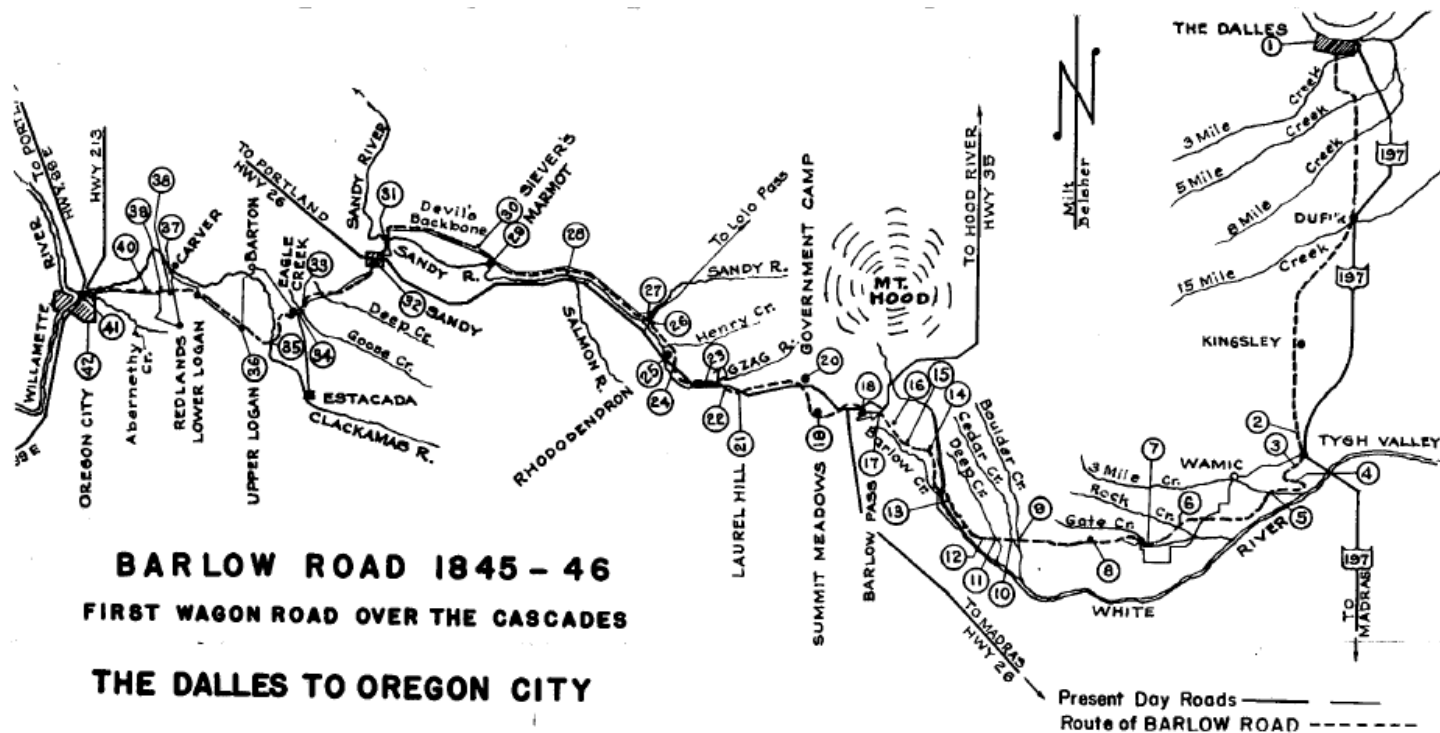


The Barlow Trail Hike



In 1845 SAM BARLOW ARRIVED IN WHAT IS NOW THE DALLES, OREGON. HE WAS A MEMBER OF ONE OF SIX WAGON TRAINS THAT CAME TO THE OREGON TERRITORY THAT YEAR. TO AVOID THE PERILOUS, EXPENSIVE AND OFTEN DEADLY JOURNEY ON RIVER RAFTS THROUGH THE COLUMBIA RIVER RAPIDS, SAM DECIDED TO BLAZE A TRAIL AROUND THE SOUTH SIDE OF MT. HOOD. THE JOURNEY WAS A DIFFICULT ONE. PART WAY THROUGH THE TRIP THE WAGONS HAD TO BE LEFT WHILE SAM BARLOW AND JOEL PALMER SCOUTED A TRAIL TO OREGON CITY. ON DECEMBER 9, 1845 SAM BARLOW PETITIONED THE PROVISIONAL GOVERNMENT OF THE OREGON TERRITORY FOR PERMISSION TO BUILD AND OPERATE A TOLL ROAD FROM THE DALLES TO OREGON CITY. THE BILL PASSED BY A 8 TO 2 VOTE ON DECEMBER 18, 1845. IN THE SPRING OF 1846 SAM BLASTED AND HACKED AWAY BUSHES, LOGS AND ANYTHING ELSE NECESSARY TO CLEAR THE TRAIL. HE ALSO BUILT BRIDGES ACROSS RIVERS THAT COULDN'T BE FORDED. IN 1846 A SERIES OF TOLLGATES WERE ERECTED AND SAM BARLOW OPENED UP THE ROAD FOR BUSINESS.

TODAY, MANY SECTIONS OF THE BARLOW TRAIL ARE UNDER PAVEMENT OR HAVE BEEN OBLITERATED BY FARMING AND CONSTRUCTION. THERE IS ONE STRETCH HOWEVER THAT IS STILL INTACT IN ITS ORIGINAL FORM. THIS SECTION, WHICH HAS BEEN DESIGNATED AS THE OFFICIAL BOY SCOUT HIKE, BEGINS AT THE SITE OF TOLLGATE NUMBER ONE AND ENDS TWENTY FOUR MILES LATER AT THE PIONEER WOMAN'S' GRAVESITE WHERE THE BARLOW ROAD JOINS WITH HIGHWAY 35. YOU AND YOUR SCOUTS CAN TRAVEL BACK THROUGH TIME AND HIKE THIS SECTION JUST LIKE IT WAS ONE HUNDRED AND FIFTY YEARS AGO. THE TRAIL IS CLEARLY MARKED ON THE MT. HOOD NATIONAL FOREST MAP.

BEFORE YOU HIKE THE TRAIL, I SUGGEST THAT YOU TOUR THE END OF THE TRAIL MUSEUM LOCATED IN THE BASEMENT OF THE SENIOR CITIZENS CENTER IN OREGON CITY. THERE IS AN OUTSTANDING DISPLAY OF WAGONS, PICTURES, DOCUMENTS AND MOVIES TO SEE ABOUT THE OREGON TRAIL AND THE BARLOW TRAIL. I ALSO SUGGEST YOU PURCHASE THE BOOK "BARLOW ROAD" WHICH WAS COMPILED BY THE CLACKAMAS AND WASCO COUNTY HISTORICAL SOCIETIES AND IS AVAILABLE AT THE CLACKAMAS COUNTY HISTORICAL SOCIETY BUILDING (UP THE HILL JUST SOUTH OF THE OREGON CITY FALLS). YOU CAN READ EXCERPTS FROM THE "BARLOW ROAD" TO YOUR SCOUTS ON REST STOPS TO SET THE MOOD OF YOUR HIKE AND ENHANCE THE PIONEER EXPERIENCE.

I HAVE SET UP THIS TRAIL SO THAT YOUR SCOUTS CAN COMPLETE THE 20 MILE HIKE REQUIREMENT FOR HIKING MERIT BADGE OR A TWO DAY 10 MILE A DAY HIKE FOR BACKPACKING MERIT BADGE. THERE ARE MANY ACCESS ROADS WHERE DRIVERS CAN MEET THE HIKERS WITH FOOD, WATER AND CAMP GEAR. WHEN YOU ARE READY TO HIKE THE TRAIL, SEND IN YOUR COMPLETED REGISTRATION FORM AND I'LL SEND YOU YOUR MEDALS AND PATCHES ALONG WITH INFORMATION ON WHICH MAPS WILL HELP YOU FOLLOW THE TRAIL BETTER AND SUGGESTED CAMPING SPOTS. I AM ALSO WORKING ON ARRANGING SERVICE PROJECTS FOR THE SCOUTS TO COMPLETE SO THEY CAN ALSO QUALIFY FOR THE HISTORICAL TRAILS AWARD PATCH ON THEIR HIKE.

BARLOW TRAIL REGISTRATION & AWARD ORDER FORM

(complete form and mail in photocopy)

The Barlow Trail awards have been approved by the Cascade Pacific Council for wear on the official uniform under clause 11 of the "Official Uniform Rules and Regulations." The trail medal can be one of five pinned in a single row above the left pocket (see page 44, "wearing medals and embroidered knots", in the insignia guide). The patches can be worn on any "temporary patch" location (on right hand pocket or back of merit badge sash)

Sign me up for the hike,
 Unit # District
 Name
 Address
 City
 State Zip
 We plan to have Scouts
 hiking the trail on (date)

 Scouts would like a medal and patch
 \$10.00/set
 Scouts would like a patch only
 \$5.00
 Sample medal and patch \$14.00
 must be ordered by scoutmaster
 (price includes \$4.00 for postage
 and packaging
 7.5 minute USGS 3 map set \$15@
 If you are ordering less than 5 awards,
 please include \$4 for postage due to USPS
 Rate increases since the program began.
 Total

Please enclose the correct amount with each Order. I'll mail your awards and or maps as soon as I receive your order or I'll email you if anything will backorder

Sincerely,

Jim Brossard

Phone 503-625-6892
jimbrossard@yahoo.com

Make Checks Payable to and return form to...

Jim Brossard, Historic Trail Coordinator
 14731 S.W. Willamette
 Sherwood, Oregon 97140



Barlow Trail Hike and Camp Information Sheet

The official Barlow Trail Historical hike is a 24 mile section of the original Barlow Trail from Tollgate number one to the Pioneer Woman's gravesite. The trail starts at an elevation of 2200 ft. and ends at an elevation of 3700 ft. You can start at the Gales Creek Crossing of the Barlow Road, where tollgate number one once stood (see Map) and hike uphill or you can start at the Pioneer Woman's Gravesite and hike downhill. The Pioneer Woman's Gravesite is off highway 35 just a little east of its junction with Hwy 26. It is well marked with signs and has a small parking area. The jump-off point for hiking uphill is where NFD 3530 crosses Gales Creek about three miles southwest of the Rock Creek Reservoir just off highway 48. The trail downhill is easy hiking all the way except for the climb out (600 feet of elevation in one mile) of the White River Canyon between White River and Forest Creek Campgrounds and a 400 ft. climb out of Forest creek campground. At this spot you will be able to still see trees with rope burns on them where they were used to lower wagons. The trail is NFD 3530, from Barlow Pass east the trail is marked along its complete length with square cedar posts that have a wagon wheel mark, Oregon Trail mark and/or tollgate mark burned into them.

There are a number of maps that can be used, the Mt. Hood National Forest map, (pretty good) the Oregon Atlas and Gazetteer (page 62 and 63)(lacks a lot of detail) or a series of 7.5 minute maps printed on weatherproof paper obtainable on your medal order form. The 7.5 minute maps are the best maps to use, they show greater detail, all the little side trails that can lead you astray, and some details not shown on larger maps. The particular 7.5 minute quadrangles are, Mt. Hood South, Wapinita Pass, Post Point, Rock Creek Reservoir and Wamic (only get Wamic if you are starting at Gate Creek).

There are many areas to camp before you hike or along the trail. You can camp at any of the established campsites on the Barlow Trail, (all are vehicle accessible) White River Camp would allow you to serve your Scouts lunch at the halfway point of the trail without moving your camp. Forest Creek is a very nice camp and easily accessible from Hwy 48. If you camp at Forest Creek, your boys will have two more hours on the trail so you can start dinner for them when they pass through as they will be tired and hungry when they finish the trail. There are many unimproved campsites along the White river between Barlow Crossing and the White River Campgrounds. Water is obtainable in all campgrounds or from the White River if you purify it. Or you can camp at Trillium Lake, Frog Lake or Clear Lake, if starting at the top or Rock Creek Reservoir and Pine Hollow Reservoir, if starting from the bottom. You can also stay at the Boy Scout lodges on Mt. Hood (Nanitch and White River) the night before hiking the trail. If you are coming from out of town you can camp at Scouters Mountain. Contact the Cascade Pacific Council service center at 503-226-3423 for reservations.

On the trail there are a number of campgrounds and natural springs. Faith and Charity Springs are on the top of the hill after you leave the White River Camp and are piped directly to the road. Immigrant springs is more difficult to find, it is located 300-500 feet East of the small BLM owned section of land where you encounter signs "leaving National Forest" and "entering National Forest" after you round a corner you will encounter a gully with large fallen trees in it. The two springs are located at the base of the two largest trees that have fallen.(directions from John Polos T475) Plan on meeting your boys every five miles or so to refill their canteens with ice cold drinks (I like gatorade or any similar drink that replenishes salts and electrolytes) change socks and check their feet.

If you want to do a service project while on the trail, contact the Bear Creek Ranger Station before your hike (503-328-6211). The Forest Service is trying to rebuild and restore many of the old building sites and areas of interest on the Barlow Trail

I will ask for trail reports from each Troop that hikes the trail so I can inform you ahead of time about any particular problems or thing to watch for. If I can be of service to you in any other way with this hike, please call me. 503-625-6892

Barlow's mountain road brings pioneers 'home'

By LINDA McCARTHY

Correspondent The Oregonian

Pioneer Samuel Kimbrough Barlow caught his first glimpse of Mount Hood in September 1845 when the wagon train he and his family had joined six months earlier emerged from the Blue Mountains. Barlow had been on the Oregon Trail for nearly six months with a group of more than a dozen other wagons. Barlow didn't think much about the majestic mountain off in the distance to the west until the wagon train reached The Dalles. It was there that wagons were loaded onto barges and floated down the Columbia River to the Willamette River and into Oregon City. The trip was not free. The settlers, weary after months on the trail, often had to pay \$50 to \$100 per wagon. Before 1845, no wagon had ever been driven past The Dalles.

By the time the Barlow group reached the end of the overland route, the village along the river was jammed with pioneers waiting for a boat ride. When Barlow learned about the delay and what it would cost for the trip, he started thinking about that view of Mount Hood again. In the days that it took to go from the Blue Mountains to The Dalles, Barlow had noticed a notch in the mountain skyline. The picture was etched in his memory. It took Barlow and a group of determined settlers three months to find a way around Mount Hood, cutting the time and cost of the trip into Oregon City for the thousands of pioneers who would follow.

The 80-mile route would take on the name of the man who blazed the first overland trail into Oregon City. Barlow Road stretched from the western edge of Tygh Valley, following an Indian trail to within 10 miles of Mount Hood, into Oregon City, where it ended at Abernethy Green.

William Barlow, Samuel's son, played a big role in carving out the trail with his father. His description of what they found along the way is included in the 1889 book "History of the Pacific Northwest, Vol. II, Oregon and- Washington," which was published by the Northwest History Co. of Portland. "Here, all traces of human footsteps or wild animal trails disappeared; and here on to Philip Foster's, the first settlement, the road was made through thick forest, fallen logs crossed and re-crossed upon each other, rocks, creeks, canyons or barriers of some kind," the young Barlow wrote.

On Sept. 26, within days of their arrival at The Dalles, Samuel Barlow, his family and a few others decided to strike out over the mountain with the hopes of making it to Oregon City before the winter snows.

It was a decision that came easy for Barlow, a determined man of Scottish ancestry who was born Jan. 14, 1785, in Nicolas County, Ky. Samuel Barlow moved to what was then the territory of Indiana and married Susannah Lee, whom he had met in 1817. The Barlow's had five boys and two girls. In 1836, they moved to Illinois, where they stayed until 1845, when Barlow got Oregon fever. The group headed out March 30 and would spend the next six months on the trail. After making the decision at The Dalles to find an overland route, they began their adventure and were joined Oct. 2 by Joel Palmer and his group. Palmer decided to track down Barlow after he, too, became discouraged at The Dalles.

Before taking off on their trip, Barlow was advised by Indians at The Dalles that there were a couple of trails, used mainly for cattle, which crisscrossed the lower slopes of Mount Hood. The group made camp at Tygh Valley the first day. Before Palmer joined the Barlow's group, Barlow and William Rector had set out on foot to scout the trail ahead. When they returned several days later, camp broke and some followed the newly blazed trail; some went back to The Dalles for supplies; and others stayed to guard what provisions were left at Tygh Valley. By Oct. 10, Barlow and Palmer reached the crest of the Cascades. In the following days, the scouts would face deteriorating weather and treacherous terrain. At times, they were not sure they would be able to blaze the trail they had dreamed about. Palmer moved on with a companion Oct. 13 to explore a gap that Palmer had seen from high on Mount Hood a few days earlier. But they knew they would be unable to finish the trip before the winter snows, so a decision was made to build a cabin near the mouth of Barlow Creek on the White River, which they called Fort Deposit.

While Barlow and Rector set out on foot for Oregon City to get food and supplies, most of the others stayed behind. It took the five days to reach Philip Foster's farm in Eagle Creek, where they staggered in, exhausted and hungry. The Fosters helped the weary travelers, who rested before heading on to Oregon City. When they got there, they were denied credit at the American and Methodist Mission stores. But British-owned Hudson's Bay Co. came to their rescue.

Barlow and Rector made it back to Fort Deposit by the end of October. Most of the pioneers wintered there, but Barlow, Palmer and several others continued the trip through the winter snows into Oregon City, arriving on Christmas Eve in 1845. Their arrival marked the first time that settlers had conquered Mount Hood.

While on the journey, Barlow noticed areas where swamps could be striped with wood to make a passable road. He approached the Territorial Assembly in 1846 with plans to build a toll road. With Foster as a partner, he was given permission to build the road. He planned to have it open as soon as melting snow would allow. Barlow figured it would cost **\$4,000** to build the road. Toll charges of \$5 per wagon and 50 cents for each loose animal helped defray the cost of building and maintaining the first Mount Hood highway. At times through the years, the road became impassable because of mud and snow. The worst stretch of the Barlow Road - and the entire Oregon Trail - was fabled Laurel Hill. Just west of Government Camp, the hill was a straight drop-off. Some took their wagons apart and slid the pieces down; others lowered wagons on ropes wrapped around tree trunks. One technique to conquer Laurel Hill was to attach a large tree to the back of a wagon and drive it down in a zig zag pattern. The tree had to be about 10 inches in diameter and the branches pointed forward for friction.

The Barlow Road was transferred from private ownership to the state in 1919.

Today, wagon ruts still are visible in some areas along the road, and trees still show the rope scars.

This story, part of a series on the Oregon Trail, appeared in The Oregonian May, 1991

Oregon Historical Society

Pioneers Samuel K. Barlow (left) and Joel Palmer blazed a new **UM** link in the Oregon Trail in 1845 after they rebelled at the long delays and high cost of barge transport from The Dalles to Oregon City.