountain we got down In Safety As the hill went dry We got down Without difficulty [near the later Luigi Vaeretti place]

Oct 8th To day I went Back on the Back bone of the mountain to get an ox we had Left yesterday I did not find the ox After Returning

to the foot of the Backbone I met Mr Devolt Wolford Mr Million Bronay We got our dinners At a trading Post Beat the Traders Shooting And went on to the train which had Stopped at the third Large hill from Sandy [at the Sandy townsite ridge] we Waded Sandy [River] raining hard At the time the train Stopped In mud and mire turned the Cattle out In the Brush

Oct 9th Seven [actually 8-9] miles to fosters Hill [Sandy ridge] Very Bad Wet And Slippery we took Part of the Tings out of the Wagons and Carried them up the hill then By hitching nine yoke of Cattle to A Wagon we got up the hill Arived At Fosters About three Oclk in the Afternoon . . . (Taylor 1853:29-30)

° George Miller West, a Barlow Road traveler of 1853, later recalled:

We pass on and about the middle of the afternoon the Captain rides to head of train and orders to turn out and camp at the first flat place available. We soon find a suitable place, camp and another is added to our number. Mrs. Hutchinson has a fine boy. We name it Sandy and when it was baptized it bore the name of Sandy. We only stop here one day. The woman is made as comfortable as possible and proceed on our journey. We reach the foot of the mountain and know we are near our journey's end (West n.d.13).

1854:

° Sylvanus Condit wrote on September 13-16, 1854:

Sept. 13 Traveled 8 miles camp not much grass. Broke wagon.

Sept. 14 Traveled 15 miles [from above Rhododendron area to near Rock Corral] camp without water not much grass

Sept. 15 Traveled 11 miles camp at Mr. [Francis Revenue's] the first [illegible] house this side of the Cascades, very bad road all the way across the mountains.

Sept. 16 Trav[eled] 9 miles arrived at Philip Fosters, road good except over hills. We are now in the Willamette valley 1940 [miles from Kanerville] (Condit, S. 1854)

° Philip Condit wrote on September 13-16, 1854:

Wednesday Sept 13 Traveled 8 miles down Zig Zag [from base of Laurel Hill to Rhododendron area] and an axel of Cy's wagon [broke ?]

Thursday Sept. 14 Traveled down Sandy 15 miles over some good and some bad road. Upset a wagon on a Pine root and camped away from water [in vicinity of Marmot]

Friday Sept. 15 Traveled over the [Devil's] Backbone to the last crossing of the Sandy to [Francis Revenue's] and camped near the first dwelling house we found in the Cascades. Here we found like civilization cock crowing and dogs barking, corn and potatoes growing all [of] which seemed to us like home.

Sat. Sept. 16 Traveled 7 [actually 9] miles and arrived at Foster's in the edge of the Willamette Valley . . . (Condit, P. 1854).

1866:

° S. B. Eakin wrote on August 19-20, 1866:

Sabbath. On the march quite early. Reached the summit about 10 o'clock, or Laurel. While descending this hill, or mountain, Grandma was sitting in the back seat of the buggy, she could not hold herself in but fell forward and struck the ground first. She was hurt but little by the fall. There was no one in the buggy but herself. We then put her in my wagon in the bottom of the box. Can you imagine what the mountain is like. It is one mile long and that steep that we keep the hind wheels locked, and the mules holding back their best all the time. Heavy timber and quick turns to make with four mules. Nooned at the Mountain House, just at the foot of Laurel Hill. Camped at the second house for night. Here we purchased about two dozen bundles of green oats. Paid about four prices. But we were obliged to have something for our animals besides a little dry oats. Roads awful rough and rocky. Thus we ended our third day's travel in the Cascades. Besides our own little party there was one man and a little boy with a single team on two wagons. This constituted our traveling party through the mountains.

August 20 Beautiful day. Made one drive. Camped at 2 o'clock at the house of Mr. Linns. Plenty of pasturage free, also all the supplies we wish to use. Today our traveling companions took to the right, for Portland; we took past Foster's, or a little to the left. We are now in the Willamit Valley (Eakin 1970:29-30).

1878:

° Sarah Butler wrote on July 13-14, 1878:

July 13--Began the descent again by going down then up, then to Laurel Hill, then 2 wagons passed us, then we were stopped here. A German had stalled his wagon. Was near crosswise of road, and he could not move it. His horses were loose, had nothing to eat or drink for 24 hours. A hack close by contained 3 or 4 children and an apparently dying wife. She could not possibly live 24 hours longer, and yet he would persist in going over the mountains near 60 mi. to where any one lives. 3 days to travel the road. On Laurel Hill is a bluff on the side of mountain. One wagon could not

pass another here. Fortunately we met no one. We are far above the tree tops. The bottom of the c[h]asm is several hundred [feet] below us, and one false move would hurl us to the depths below. We wound back and forth until we reached the valley below. Here over rough road began. Rough enough before but nothing to compare. We come on down to the gate house [near Rhododendron]. Eat dinner. Crossed two clay colored streams, come to a bachelors ranch. Camped. Another bachelor took supper with us, two lonely and lonesome men.

July 14--Sunday morning--We started over what is called the Devils Back Bone. The long hills, some near wave shaped. Crossed a sandy bridge [at the second crossing of the Sandy River], come to a store, got some things. Had a rare treat in the form of delicious pears. Farms all most all along the road. A fire has run through here several years ago, destroying most of timber. Young trees are beautiful. Eat dinner near farm, then come into dense forest. The moss is beautiful, the scenery is picturesque in the extreme. Passed a camp meeting ground, camped on stream near an old ladies, 10 mi. from Portland. Nice farms here (Butler 1974:377).

1881:

° Frank Stevens wrote on July 5, 1881:

Tues., July 5th: Started in the morning and came on down the mt. [Laurel Hill] through heavy timber. Came up several hills and then came down for some ways through timber which had been killed by fire, and then all of a sudden to the Toll Gate [at Rhododendron]. Toll here - 4-horse team, \$2.25; 2-horse team, \$2.00; loose cattle, 12½¢ per head. Had a small store here for the accommodation of emigrants. Came on down into a litte glade, where we found some grass and camped for dinner [at Lamoreaux Meadow or Pioneer Meadow]. Here we found the red-and-white clover, dandelion, dewberries, strawberries, all growing. Came on after dinner over a very good road most of the way [south bank of Sandy River]. Traveled on about 5 miles and found good grass and a good place to camp. We concluded to stop here tonight. We are camped tonight in a little glade with the prettiest kind of trees all around us. As it looked like rain, we pitched our tent and have the bottom carpeted with fir boughs to sleep on. We have not seen much game in crossing the mts., but begin to see more as we get lower down. There is a ranch ½ mile below here; 4 of us went down and found a large family - lots of big girls, and all the way down to a clothespin. They said they were going to have a dance 7 miles below here on the road tomorrow, and invited all hands and the cook to attend. Said they would not get there until late, as they had to go with an ox team. It put me into mind of the song:

When I was young and went to a ball,
I went with the team, or no team at all.

Told them we had 4 fiddlers in our outfit, and that seemed to please them very much, as they had nothing but scrub fiddlers to play for them. Crossed a creek where one log made the bridge; it layed lengthwise and was a very large one, and layed up on rocks so they filled out to it from both sides and hewed off the top.

Weds., July 6th: Raining this morning. Started from camp and soon came to the ranch. The man told us that as we passed along the road we would see a raven he had killed and stuck him on a stump, and when we came there if we would go into the woods close by, we would find a deer he had killed hanging on a tree. We found the deer, but the animals had eat him almost up. Came over a very rough road and struck 2 very steep, rough hills. After we left the summit [at Laurel Hill] we struck on to Salmon Creek [River ?] and came down it till we came into Sand[y] Creek [River] and are now down it. We have passed some big timber today [along Sandy River] - some of the trees 7 to 8 ft. in diameter. Came past the schoolhouse, where they were having the picnic and dance. There was quite a crowd collected, and some were playing croquet and some were just coming in. The ox team from the ranch where the family near whom we camped last night caught up with us, just as we got to the schoolhouse, with a load of girls and boys. Came on until sometime afternoon, and camped for dinner at a ranch and got the horses in a pasture for 2 1/2 ¢ per head. Saw hazel bushes from 12 to 13 ft. high. Traveled after dinner about 14 miles and camped on a small creek 2 stores. We found a place under some big fir trees, where they had a picnic, which sheltered us from the rain, and it rained hard during the night, but under the trees it was dry.

Thurs., July 7th: Started from camp in the rain and pulled up a long, steep hill and found a store on top [at Sandy, Oregon]. Came on and soon struck a sandy ridge and found the road better. Came through a very heavy-timbered country where large trees had turned up by the roots across the road, and they had cut through them wide enough for a wagon to pass, -some of them lying up so we had to drive under them. In one place was a large hollow fir which had been sawed off so that a wagon could pass and was up from the ground about 5 ft. When we came along one of the boys was sitting inside the log, out of the rain, as comfortable as you please, and holding the horse by the bridle. Struck into lighter timber with farms every short distance. Saw wheat, corn, beans and peas and several kinds of garden truck growing. Came on a few miles and camped for dinner at a ranch and got the horses in a pasture for 50¢ for 19 head. It has cleared off and is pleasant again. It did not rain all the time, only in showers. Rolled out after dinner and came through where it had been heavy timber, but the trees are all blown down and are lying around on the ground with their roots all turned up in every direction. Some of the roots are as high as our trees in Neb[raska]. The road this afternoon was most of the way corduroy. We have been passing farms every short distance, and the country as far as we can see is dotted with fields and houses. They have some nice homes and farms here and we saw a small creek

near several farm houses. We could get no pasture for the horses tonight, but found plenty of hay. We are now about 10 miles from Portland, and will go through town tomorrow. I like the looks of this part of the country very well, though people here tell us this is not the best part of the valley - that there are other parts of the valley far ahead of this. Wanted to see how the people along the road looked, so the boys would strike up some lively tune on their fiddles as we were passing ahouse, which would bring them out to listen to the music. A young man came to our camp last night and brought a banjo and fiddle with him. Had some good music and some singing (Stevens 1881).

1947:

- ° John and Lou C. Beard traveled east over the Barlow Road in July, 1947. John Beard wrote:

Leaving the historic Philip Foster Ranch, we passed through the town of Sandy, and down into the Sandy River at the spot where young William Barlow in his effort to get through and secure food and help for the hungry company left behind in the mountains, had cut down a sapling and with this as his vaulting pole had leaped from rock to rock to cross the stream, then in spate. Then up the long, narrow ridge we went over the well-named Devil's Backbone, on through what was left of Marmot, once a post office established in 1886 on the old trail with F. S. Peake as the first postmaster, but now just a tumbledown log cabin with a few rotting specimens of animals and birds collected and mounted by Adolf Ashoff, an old guide, forester and lover of the creatures of the woods and all outdoor things.

If one would see the wreck which time makes of all the works and hopes of man, let him go up this long, narrow ridge called the Devil's Backbone, let him pause at this place called Marmot, let him pull aside the tangle of vines and briars, step carefully upon the rotten boards of the porch, look through the holes in the walls which had once been windows, gaze the floor littered with the musty papers and bits of broken furniture and moth-eaten forms that had once been lithe, active graceful creatures of the forest and he will feel the chill, icy breath of time in his very soul. He will not want to stay long, but he will want to be up and away and doing and living to the full every minute which we call now.

We ourselves did not tarry long at Marmot. Even the horses seemed to want to be away and moved out with a speed hard to control. We soon reached the Odell Ranch and went into camp in a secluded, grassy spot on the bank of the river. This was one of the stopping places along the Barlow Road, where flocks and herds and horses could be corralled for the night. Here we heard the story of a great fir tree, which, when felled and split into boards, had yielded many arrow heads and bullets.

From the Odell Ranch the trail passed through Rhododendron, through Toll-gate and up over Laurel Hill, a place rightfully dreaded by the early traveler, and down which, as William Barlow said so expressively, 'We went like shots off a shovel.' Now the rider of the trail will pass over this section on a fine bridle path, constructed by the Government, pass by an abandoned mine shaft, over the slide rock above the steep-sided canyon, go on past Government Camp and down into Summit Meadows in perfect safety and through breathtaking scenery (Beard 1949:13-14).

Appendix 4

Correspondence Concerning Transfer of Barlow Road to the State of Oregon

1. Letter from State of Oregon Legal Department to Oregon State Highway Commission, October 30, 1919.
2. Letter from Bureau of Public Roads, U. S. Department of Agriculture, to Oregon State Highway Commission, November 5, 1919.

STATE OF OREGON
LEGAL DEPARTMENT
SALEM

October 30th., 1919.

Mr. Roy A. Klein,
State Highway Commission,
State House,
Salem, Oregon.

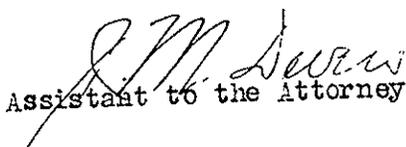
Dear Sir:-

I have been asked for advice as to what the Commission should do with the deed given to the Commission by Geo. W. Joseph, and which deed purports to convey to the State a highway designated as the Mt. Hood and Barlow road.

It appears to me that the Commission should ascertain just what is the condition of this road as to repair, and the probable expense of maintaining the same. If the State accepts this highway it will be then under obligation to improve and maintain it, and it maybe that there are some defective bridges, or other dangerous structures, or out of repair sections, which might place upon the State a heavy burden and responsibility.

The mere fact that the road is a gift might not mean anything of value, for the condition of the road may entail considerable expense for maintenance and the like.

Yours truly,


Assistant to the Attorney General.

JMD:AF

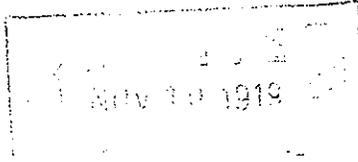
UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POSTOFFICE BUILDING
PORTLAND, OREGON,

November 5, 1919.

IN YOUR REPLY PLEASE
REFER TO FILE No.-----

State Highway Commission,
Salem, Oregon.



Gentlemen:

Reference is made to your letter of October 31
regarding deed for the Mt. Hood and Barlow road. Will you
please give us the description of the right of way covered
by this deed, as we are unable to identify this road from
our records.

Yours truly,

A handwritten signature in cursive script, appearing to read "C. H. Russell".

District Engineer.

Appendix 5

Interview Notes

1. Interview with Dorothy Ten Eyck (January 12, 1991)
2. Interview with Carlina (Varetti) Hauser (January 12, 1991)

Interview Notes

Informant: Dorothy (Moore) TenEyck
110 NW 13th Street
Gresham, Oregon

Date: 12 January 1991

Subject: Barlow Road, mouth of Salmon River west to Sandy, Oregon

This interview was carried out by Stephen Dow Beckham and Richard Hanes and involved driving the general route of the Barlow Road from Sandy, Oregon, east via the Devil's Backbone to the mouth of the Salmon River on the north bank of the Sandy River, and returning over the same route with stops at Cliffside Cemetery and the fords of the Sandy on the former Francis Revenue place.

Dorothy TenEyck is age 86. She is the widow of Curtis Edward "Ed" TenEyck who was born in 1890 on the TenEyck farm on the Devil's Backbone. She has a keen memory and long experience of residency along this segment of the old Barlow Road.

1. Dorothy (Moore) TenEyck came to the Cherryville area east of Sandy in December, 1912. She traveled from Denver, Colorado, with her mother and her step-father. Subsequently her step-father died; her mother remarried; the family moved to Aurora, Oregon, returned to Colorado, and in 1922 returned to Oregon.

2. Two members of the Moore family married TenEycks:

Dorothy Moore (age 86) married Curtis Edward TenEyck
Mae Moore (age 92) married Henry TenEyck

3. The TenEyck family included the following:

Richard Abraham TenEyck, formerly of Illinois, married Rosa Belle Hoffman. Their children included:

- ° George Albert TenEyck [born Nov., 1887]
- ° Curtis Edward TenEyck [born Oct., 1890]
- ° Henry Alto TenEyck [born Sept., 1892]
- ° Rosa Belle TenEyck [born Aug., 1894]
- ° Ivy Jane TenEyck [born Mar., 1896]
- ° Lilly May TenEyck [born July, 1898]
- ° Dora Ethel TenEyck [born Dec., 1899]
- ° Jenny V. TenEyck [born 1902]
- ° Miles Abraham TenEyck [born 1905]
- ° Thomas Glen TenEyck [born 1909]
- ° [Female Ten Eyck]

(Bureau of the Census 1900, 1910)

4. Dorothy Moore married Ed TenEyck in October, 1924. Her sister, Mae, had previously married Henry TenEyck.
5. Marmot School was erected about 1878 as a hewn log, one-room building. Dorothy had an undated, newspaper clipping showing the school. The photo was from the Fred Sievers collection.
6. Carolina (Varetti) Hauser, age 102, would be a good informant. She is the daughter of Luigi Varetti who settled along the Sandy River at the western end of the Devil's Backbone. Her brother, Joe Varetti, married one of the daughters of Richard and Rosa Belle (Hoffman) TenEyck.
7. In 1912 two roads led to Cherryville. One ran along the south bank of the Sandy River and into Sandy; another lay on the ridge above.

Comments during drive along Barlow Road route east of Sandy, Oregon:

8. Half-way down the hill east of Sandy was a watering trough at a spring. Settlers often stopped here to water their stock and rest during the ascent of the hill.
9. On the left a short distance beyond the intersection with the road which runs to Cherryville along the south bank of the Sandy River is the site of a former school. This site is on the left side of TenEyck Road on the uphill side above a bottomland or ancient riverine terrace.
10. The neglected Revenue Cemetery lies on the right side of the road on the south bank of the Sandy near the margin of a terrace dropping down toward the river.
11. The old county road circled down to the Sandy and crossed at the rocky narrows over a covered bridge. Old road traces lie downstream below this site on the Krebs' property.
12. The Luigi Varetti place lay below Marmot Road to the right side. An old house stood near the bottomland. A newer bungalow style house erected by the Varetti family is visible from Marmot Road.

[Luigi Varetti was born in Italy in 1849. His wife, Rosa, was born in Italy in 1860. They had four children including:

- ° Carolina Varetti, born 1889
- ° Joseph Varetti, born 1896

(Bureau of the Census 1910)]

13. At one point decades ago rope-burned trees on the western end of the Devil's Backbone marked a place where emigrants had to lower their wagons to the bottomland to the Sandy River. Ed TenEyck talked about these marks.

14. The green, altered bungalow style house at 44756 Marmot Road, now owned by the Thompsons, was the Randy Shipley place in 1924. Mrs. Shipley's maiden name was McGugin.

[Henry McGugin was born in August, 1834, in Maine. His wife, Magdaline McGugin, was born in November, 1840, in Switzerland. The McGugin's had five children, three deceased by 1900. The surviving children included:

- ° Ellis McGugin, born Feb., 1877 (a daughter)
- ° Frank E. McGugin, born Nov., 1871

(Bureau of the Census 1870, 1900)]

15. The presently brown and tan farmhouse, set back on the uphill side of Marmot Road and owned by the Wise family in 1991, was owned by the Leaf family in 1924.

[Charles Leaf was born in January, 1843, in England. His wife, Susan Leaf, was born in July, 1852, in Michigan. Their children included:

- ° Henry John Leaf, born August, 1879
- ° Rose Leaf, born Sept., 1876
- ° Ernest Leaf, born Oct., 1885

(Bureau of the Census 1900. 1910)]

16. The Hoffman place stood on the left side of Marmot Road. This property is owned by the Pardue family in 1991. The Hoffmans were the parents of Rosa Belle TenEyck.

[George Hoffman was born in March, 1834, in Indiana. E. Jane Hoffman, his wife, was born in Jan., 1841, in Nebraska. By 1900 the Hoffmans had had 12 children, 10 of whom were living. Hoffman was a farmer.

(Bureau of the Census 1900, 1910)]

Richard TenEyck met Rosa Belle Hoffman at a social event held at the Siever's Place.

The Hoffman barn has almost collapsed in 1991 and stands east of the site of the old house and orchard and north of Marmot Road.

17. A twentieth century sawmill was located to the right side of Marmot Road and was owned by Ross TenEyck. George TenEyck served as manager. A concrete footing marks the mill site.

18. Dan TenEyck lives on the left side of Marmot Road in a house erected about 1921 by Henry and Mae (Moore) TenEyck. Mae TenEyck, age 92, lives in a mobile home on this property.

19. The Kyler place is located downhill to the south of Marmot Road toward the bottomland along the Sandy River.

[John W. Cyler (Kyler) was born in 1859 in Pennsylvania. His wife, Elizabeth Jane, was born in 1866 in England. Kyler was her second husband. She had six children by her first husband; four of them were living in 1910 and included:

Kaven, Albert J., born 1887, Massachusetts
Kaven, Sophia May, born 1890, Massachusetts
Kaven, Arthur G., born 1894, Massachusetts
Kaven, Ethel L., born 1898, Massachusetts

(Bureau of the Census 1910)]

20. The Abraham "Dick" TenEyck place was located to the left of present Marmot Road atop the ridge. The old county road came directly passed the house.

Neighbors later said the TenEycks were misnamed when they had 11 children. They should have been the ElevenEycks.

21. The second Marmot School stood to the right of Marmot Road in a meadow to the east of the R. A. TenEyck property. The first Marmot School stood to left atop the ridge near the old prune orchard in T2S, R5E, Sec. 12, W. M.
22. The Ed and Dorothy TenEyck concrete block house is located on the left to the north of Marmot Road and replaced an earlier dwelling erected in 1924 and subsequently burned. Dorothy and Ed TenEyck lived at this site from 1924-71 when they moved to Gresham.
23. A trace of an old road appears in Section 18 in land deeded by a doctor to the Audubon Society of Portland, Oregon.
24. The Adolph Aschoff stood on the north side of Marmot Road in Section 6, and was known as Marmot, Oregon. The features included a post office and store which burned (on the right side), a hotel which burned about 1930 (on the left side near a concrete building), several cabins for guests, and a log cabin which Aschoff operated as a small museum. The log cabin contained a collection of mounted animals. A variegated beech yet stands beside Marmot Road and was planted by the Aschoffs.

[Adolph Aschoff was born in May, 1849, in Germany. He emigrated to the United States in 1869. Dora M. K. Aschoff, his wife, was born in Nov., 1853, in Germany and emigrated to the United States in 1868. Their children included:

° Ernest Aschoff, born May, 1876, in Kansas
° Otto Aschoff, born Aug., 1880, in Kansas
° Henry Aschoff, born Nov., 1882, in Oregon
° Emma M. Aschoff, born April, 1885, in Oregon

- ° Margaretta Aschoff, born Mar., 1887, in Oregon
- ° Karl Aschoff, born April, 1889, in Oregon
- ° Gustav Adolf Aschoff, born Jan., 1895, in Oregon

(Bureau of the Census 1900, 1910)]

25. Henry Aschoff's old house, now painted green, is located on the left or north side of Marmot Road east of Marmot, Oregon. It is constructed in the Bungalow Style and is east of Jenny Brewster's place. Henry was a son of Adolph and Dora Aschoff.
26. The Mensinger place is located in the broad, open bottomland or riverine terrace on the north bank of the Sandy River. Mensinger owned a sand and gravel business in Portland and developed this site as a summer home. He erected a large house in the Bungalow Style, barns in the field below, and stone walls constructed of river cobbles. He had a round, horse-training barn, no longer standing. This property has been owned by the Krebs family since 1971.
27. An old cemetery was located on the north side of Marmot Road east of the Mensinger barns near a line of chestnut trees (few of which survive in 1991). No tombstones remain in this cemetery nor is it fenced.
28. Curtis TenEyck labored with a horse team to make improvements to Marmot Road during the 1920s.
29. The Rock Corral area was much more open in the 1920s and had an abundance of wild rhododendrons.
30. The Sandy Lumber Company sawmill was located on the south bank of the Sandy River in the 1920s near the site where the highway bridge presently crosses the river. The company logged the Sandy watershed east of Sandy, Oregon, in the period after World War I.
31. Robert Alexander had the original claim to the land settled by Abraham TenEyck. He turned over the claim to TenEyck on the condition that TenEyck would take care of him.

[The 1900 census confirmed this. Robert D. Alexander, age 69, born in October, 1830, in Scotland, lived with the TenEyck family. He was identified as a "partner" and a farmer. He was unmarried and had emigrated to the United States in 1847.

(Bureau of the Census 1900)]

32. Cliffside Cemetery near the western end of the Devil's Backbone has served since the 1890s as burial site for many residents of the Marmot Road area.

Interview Notes

Informant: Carolina (Varetti) Hauser
Town Center Terrace
8709 SE Causey Avenue
Portland, Oregon 97266

Date: 12 January 1991

Subject: Barlow Road, mouth of Salmon River west to Sandy, Oregon

Mrs. Hauser, age 102, is a fit, alert informant who was born in 1888 on her parents' farm on the north bank of the Sandy River east of the crossing on the old Revenue place. She is the daughter of Luigi and Rosa Varetti.

1. Luigi Varetti came from Italy to the United States when he was age 16. He homesteaded as soon as he could in order to obtain 160 acres. His father was a difficult man; his step-mother urged him to emigrate. Unable to get an Italian passport and desiring to escape compulsory military service, Varetti first went to Switzerland and then came to the U.S. without Italian papers.
2. Luigi Varetti lived alone for a number of years on his homestead and then met his future wife, Rosa, also an immigrant from Italy, in Portland, Oregon. Luigi lived alone for a dozen years on the homestead before he married.
3. Traces of the old Barlow Road ran across the Varetti place in the 1890s when Mrs. Hauser was a child. The road forded the Sandy River below the old Revenue Covered Bridge. The ford was located at a wide spot but required a turning back upstream to ascend the bank. Later a covered bridge crossed at the rocky narrows and served the county road.
4. Luigi Varetti saw and described rope-burned trees on the ridge above his farm, a site on the Henry McGugin place where emigrants had lowered their wagons to the bottomland along the north bank of the Sandy River. Varetti later acquired this 40 acres, sold it for its timber, and the trees were all felled. No traces remain.
5. The Bacons were neighbors of the Varetts. They were thriftless, poor managers. Mrs. Hauser's mother counseled her children not to visit the Bacons.

[Samuel Bacon, born in May, 1848, in Illinois, and his wife, Mary Bacon, born in September, 1863, in Oregon, had had five children by 1900; four were living and included:

- ° Francis Bacon, born Oct., 1884
- ° Molly Bacon, born Feb., 1886

In 1900 six boarders, mostly sawmill workers, lived with the Bacons. (Bureau of the Census 1900)].

6. Luigi Varetto did considerable road work along the Devil's Backbone. Sometimes he would be gone as much as two weeks at a time to work as a volunteer laborer to improve the route.
7. Henry McGugin was a neighbor and friend of the Varetto's. Luigi and Henry did not often agree.
8. An old road ran across the terrace or bench below the Cliffside Cemetery.
9. Mrs. Hauser taught at the Bull Run School which was established in 1890. She began teaching in 1906 and taught at Bull Run around the era of World War I. Her students included the Haneberg family, except the eldest and youngest children.
10. Adolph Aschoff operated a summer hotel and small store with post office at Marmot, Oregon. Mrs. Aschoff's sister was Mrs. Helms. This property "went down" following Mrs. Aschoff's death.
11. Mensinger developed a place on the bottomland along the north bank of the Sandy River east of Marmot. He owned a company in Portland. He erected a house and barn ca. 1918-19. A large dance was held in the new barn to celebrate its completion.
12. Mrs. Hauser attended Bull Run School and then went to St. Mary's Academy in Portland. Without going to college she took and passed at age 17 the examination to gain teacher certification. She took her first school in 1906 and taught for two years before entering Oregon Normal School in Monmouth. She taught 35 children in a one-room school at Bull Run. She later earned her bachelor's and master's degrees at U. of California, Berkeley.
13. The electric train ran from Portland to Bull Run. Passenger fare as 50¢ one way.
14. Mrs. Hauser drove until she was 98. She stopped driving when she moved to her apartment at Town Center Terrace.
15. Her father's brother, Joe (Guiseppi) Varetto, and a half brother also emigrated to Oregon and, for a time, lived in the Bull Run vicinity.
16. Mrs. Hauser believes that tilling in her father's fields obliterated the traces of the old Barlow Road lying east of the Sandy River ford on the Varetto place.

Appendix 6

Original Surveyors' Notes, 1860-1898 Barlow Road Inventory Project, Phase I

card # - page # or DLC*	section line or DLC boundary	direction of survey	distance in chains (feet) for noted landmarks	surveyors' notations
<u>T3S, R8 1/2E</u> (Lackland, July 17-25, 1884)				
Subdivision survey				
1-9	24/25	west	46.39 (3062')	"Barlow & Mt. Hood wagon road course NW & SE", descend after crossing road: Still Creek; branch (Mineral Creek)
			44.41 (2931')	
1-12	23/24	north	52.00 (3432')	"Mt. Hood & Barlow wagon road, course E & W"; ascend; corner post
			66.50 (4389')	
			67.00 (4422')	
			80.00 (5280')	
<u>T3S, R8E</u>				
Exterior survey (Lackland, June 5, 1884)				
2-60	23(/24)	north	76.80 (-211')	"Mt. Hood wagon road course E & W"; Camp Creek; leave swamp; corner post
			78.20 (-119')	
			66.25 (-908')	
			80.00 (5280')	
Subdivision survey (Gould, July 13-17, 1928)				
4-82	16/17	north	29.90 (1973')	"Trail, bears SE, and NW"; Camp Creek; Mt. Hood Loop highway; Zigzag River; end of line
			2.00 (132')	
			31.16 (2057')	
			55.00 (3630')	
			80.00 (5280')	
4-98	17/18	north	22.30 (1472')	"Road bears E & W"; "Road bears NW and SE"; Mt. Hood Highway; Zigzag River; end of line
			24.50 (1617')	
			14.25 (940')	
			26.50 (17.49')	
			80.00 (5280')	
<u>T3S, R7E</u> (Tatum, August 11 to September 8, 1898)				
Exterior survey				
1-38	13	north	17.60 (1162')	"The Mt. Hood & Barlow wagon road, course E & W"; Zigzag River & ascend steep ridge
			22.30 (1472')	
Subdivision survey				
1-5	12/13	west	74.00 (-396')	"Mount Hood Toll Road bears E.S.E. and W.N.W.";

1-6	11/12	north	80.04 1.20 (79')	corner post "Mount Hood Toll Road bears N.W. and S.E.";
			14.00 (924')	begin ascent;
			79.00	a creek
1-11	2/11	west	51.50 (3399')	"Mount Hood Toll Road bears W.N.W. & E.S.E.";
			54.50 (3597')	"Mount Hood Toll Road bears E.N.E. & W.S.W.";
			59.80 (3947')	"Mount Hood Toll Road bears W.N.W. and E.S.E.";
			58.50 (3861')	Zigzag Creek;
			66.20 (4369')	Still Creek;
			70.00 (4620')	begin ascent; Henry Hammond's house, south 2 chains
1-12	2/3	north	54.70 (3610')	"Mount Hood Toll Road bears N.70 W. and S.70 E.";
			37.50 (2475')	Zigzag Creek;
			58.00 (3828')	begin ascent;
			80.33	corner post
4-54	3/4	south	11.66 (770')	"Mt. Hood & Barlow wagon road, course E & W";
			10.62 (701')	Bear Creek

T2S, R7E (Meldrum, December 5 to 15, 1882)

Exterior survey

-	33	east	24.00 (1584')	"Mt. Hood wagon road, bears N70W";
			59.00 (3894')	Bear Creek
3-73	34	east	36.00 (2376')	"Old toll road bears N70W";
			33.25 (2195')	Zigzag Creek;
			38.00 (2508')	ascend hill, leave bottom

Subdivision survey

2-42	33/34	north	26.50 (1749')	"Old toll road across Cascade Mts bears N60W- double bridges across Sandy river bears E & W of line";
			3.00 (198')	Zigzag Creek;
			25.00 (1650')	Sandy River;
			26.00 (1716')	island in Sandy River,
2-61	32/33	north	53.00 (3498')	"Old road bears E & W";
			37.50 (2475')	Sandy River;
			58.00 (3828')	leave bottom, ascend 300';
			10.00 (660')	"Wagon road bears N50W"
3-79	31/32	north	42.00 (2772')	"Wagon road, bears N70W";
			71.00 (4686')	Sandy River;
			9.50 (627')	Salmon River;
			80.00 (5280')	to end of line
3-82	29/32	east	31.00 (2046')	"Old road bears S55E";
			33.00 (2178')	creek;
			51.00 (3366')	leave bottom, ascend hill
3-85	29/30	north	19.00 (1254')	"Old toll road bears N60W";
			22.00 (1452')	creek;
			33.00 (2178')	leave bottom, ascend 200'

3-83	30/31	west	52.00 (3432')	"Barlow toll road bears ____ E";
			20.50 (1353')	Sandy River;
			74.50 (4917')	Salmon River

general description for township makes no reference to the wagon roads (page 3-108)

T2S, R6E (Meldrum, October 2 to November 4, 1872)

Exterior survey

1-8	25	north	75.00 (-330')	"Wagon road bears N.W. & S.E.";
			5.00 (330')	chains south of NE section corner;
			58.50 (3861')	Sandy River;
			73.00 (4818')	leave Sandy River

Subdivision survey

2-3	24/25	west	2.00 (132')	"Wagon road from Portland to Dalles
			5.00 (330')	bears NW & SE";
			76.30 (5036')	Sandy River (3 chains west of road
			80.04 (5306')	and 500 links wide;
			17.75 (1172')	Salmon River;
2-4	23/24	north	17.75 (1172')	end of line
			14.50	"Wagon road from Portland to Dalles
			2.00	bears E & W";
			22.50	Sandy River;
			46.30	Salmon River;
2-12	22/23	north	49.50 (3267')	leave river bottom;
			10.00	brook
			43.50 (2871')	"Wagon road from Portland to The
			70.00	Dalles, bears NE and SW";
			50.00 (3300')	enter river bottom;
2-20	21/22	north	30.00 (1980')	Sandy River;
			44.40 (2930')	leave river bottom
			80.00 (5280')	"Wagon road bears NE & SW";
2-28	20/21	north	34.65 (2287')	foot of hill, enter river bottom;
			12.00 (792')	Sandy River;
			2.00 (132')	end of line
2-38	17/20	west	63.30 (4178')	"Wagon road from Portland to The
			79.30	Dalles bears NW & SE";
			21.00 (1386')	Sandy River;
2-39	17/18	north	21.00 (1386')	enter river bottom
			30.00	"Wagon road from Portland to The
2-41	7/18	east	5.25 (346')	Dalles, bears NW & SE";
			6.00 (396')	enter river bottom
				top of ridge; cherry tree noted near
				1/4 corner

General township description, includes "On the north side of the (Sandy) river bearing nearly E & W is the Barlow Road...There are three settlers on the road in the western part." (pages 1-477 and 2-575)

T2S, R5E (Burnett, commenced May 24, 1860)

Exterior survey

1-6	12	south	76.00 (-264')	"crossed wagon road from Willamette Valley to the Dalles"; 4.00 chains from road north to SE section corner;
			75.00 (-330')	summit of hill bearing EW;
			50.00 (3300')	foot of hill

Subdivision survey

2-10	11/12	north	23.00 (1518')	"A wagon road from Willamette Valley to Dalles, course E & W";
			20.00 (1320')	to ridge summit;
			28.00 (1848')	small prairie;
			30.00 (1980')	commenced descending hill
2-21	10/11	north	29.50 (1947')	"A wagon road from Willamette Valley to Dalles, course E & W";
			30.00 (1980')	commenced descending steep hill;
			22.00 (1452')	top of hill, enter level upland
2-31	9/10	north	21.50 (1419')	"Wagon road from Willamette Valley to Dalles, bearing E & W";
			12.50 (825')	summit of mountain EW, enter level land;
			58.00 (3828')	descend hill
3-41	8/9	north	30.00 (1980')	"Waggon road, bearing S10W. — emigrant road from Willamette Valley to Dalles";
			47.00 (3102')	enter 20 acre prairie
3-56	7/8	north	33.50 (2211')	"Old emigrant road from Willamette Valley to Dalles, course E & S20W";
			30.00 (1980')	leave stoney land and enter upland bearing EW;
			39.00 (2574')	a branch (Bacon Creek) 3 links wide bears SW

2-59 general township description has no mention of road

Appendix 7

Maps and Aerial Photos Consulted for Phase 1 of Barlow Road Inventory Project (listed in chronological order of production)

1. T2S, R5E (1860) General Land Office (GLO) township plat by Burnett
2. T2S, R5E GLO Donation Land Claim plat (1862)
3. Territorial Road Survey X-9 (1862)
4. T2S, R6E (1872) General Land Office (GLO) township plat by Meldrum
5. County Road Survey #68 (1873)
6. County Road Survey #79 (1874)
7. County Road Survey #100 (1876)
8. County Road Survey #155 (1879)
9. County Road Survey #195 (1881)
10. T2S, R7E (1882) General Land Office (GLO) township plat by Meldrum
11. T3S, R8E (1884) General Land Office (GLO) township plat by Samuel W. Lackland
12. T3S, R8 1/2E (1884) General Land Office (GLO) township plat by S. W. Lackland
13. County Road Survey #241 (1884)
14. County Road Survey #256 (1885)
15. County Road Survey #259 (1886)
16. County Road Survey #344 (1890)
17. T2S, R6E, Record of Surveys in Clackamas County, 1885, 1886 & 1890 (1890)
Clackamas County Surveyors Office
18. T3S, R7E (1898) General Land Office (GLO) township plat by Tatum
19. County Road Survey #720 (1910)
20. Mount Hood and Vicinity, Oreg.-Wash. (1911) U. S. Geological Service (USGS)
topographic quad
21. Mount Hood and Vicinity, Oreg.-Wash. (1913, reprinted 1948) USGS topo quad
22. Map Showing Re-location of Mt. Hood & Barlow Toll Road (1914) State of Oregon
23. Estacada, Oreg. (1916, reprinted 1938) USGS topographic quad
24. Oregon National Forest (1916) U. S. Department of Agriculture (USDA), Forest
Service
25. Mt. Hood Loop Highway Sandy - Forest Boundary Oregon State Highway
Department Construction Line Map #3B20-7 (1920)
26. Mt. Hood Loop Zigzag Section Right-of-Way Map, ODOT #1B-21-11 (1922) USDA,
Bureau of Public Roads
27. Map of Summit Meadow by Marshall Bros. (1923)
28. Mount Hood, Oreg. (1924) USGS topographic quad
29. Plat of Summit Meadow by Marshall Bros. (1925)
30. Mount Hood, Oreg. (1927, reprinted) USGS topographic quad
31. Mt. Hood National Forest (1927) USDA, Forest Service
32. Mt. Hood Loop Recreation Plan (1929) USDA, Forest Service
33. Mount Hood National Forest, Oregon: Its Purposes and Resources (1930), USDA,
Forest Service
34. Rhododendron to Wapanitia Jct. Highway Construction Map (1930)
35. Forest Boundary - Government Camp Mt. Hood Highway Oregon State Highway
Department Construction Line Map (1936)
36. Current USGS topographic series
 - a. Rhododendron, Oreg. (photorevised 1980)
 - b. Government Camp, Oreg. (photorevised 1980)
 - c. Mount Hood South, Oreg. (photorevised 1980)

- d. Bull Run, Oreg. (provisional edition 1985)
- e. Wildcat Mtn., Oreg. (provisional edition 1985)
- f. Brightwood, Oreg. (provisional edition 1986)
- 37. Wildwood - Rhododendron Project Section, Barlow Road Digitized Map, Oregon Department of Transportation (1986)
- 38. Barlow Road Site & Alignment Inventory '87-'88 (1988) Clackamas County, OR
- 39. Current set of Clackamas County Assessors Maps

Aerial Photography Used for Phase I of the Barlow Road Inventory Project
(List in chronological order of production)

- 1. Rhododendron to Sandy, BE6-2139, (1961) Delano Photographics and Northern Light Studio, Portland
- 1. Government Camp & Vicinity, CKB-17, M-124 (1:200, 1965) Oregon State Highway Department
- 2. ORT-1 (1: 500; 1971) State of Oregon, State Historic Preservation Office
- 3. BPS-Audubon (1:2640, 1989) Clackamas County, OR