

Oregon-California Trails Association



Convention Booklet

22nd Annual Convention

Vancouver, Washington

August 8-15, 2004

Tours

**The Columbia Gorge from The Dalles to Fort Vancouver
Lewis and Clark on the Lower Columbia
Emigrant Destination: The Willamette Valley
The Barlow Road: Final Link of the Oregon Trail**

**22nd Annual Convention
August 2004
Oregon-California Trails Association
Hosted by the Northwest Chapter**

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Roll On, Columbia! River Trail of History

The Columbia River, *Nch'i-Wana* or "Big River" to American Indians, flows through a dramatic landscape of volcanic peaks and dense forests. The river begins in the spectacular snow-capped Rocky Mountains in southeastern British Columbia, Canada. Here it emerges as a modest, quiet spring, two yards wide, flowing from a stretch of glacial silt lying 2,619 feet above sea level. The small spring is fed by the huge melting glaciers of the Columbia Ice Fields and flows into Columbia Lake. From the lake, it courses almost straight north for some 200 miles before the Caribou Mountains force it to plunge south. Joined by countless other springs, streams, and rivers from its enormous watershed, the Columbia River finally meets the Pacific Ocean after a journey of 1,270 miles.

The Columbia River drainage encompasses some 259,000 square miles, draining an area larger than France and England combined. The region comprises most of the Pacific Northwest, including nearly all of Washington, Oregon, Idaho, Montana (west of the Rocky Mountains), and some sections of Wyoming, Nevada, and Utah. The watershed's eleven major tributaries constitute an annual runoff second in volume only to the Mississippi River. In the last century, 211 major dams were built in this drainage, creating the world's largest hydroelectric system.

The Columbia River traverses ice fields, dense forests, deserts, basalt canyons, Miocene lava flows, and a rain forest before it reaches the ocean. It is a river corridor filled with some of the nation's most colorful history, including the international struggles involving Spain, Russia, Great Britain, and the United States. The question of sovereignty over this large land mass eventually determined the present boundaries, from the Atlantic coast to the Pacific coast, for the young American nation.

The landscape of the Pacific Northwest is the product of volcanic and glacial activity. Forty million years ago, thousands of volcanic eruptions piled layers of volcanic ash, lava, and mudflows over the region. Millions of

years later, mudflows poured off volcanoes, covering the land with hundreds of feet of ash, boulders, and cobbles. Seventeen to twelve million years ago, unusual volcanoes called basalt floods erupted in eastern Washington and Oregon. These volcanoes were cracks in the earth's crust, several miles long, that poured out floods of molten rock that covered large parts of Oregon and Washington. Out of 270 lava flows that spread across the region, twenty-one poured through the area that later formed the Gorge, creating layers of rock up to 2,000 feet deep. Beginning two million years ago hundreds of volcanoes erupted in the Cascade mountain range. During this period, the Cascades began to uplift. As the mountains rose, the Columbia River carved out the Gorge, which is now the only near sea-level passage through the Cascades.

During the last Ice Age of the Pleistocene, 16,000–14,000 years ago, a glacial ice sheet moved south from Canada into the Idaho panhandle, blocking the Clark Fork River. As the waters rose behind this 2,000-foot high ice dam, they filled the valleys of western Montana and created Glacial Lake Missoula, essentially an inland sea. Periodically, the ice dam failed, releasing a wall of water that rushed down the Columbia River drainage and finally poured into the Pacific Ocean at the mouth of the Columbia River.

When Lake Missoula burst through the ice dam, it thundered downstream at a rate ten times the combined flow of all the rivers in the world. This towering mass of water, rocks, and ice stripped away thick soils and cut deep canyons in the underlying bedrock. As the ice sheet continued moving south and blocking the Clark Fork River again and again, it created other Glacial Lake Missoulas. Geologic evidence indicates there were about forty floods during the Pleistocene, with the last flood occurring 13,000 years ago. The Lake Missoula Floods are the largest known floods on Earth in the last two million years. These catastrophic Ice Age Floods left a lasting mark on the landscape of the Northwest, and many distinguishing features of these floods are visible today.

For thousands of years the Columbia River Gorge has supported native peoples who first came in waves from Asia. Archaeological excavations show that humans occupied salmon fishing sites along the river for more than 10,000 years. During this time tribes from all over western North America gathered along the river to fish and barter at what William Clark called “great marts of trade,” which were part of a vast network and dynamic tradition of international exchange. From the crest of the Blue Mountains to the crest of the Cascades, the emigrants traveled through the lands of the Cayuse, Walla Walla, Umatilla, Tenino, and Tygh Indians. The Willamette Valley was occupied by the Chinook, Calapooya, and Multnomah tribes.

Decades of incursions by Europeans and Americans led to increased tensions and struggles for dominance that ended when the U.S. government and the Northwest tribes signed a treaty in 1855. The tribes had occupied the region and fished the river for thousands of years before the white invasion. While the treaty took the tribes’ lands and created reservations, it granted them exclusive fishing rights in certain parts of the river. It is still possible to see American Indians fishing from platforms with dip nets in the traditional way, although most use modern equipment. Another visible reminder of ancient native heritage remains in the petroglyphs and pictographs on stone walls along the Columbia.

The first modern history of Euroamerican exploration and expansion into the Pacific Northwest was along the Pacific coast. American, Spanish, and British sea-going explorers long sought a great River of the West. British George Vancouver and American Robert Gray were most important and influential in leaving their legacy by naming numerous landmarks throughout the northwest. Our host city, Vancouver, Washington, and the historic Hudson's Bay Company Fort Vancouver were named for the seafaring captain. Vancouver also named the highest peak in Washington state to honor Peter Rainier, the British admiral who gained fame for his defeat of American colonists in the Revolutionary War. Although patriotic Americans have tried unsuccessfully to change

the name, the only change has been the Americanized pronunciation of the admiral’s French name.

Mount Hood, Oregon’s highest peak in the Cascade Range, was named by Captain Vancouver’s second in command, William Broughton, in 1792. The volcanic peak was named to honor Lord Samuel Hood of the Royal Navy who signed the original instructions for Captain Vancouver’s voyage to explore the Pacific coast. David Douglas, an English botanist, is credited with first using the name Cascade Range to describe the mountain range referred to only in descriptive terms by Captain Vancouver and The Corps of Discovery. Cascades, or waterfalls, are numerous in the Columbia River Gorge, the Columbia River’s route through the Cascade Mountains. The Cascade Mountain Range reaching from California northward into British Columbia dominates the geography of the Pacific Northwest and divides it into semiarid inland and damp coastal provinces.

Less clear but equally early was the naming of Oregon. How this area became known as “Oregon” is murky at best. Of the various suggestions for its derivation, most historical accounts agree that British army officer Major Robert Rogers first wrote the term *Ouragon* in his unsuccessful 1765 petition to explore the American West in search of a fabled passage linking the coasts. In an article published this summer, researchers contend that Rogers learned the Indian word *wauregan*, meaning “good, beautiful,” from Mohegan tribesmen who helped guide his explorations of the Ohio River Valley. Why he wrote *Ouragon* rather than *wauregan* is still not known, and it may have been a typesetter’s error. Today’s spelling of Oregon was first used in 1776 by Captain Jonathan Carver of Massachusetts. He gave no derivation of the word when he used it to describe land west of the Great Lakes, which he was exploring at that time. In 1803, Thomas Jefferson referred to Oregon in his instructions to Meriwether Lewis for the Lewis and Clark expedition. The name gained wide exposure and an almost mythical aura when William Cullen Bryant used the name Oregon in his poem “Thanatopsis” in 1817.

The term *Columbia* is one of the most widely used geographical names in America, most of which are intended to honor Christopher Columbus and his New World accomplishments. In spring 1792 the British ships *Discovery* and *Chatham*, commanded by George Vancouver and William Broughton respectively, and the American ship *Columbia Rediviva*, captained by American trader Robert Gray, sailed north along the Pacific coast. Vancouver missed his chance to discover the Columbia on April 27, when he noted the indications of a large river flowing into the ocean but did not consider it “worthy of more attention.” Instead, he continued north to discover and name Puget Sound after one of his lieutenants, Peter Puget. Gray, however, went south again for another try at entering the river he had noticed and, on May 11, 1792, entered its hazardous mouth and sailed upstream ten miles before anchoring. He named the river after his ship on May 19. Coincidentally, during the time Gray was on his voyage, the U.S. Congress set aside a district on the Potomac River to be devoted to national government: the District of Columbia.

The river's existence had been suspected well before Gray's discovery. Jonathan Carver, while exploring among the Indians of Minnesota in 1766–67, wrote about a great river of the west that was called Oregon. In 1775 a Spanish explorer, Bruno Heceta, noted suggestions of a river and named it San Roque. John Meares, an English explorer and fur trader, specifically sought out Heceta's San Roque River. Failing to find it, he named the northern point, now in Washington, Cape Disappointment, and the broad entrance, Deception Bay. After Gray named the Columbia in 1792, Lewis and Clark traveled along it in 1805–06, and British fur trader and explorer David Thompson surveyed the entire route of the river and reached its mouth in July 1811. But it was not until 1850 that the first scientific examination of the river was performed by Lt. Commander Wm. P. McArthur, U.S. Navy, for the Coast & Geodetic Survey.

In May 1803 the United States purchased Louisiana from France, doubling the size of U.S. territory. President Thomas Jefferson, who had long believed Americans would

populate much of North America, asked his secretary, Meriwether Lewis, who in turn chose William Clark as co-captain, to lead an expedition up the Missouri River and find the headwaters of the Columbia River. Jefferson was convinced that such an undertaking would not only result in a commercial cross-continent water route, but would produce scientific, military, and ethnographic data of vital importance to the nation. After extensive preparations, in May 1804 the Corps of Discovery—its official military title—departed Wood River, Illinois, and began the arduous trip.

The Corps of Discovery was a party of thirty-three people, including Sacagawea, a Shoshone Indian, and York, an African slave. The Corps, under the leadership of Lewis and Clark, traveled by foot, horse, and watercraft across North America and back again, returning to St. Louis, Missouri, in August 1806. During the period from October 1805 to April 1806 the Corps traveled down the Columbia to its mouth, wintered at Fort Clatsop, and headed back upstream on their return trip—the geographic area of this convention.

The Lewis and Clark Expedition was one of the most dramatic and significant episodes in American history and one of the premier explorations of the world. The Expedition traveled more than 8,000 miles in nearly two-and-a-half years in an epic feat that fired the American imagination and contributed vital new cultural and natural knowledge of the West. The impact of their mission had far-reaching effects upon international boundaries and relations by strengthening U.S. claims to the Pacific Northwest and the lands drained by the Columbia River and its tributaries. Their search for a route across the West culminated in the Oregon Trail and American expansion to the Pacific Coast. The enduring legacy of the Expedition reverberates to this day as we celebrate the bicentennial of their epic journey.

Prior to the Corps of Discovery's march into the Northwest, Russia, Spain, Great Britain, and the United States all had some claim to the region, from southern Oregon to Alaska. This question of ownership of Oregon lasted for more than fifty years, from 1789 to 1846. The dispute began with the Nootka Sound

controversy in 1789, in which Great Britain preserved its position in the Northwest against Spanish claims. Three years later Gray's discovery of the Columbia River gave the United States a claim to this territory, bolstered by Lewis and Clark's explorations in 1805–06.

In 1819 Secretary of State John Quincy Adams concluded the Adams-Onís treaty with Spain, establishing the 42nd parallel as the boundary between their spheres of influence. This parallel is the present southern boundary of Oregon, south of which Spain and its independent colony of Mexico exercised dominion. In 1824 the Americans signed a treaty with Russia, setting the southernmost boundary of Alaska at parallel 54° 40' north. The British concluded a similar treaty with Russia a year later. Thus the northern and southern boundaries of the Oregon territory were clearly defined. Its eastern boundary extended to the crest of the Rocky Mountains.

Now only Great Britain and the United States were contesting the territory between 42° and 54° 40'. The disputing parties had, however, signed a treaty in 1818 to maintain the Oregon territory "free and open" for a period of ten years. In 1827 this arrangement was extended indefinitely, subject to a one year notice. In practice, the parties held to an informal recognition of American rights south of the Columbia River and British interest north of the river.

The Hudson's Bay Company (HBC) had long maintained a presence in the Oregon territory with its headquarters at Fort George, located in present Astoria, Oregon. To strengthen the British claim to the country, the HBC moved from Fort George on the south side of the Columbia to a site farther upstream on the north side. The new headquarters were called Fort Vancouver, after the famed Northwest exploring sea captain, George Vancouver. The move was overseen by Dr. John McLoughlin, who served as Chief Factor of Fort Vancouver from its establishment in 1825 until the HBC's relocation to Fort Victoria on Vancouver Island in 1846. As Chief Factor, McLoughlin held immense power to dictate the affairs of the Oregon Country both north and south of the Columbia up until the provisional convention convened to formally organize a government.

For this reason he has been called the first governor of Oregon and "Father of Oregon."

American interest in the disputed territory was strengthened when James K. Polk ascended to the presidency in 1844 on a platform of "reannexation of Texas and the reoccupation of Oregon." The "reoccupation" of Oregon implied that the territory had always been American but should now be formally recognized. In fact, the only part of the territory that the U.S. could claim without question was the area south of the Columbia. In 1845 only eight Americans lived north of the river. Seven had arrived as recently as October of that year, and the eighth was an Americanized Englishman.

Polk was reluctant to provoke a conflict with Britain and willing to compromise the Oregon issue at the 49th parallel. However, all of the Oregon extremists who were calling for the northern boundary to be settled at 54° 40' were from Polk's own political party. "Fifty-Four Forty or Fight" became a slogan in 1845 after Polk had been elected. In spite of the popular feeling, Polk made a quiet offer to the British minister to settle the dispute by extending the 49th parallel to the Pacific, an offer the minister turned down without even checking with his home office. After the offer was rebuffed, Polk seemed to adopt a hard-line stance and made no effort to quell the Fifty-Four Forty proponents. Consequently, a debate raged in Congress in late 1845 that went on for five months before ending on April 23, 1846.

The American resolve to gain control of the territory was bolstered by the growing influx of American settlers pouring into Oregon in the early 1840s and the widespread belief in the doctrine of Manifest Destiny. Although the HBC effectively governed the area through its economic monopoly, the gain in American population eventually tipped the balance against the British, and Americans settlers established their own independent provisional government in 1843.

Yet, despite the outrage expressed by the Fifty-Four Forty proponents, and with most American government officials knowing that the American claims north of the Columbia were questionable, the federal government was preparing to compromise at the 49th parallel. When the HBC declared its intent to move its

headquarters to Fort Victoria, the cabinet of Sir Robert Peel conceded and arranged for its Washington minister to sign a treaty establishing the 49th parallel as the boundary between British and American interests. After twenty-eight years of joint occupancy, Britain surrendered its claim to Oregon territory on June 15, 1846. The Treaty of Oregon preserved the right of navigation on the Columbia River below the 49th parallel to the HBC, as well as protected the property of the HBC and British subjects in the territory who were thereby made American. The islands in the Straits of Juan de Fuca remained contested, however, until both parties agreed to the terms of international arbitration by Kaiser Wilhelm I of Germany on November 25, 1872, and the last segment of the boundary between the United States and Canada was officially defined.

On August 14, 1848, Oregon Territory was created, comprising the present states of Washington, Oregon, and Idaho. Oregon was granted statehood in 1859, three decades before Washington became a state in 1889 and Idaho in 1890.

The first person to follow the entire route of the Oregon Trail was Robert Stuart of Astoria in 1812–13. He did so by traveling west to east, and in the process discovered South Pass, so named because it was south of the pass Lewis and Clark followed over the Continental Divide. This was to be the route of the Oregon Trail—the geographically central corridor up the Platte, North Platte, and Sweetwater Rivers to South Pass—the great avenue of American westward expansion.

In 1834 New England merchant Nathaniel Wyeth and Methodist-Episcopal missionary Jason Lee left for the Willamette Valley. Wyeth had made a trip to Oregon in 1832, and on his overland journey back east in 1833 he had contracted with trappers to bring back supplies to sell at the next rendezvous. When he returned to Oregon he guided Lee to the site of his proposed mission. The Wyeth-Lee Party was the first group of settlers to follow the entire route of the Oregon Trail. They were convinced by employees of the Hudson's Bay Company to leave their wagons at Fort Hall and continue on to the Willamette Valley by pack animals, an inconvenient but successful tactic.

A similar trek was completed in 1836 when Captain Benjamin Bonneville conducted Marcus Whitman and Henry Spalding to their missions. They were also convinced to leave their wagons at Fort Hall. Part of the historic significance of this party was the presence of the first white women—Eliza Spalding and Narcissa Whitman—to reach Oregon by the overland route. The Whitman Mission figured prominently in the first few years Oregon Trail history, as the trail went past the mission from 1843 until the deaths of Marcus and Narcissa Whitman in November 1847.

Starting in 1841, Senator Lewis Linn of Missouri annually introduced a bill to Congress to extend American jurisdiction to Oregon and offer free land to white settlers and "half-breed Indians." The prospect of 640 free acres of prime Willamette Valley farmland, as opposed to paying \$200 for 160 acres in the States, was very enticing. The Donation Land Act finally passed Congress and was signed into law in 1850. Another major milestone occurred in spring 1841, when the Western Emigration Society left Missouri for the Pacific coast. Led by John Bidwell and John Bartleson, their intention was to go to California. However, at Fort Hall half of their number instead opted to head for Oregon.

The next year missionary Elijah White, newly appointed Indian Sub-Agent to Oregon, led 112 emigrants to Oregon. Their wagons were cut down to two-wheeled carts at Fort Hall, as it was generally believed at that time that wagons could not make the journey over the rough terrain of the intermountain West. Missourian Philip Edwards, who wrote a pamphlet in 1843 to discourage emigration, was correct in his observation that no one had yet taken wagons all the way to Oregon.

Two events in winter 1842–43 greatly changed the status of wagons on the trail. The first was Marcus Whitman's winter trip from Waiilatpu to Boston to plead his case before the American Board of Commissioners for Foreign Missions, which had ordered some of its Oregon missions to be closed. This successful trip put him in Independence on his way back to Oregon in May 1843. The other event was the Senate passage of Linn's Oregon free land bill. Although it was eventually killed in the House,

it came close to passing and encouraged hundreds of people to head to Oregon that year.

In May 1843, 875 people assembled in Independence, Missouri, and prepared to set off on a 2,000-mile journey to Oregon, the first large migration over the Oregon Trail. Whitman met the large party of emigrants in Independence and promised to join up with them somewhere along the Platte River after conducting business in Westport and Shawnee Mission. With his encouragement, the pioneers decided that there were enough of them to push their wagons all the way through to Oregon. Though the emigrants succeeded in getting some of their wagons to Oregon, Whitman later convinced them to abandon their remaining wagons along the Columbia River, build rafts, and float downstream to Fort Vancouver and the Willamette Valley. Of the original group, more than 700 people and a somewhat depleted herd of livestock arrived safely in Oregon that fall. The Great Migration to Oregon was underway.

In 1841–47 the main route of the Oregon Trail was the Whitman Mission Route. From the base of the Blue Mountains the trail went north to the Whitman Mission and then west down the Walla Walla River to HBC Fort Nez Percés on the Columbia. From there, the direct route down the Columbia to The Dalles was the Upper Columbia River Route. The Upper Columbia River Route offered two routes down the river: travel by water, or travel along the Columbia River's south bank. Most chose the water route, floating downriver in canoes, rafts, or hired bateaux, although many traveled along the bank, negotiating deep sands, rocky shorelines, and steep cliffs.

Beginning in 1843, a more direct route from the base of the mountains was used by emigrants who traveled down the Umatilla River to the Columbia, bypassing the Whitman Mission. They intersected the Upper Columbia River Route along the south bank of the river at the mouth of the Umatilla and continued on the trail to The Dalles. In 1847 Marcus Whitman laid out the Columbia Plateau Route, an overland route south of the river, in response to tribal complaints about the increasing numbers of emigrants. Ironically, the Whitmans and several others were killed inside the mission by Cayuse Indians just weeks after he opened the route. The

plateau route replaced the earlier Whitman Mission Route, although the trail down the Umatilla to the Columbia was still used occasionally into the 1850s.

Until 1846, the only route of the Oregon Trail from The Dalles to the Willamette Valley was down the Columbia River, a tedious and often dangerous trip by water. The “final” portion of the Oregon Trail was a hundred miles through the Columbia Gorge. Boating the powerful river presented a whole new set of challenges for emigrants, including voyages through perilous conditions, precarious cattle trails along canyon walls, densely forested portage trails, and heavy expenses. The Columbia River leg of the trail began just west of The Dalles at the boat landing.

The forty-mile-trip down the river to the Upper Cascades was accomplished in a variety of rafts, boats, and canoes, or by steamboat in the 1850s. Five miles of rapids at the Cascades compelled downriver travelers to portage. The boats landed above the Upper Cascades near present Stevenson, Washington, then made a five-mile portage around the Cascades by wagon road or partway by a mule-drawn tramway after 1852. At the Lower Cascades, travelers could continue downriver on a steamboat to Portland or by trail along the north bank to Fort Vancouver.

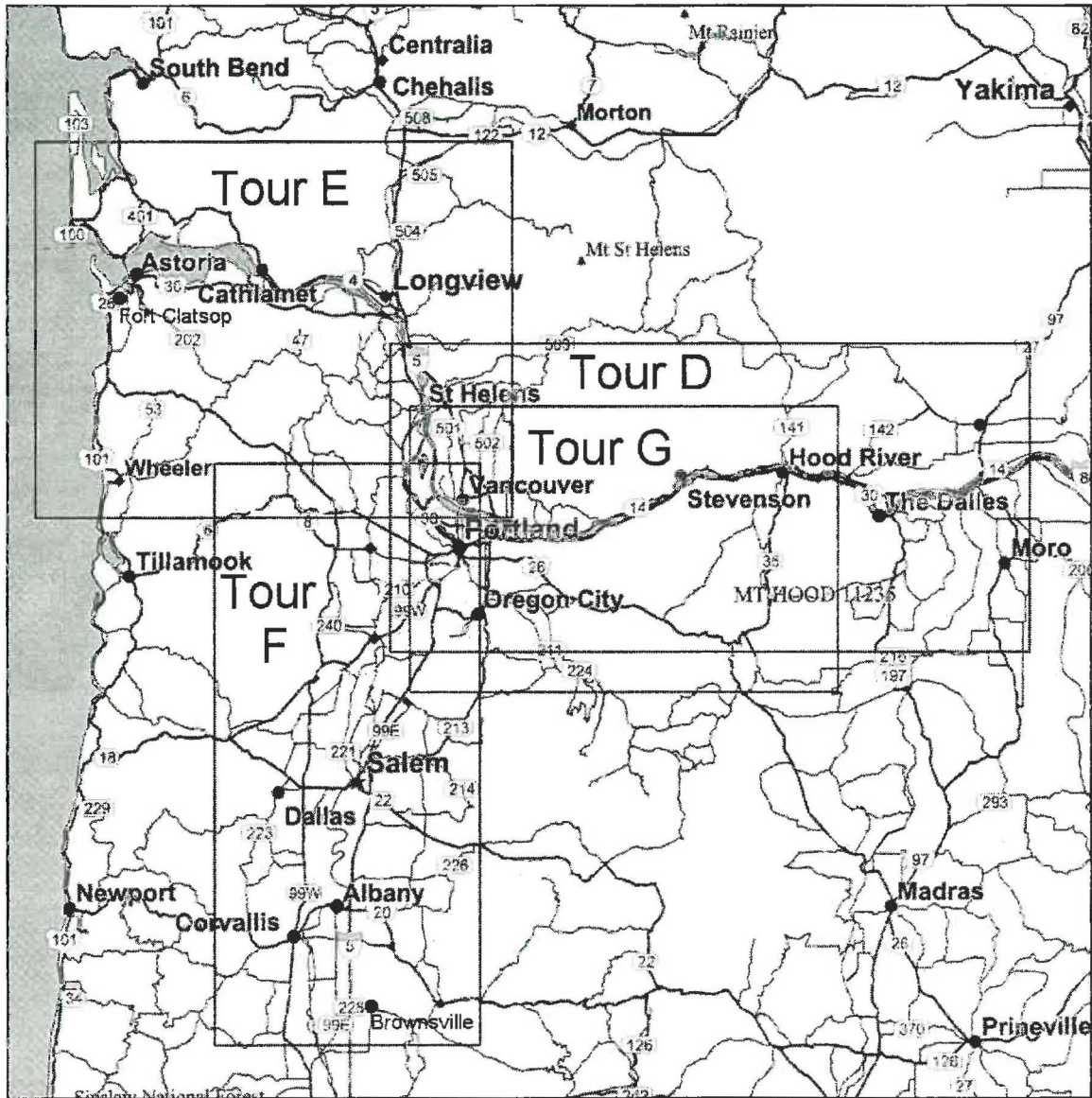
In 1845 Joel Palmer and Sam Barlow sought and found an overland route across the south side of Mount Hood from The Dalles to Oregon City as an alternative to river travel. The Barlow Road was a hundred and fifty miles of narrow road through forest, hills, and marshy meadows, with tollgates and the steep, treacherous descent of Laurel Hill. In spite of its difficulty, after it opened in 1846 the Barlow Road was used by as many as two-thirds of subsequent emigrants.



End of the Oregon Trail Interpretive Center

The Convention Bus Tours

The bus tours encompass the four major themes of the convention: native peoples, Lewis and Clark, the fur trade, and the Oregon Trail. The area of each tour is shown on the map below.



Tour D. The Columbia Gorge from The Dalles to Fort Vancouver

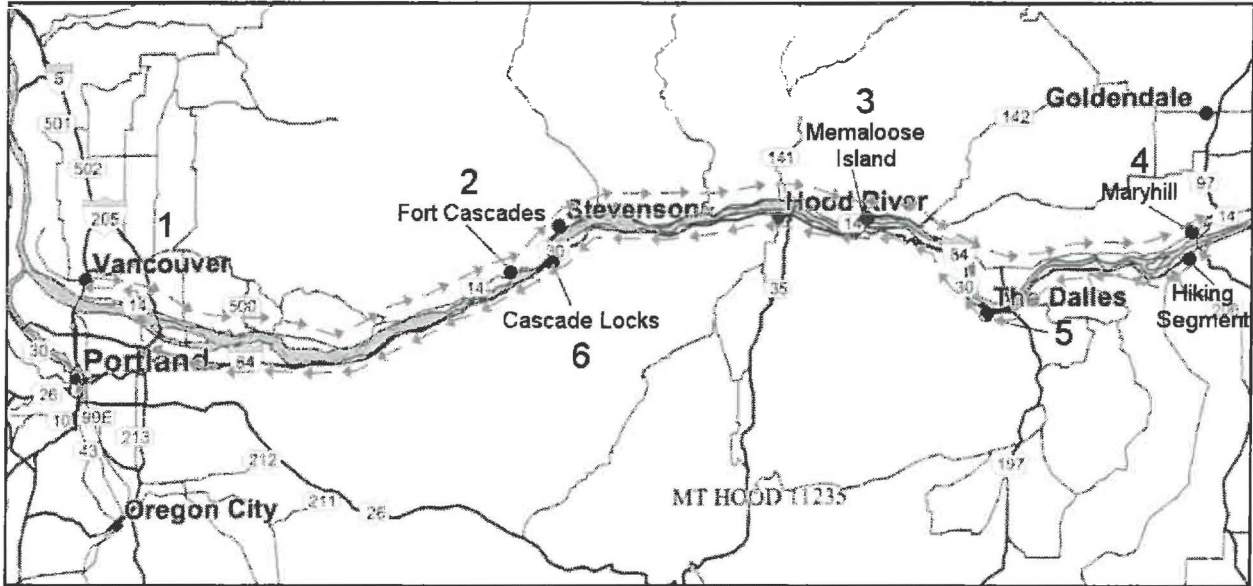
Tour E. Lewis and Clark on the Lower Columbia

Tour F. Emigrant Destination: The Willamette Valley

Tour G. The Barlow Road: Final Link of the Oregon Trail

Tour D

The Columbia Gorge from The Dalles to Fort Vancouver



The Columbia Gorge bus tour will go up the north side of the Columbia River, cross the river twenty miles east of The Dalles, and return in the afternoon along the south side. The route is through the scenic Columbia River Gorge from Fort Vancouver to where the Oregon Trail drops down from the Columbia Plateau to the Columbia River. Stops along the route include Fort Cascades, Memaloose Island overlook, a trail viewpoint, a picnic lunch in Sorois Park in The Dalles, and Cascade Locks. The hiking bus will leave earlier than the tour bus to allow for a 1.2 mile hike on a pristine segment of the Oregon Trail.

NOTE: Places that are in bold and numbered correspond to numbered places on the map. Driving directions are in italics.

1 **Vancouver** (*See also page 17*)

East on Washington 14

VANCOUVER The four-mile Fort Vancouver Reserve Discovery Trail connects downtown Vancouver and the Red Lion with the Columbia

River waterfront and the old HBC fort. Old Apple Tree Park along the river has an apple tree planted in 1826 that still bears fruit.

Vancouver National Historic Reserve includes the recreated HBC Fort Vancouver, Officers Row of U.S. Army Vancouver Barracks, Pearson Field, and the Jack Murdock Aviation Center. Next to Marine Park is the site of the Kaiser Shipyard. Henry J. Kaiser converted a former dairy farm into a World War II shipyard that constructed hundreds of Liberty cargo ships, LSTs, escort aircraft carriers, and troop transports.

GOVERNMENT ISLAND is a large island in the Columbia River near Portland International Airport. There is no access via land to the island, although support columns for the 1-205 bridge are placed on the island. Lewis and Clark visited the island and named it Diamond Island for its shape. The HBC ran cattle on the island. In February 1850 the U.S. Army reserved the island for military purposes and raised hay on it, giving rise to the name Government Island.

LEWIS & CLARK HIGHWAY The official name of Washington Highway 14 is the Lewis and Clark Highway. Although the name was designated in 1955, it fell out of favor in the 1970s and was replaced by Highway 14. The Lewis and Clark celebration is reviving interest in the official name.

REED ISLAND As the bus climbs a hill just past Washougal, part of Reed Island can be seen. Reed Island was a Lewis and Clark campsite. It was the first place the Corps reached that had been previously visited by Europeans.

COLUMBIA RIVER GORGE NATIONAL SCENIC AREA The 85-mile-long national scenic area was created in 1986. The Gorge is up to 4,000 feet deep and has the greatest concentration of waterfalls in the Northwest.

BEACON ROCK is the core of an ancient volcano. Ice-age floods eroded the softer material away, leaving a basalt column that is 848 feet high. Beacon Rock was named by Lewis and Clark in October 1805, but it became known as Castle Rock until the original name was restored in 1916. Charles Ladd purchased Beacon Rock in 1904 to keep it from being quarried. In 1915 Henry Biddle purchased it to build a trail to its summit, which was completed in 1918. The trail still leads to the top. Biddle's heirs donated it to Washington for a state park in 1928. Cost-conscious Governor Hartley refused to accept it, but when it was offered to Oregon he changed his mind.

2 Fort Cascades (30 minute stop)

THE CASCADES OF THE COLUMBIA AND THE BRIDGE OF THE GODS The Cascades of the Columbia were created by a massive landslide on the Washington side of the river. The landslide blocked and changed the course of the Columbia River. For a brief time after the

landslide the river was dammed. Eventually the river undermined the dam created by the slide, leaving a natural bridge. The local Indians developed a folklore based on what they called the Bridge of the Gods. In one tale two Indian chieftains, Klickitat and Wy'east, were fighting over the affections of Princess Loowit. When the fighting got out of hand and the two Indian men were lobbing stones across the river, the gods turned them to stone and destroyed the natural bridge. Wy'east became Mount Hood, Klickitat, Mount Adams, and Loowit, Mount St. Helens. The modern bridge over the river at this point is called the Bridge of the Gods. The Pacific Crest National Scenic Trail crosses the Columbia on this bridge. The Columbia Gorge Interpretive Center is a mile east of Bridge of the Gods.

The rapids created by the river flowing over and around the remains of the rock slide debris was the last and largest obstacle on the river from Celilo to here. Lewis and Clark completed their difficult passage of the cascades, the "Great



Beacon Rock. *Oregon State Archives Website.*

Shute," in early November 1805. At an Indian village at the lower end they observed a "remarkable high detached rock" downstream, which they named Beacon Rock. Emigrants boating or rafting the river were required to make a long portage. The opening of the Barlow Road in 1846

greatly reduced the number who took the river route as about two-thirds of all emigrants to Oregon took the Barlow Road.

By the 1850s both sides had portage railroads. At first the rails were wood and mules pulled crude flat cars. A small steam engine, called the Oregon Pony, was used on the Oregon side in the 1860s until the locks were built. In the 1850s steamboats were loading or discharging passengers on both ends of the portage. Oregon Trail emigrants who could afford the higher cost of steamboat passage, traveled in luxury, while a small number still rafted the river.

FORT CASCADES Between 1850 and 1853, the northern bank of the Columbia River was quickly settled by American pioneers. These pioneers decided to stay because of the promise of free land and the chance of profit by helping people around the Cascade rapids. To protect the settlements, the U.S. Army built three forts at the Cascades. A two-story log blockhouse, with the second story offset by 45 degrees, was built at each fort.

The first was Fort Cascades, which was built in September 1855 at the Lower Cascades, below the present site of the Bonneville Dam. Fort Rains was built in October 1855 to defend the Middle Cascades. It was named for Gabriel J. Rains, inventor of land mines. The post was abandoned in 1857. Indians attacked the settlements at the Cascades in a three-day siege in March 1856. Settlers took refuge at Fort Rains, and Fort Cascades was burned to the ground. Immediately afterward, the army rebuilt Fort Cascades and also established Fort Lugenbeel at the Upper Cascades. They were both abandoned in 1861.

Fort Lugenbeel at the Upper Cascades was built just above the settlement at the Upper Landing, near present Stevenson, where passengers from The Dalles disembarked. An emigrant cemetery is on the hillside nearby. Fort Cascades was built at the Cascades community at the Lower Rapids, where the portage ended and there was a landing for boats for the remainder of the downriver passage. Thomas McNatt operated a hotel, stable, and barn here until his death in May 1861.

East on Washington 14

BONNEVILLE DAM The dam, original powerhouse on the Oregon side, and the original locks (since replaced) were part of Franklin Roosevelt's New Deal program. The Bonneville Power Authority was the northwest twin to the Tennessee Valley Authority. The U.S. Army Corps of Engineers began construction of the dam on this site in September 1933 and completed it in July 1938 at a cost of \$83 million. The impoundment behind the dam is Lake Bonneville, the first of four major impoundments or reservoirs of the Columbia River.

The dam is named for Benjamin L. E. Bonneville, a soldier, explorer, and fur trader in the American West immediately preceding and during the early Oregon Trail years. In 1832, on a temporary leave from the U.S. Army, he explored the route of the Oregon Trail across South Pass. Washington Irving wrote of his exploits in his book *Captain Bonneville*. In 1849 Bonneville was back in uniform and began building the barracks at U.S. Army Fort Vancouver. When the Oregon Volunteers arrived from Fort Leavenworth, their barracks were not finished. Bonneville completed the construction in 1850 and the army moved into Fort Vancouver. In the Civil War Bonneville reached the rank of brevet brigadier general.

Power houses, ship locks, and fish ladders are part of the structure complex. The original powerhouse stands across the channel south of Bradford Island. A second powerhouse, constructed on the north side of the river, was finished in September 1986. The Washington town of North Bonneville was relocated to permit this powerhouse expansion, which cost \$662 million. The original ship lock is south of the first powerhouse and has recently been enlarged.

BROUGHTON FLUME The Broughton Flume, a manmade waterway, is on the hillside on the north side of the Little White Salmon National Fish Hatchery. The flume was built in 1923 by Drano Flume & Lumber to transport lumber. It was sold to Harold Broughton in 1927 and was used until 1986—the last of its type in the U.S. Eight to twelve-foot cants (squared off logs) rode nine miles, descending 1,000 feet in 55 minutes. A crew of five men worked constantly to keep it repaired. Remnants of the flume are visible for the next few miles intermittently on the mountainside to the left.

3 Memaloose Island (30 minute restroom and drinks break)

MEMALOOSE ISLAND A number of islands in the Columbia River named Memaloose were used by American Indians as burial grounds. The most important is near the south bank, west of The Dalles. The Indians placed their dead in ornamented pen-like structures made of thin

cedar slabs set on end and covered with bark. When the pens rotted away, human bones lay in heaps at the site. The island was often mentioned in emigrant diaries. Captain Lewis's branding iron was found on the north shore near Memaloose Island and is now on display at the Oregon Historical Society.

East on Washington 14

HORSETHIEF LAKE STATE PARK This was a Lewis and Clark campsite. The park contains a large concentration of prehistoric rock art, one of which is the petroglyph "She Who Watches," one of the best known rock art designs along the Columbia.



Tsagaglalal or She Who Watches

4 Maryhill Museum of Art (15 minute stop to get out and view the trail across the river)

OREGON TRAIL Directly across the river at this point, the trail came back to the Columbia from the John Day River crossing. The trail descends toward the round tanks on the river bank at Biggs.

MARYHILL MUSEUM OF ART Entrepreneur Sam Hill began building a poured concrete mansion on the bluff overlooking the Columbia Gorge in 1914, naming it Maryhill after his daughter Mary. After Hill died in 1931, the building was completed and was opened to the public as a fine art museum in 1940. Four miles east of the museum is Hill's Stonehenge, a full-scale replica of the Neolithic Stonehenge in England. It is the first monument in the U.S. to honor soldiers who lost their lives in World War I.

Continue east on Washington 14, turn right on U.S. 97 to bridge. Cross the Columbia to Biggs Junction. Cross over freeway and continue to stop sign. At stop sign turn right onto frontage road. Go west on frontage road. Pass a pullout with a monument for the place overland emigrants first viewed the Columbia River.

Buses for the hiking tour will stop to let hikers out. The trail is on the south side of the frontage road, through the barbed-wire gate (1.2 mile hike).



Oregon Trail hiking segment

DESCHUTES RIVER (EAST BOUNDARY OF CRGNSA) The Oregon Trail crossed the hazardous Deschutes River at the mouth, now under water, by floating the prairie schooners and swimming the livestock. An island in the river mouth was often utilized when the water was high and the ford dangerous. Pioneer women and children were frequently ferried across the stream by native canoe men who made the passage in exchange for bright colored shirts and other trade goods. On the west side of the crossing the trail climbed the steep hillside to the plateau.

Enter I-84 West

CELILO FALLS AND VILLAGE Celilo Village is a 33 acre Indian village created for the purpose of in-lieu restitution for the loss of highly

productive fishing grounds flooded by completion of The Dalles Dam on March 9, 1957. The resulting impoundment, Lake Celilo, inundated the geologic river feature known as The Dalles, from Big Eddy to Celilo Falls. These falls were rich salmon harvesting waters, where jumping salmon trying to navigate upstream over the falls were speared or netted by Indians standing on rickety, fragile-looking wooden planks extending well out over the water. You occasionally can still see less elaborate stands today, but other fishing techniques have replaced basket nets and spears.

5 The Dalles

THE DALLES Early Hudson's Bay Company personnel called the great rapids of the Columbia Les Dalles, meaning "flagstones," referring to the huge basalt rocks that created the rapids. The community that grew up west of the rapids was first called Dalles City, but the name was changed to The Dalles in 1860. The first homes were built here in 1838 by Methodist missionaries at Jason Lee's Wascopum Mission. Pulpit Rock is peculiar rock about 20 feet high that the missionaries used as a natural pulpit when they preached to the Indians. Today the city is known for its historical downtown murals and a city park with Ezra Meeker's "End of the Oregon Trail" monument.

SOROSIS PARK (lunch)

Depart Sorosis Park

FORT DALLES on Mill Creek in The Dalles was a regular military post used during the intermittent Indian wars from 1850 to 1866. Colonel W. W. Loring of the Mounted Riflemen sent two companies of Mounted Rifles from Vancouver Barracks in May 1850 to establish a supply depot at The Dalles. Some of the log buildings burned down, and the post was reconstructed in 1856–57 of frame construction. Today only the Surgeon's Quarters is standing and is maintained as a museum. Initially named Camp Drum, the military reservation was quite large, approaching 10,000 acres in size. Renamed

Fort Dalles, the size was eventually reduced to 640 acres before it was abandoned.

ROCK FORT Lewis and Clark camped at this fort-like basalt outcropping on the river bank in October 1805 and again in April 1806 on their journey home. It is recognized as the least changed of the known campsites.

Enter I-84 West

CRATES POINT is a looming promontory just west of The Dalles, where the Columbia River makes a change in direction from westerly to northerly. It stood as an abrupt halting feature impeding further overland wagon travel. From this point west, emigrants had to load wagons and belongings on rafts to float the remaining distance to Fort Vancouver and the Willamette valley. After 1845 they had the option of taking Barlow's toll road from The Dalles south and around the south shoulder of Mount Hood. The river route was hazardous, especially through the cascades, but the overland road was not without its difficulties as well.

Edward Crate was a French Canadian in the employ of HBC. He arrived in Oregon in 1838 and settled in Oregon City until he moved to The Dalles in April 1850. He laid claim to property at the mouth of Chenoweth Creek, under the slope of the bluff that now bears his name. He chose the location because it was suitable for landing boats. Today the Columbia Gorge Discovery Center sits on Crates Point.

HOOD RIVER Lewis and Clark named the river La Biche in 1805 after one of their French-Canadian members. During the settlement era some starving travelers ate dog meat near this stream and the name Dog River came into general use. In 1852 the *Portland Oregonian* announced a road was open on the south bank of the Columbia from Dog River to the Vancouver Ferry. In 1856 the wife of emigrant settler Nathaniel Coe led a successful drive to rename the town and stream Hood River.

The Hood River valley is famed for its production of apples and sweet cherries. More recently the city has become well known for the

world-class windsurfing conditions on the Columbia. Many businesses in the city cater to the tourist and windsurfing visitor.

HISTORIC COLUMBIA RIVER HIGHWAY was built between 1913 and 1922. THE HCRH was a portion of the longer Columbia River Highway, which became part of U.S. 30 in the 1920s. The HCRH was the first modern highway constructed in the Pacific Northwest and the first scenic highway constructed in the United States. Today the old gorge scenic highway is a pleasant alternative to I-84. Many of the tunnels have been reopened so hikers and cyclists can travel portions not open to automobile traffic.

COLUMBIA GORGE HOTEL Built in 1918 by lumber baron Simon Benson, this grand structure is one of two bookend hotels on the Columbia Gorge Highway. The other is the Benson Hotel in Portland, which is still the choice of U.S. presidents spending the night in Portland. The Columbia Gorge Hotel sits on a bluff overlooking the Columbia. On the hotel grounds is a waterfall cascading from a creek that flows under the hotel. The Columbia Gorge Hotel was the site of the 1984 OCTA convention banquet.

6 Cascade Locks (45 minute stop)

CASCADE LOCKS The Oregon side of the great portage around the Cascades of the Columbia is today called Cascade Locks. Cascade Locks gained its name in 1878 when construction of the navigational locks began. The locks were completed in 1896 and provided a permanent solution to portaging the rapids. The only older locks in Oregon were at Willamette Falls, opened in 1873, and the Yamhill River lock. The Oregon Pony, a small steam engine that was used in the 1860s until the locks were built, is on display in the park.

West on I-84

MULTNOMAH FALLS AND MULTNOMAH FALLS LODGE Multnomah Falls is the showpiece attraction among the many waterfalls in the gorge. It is the second highest year-round waterfall in the United States. Lewis and Clark,

Commander Wilkes, and various other explorers mentioned the falls. They were named in the 1860s by steamboat company magnate Simeon Reed for the Multnomah Indians, Upper Chinookan Indians living around Sauvie Island, Willamette Falls, Celilo Falls, and Fort Vancouver. Although pioneers rafting the Columbia estimated the falls to be as high as 1,000 feet in their diaries, the total drop of the two falls is 620 feet.

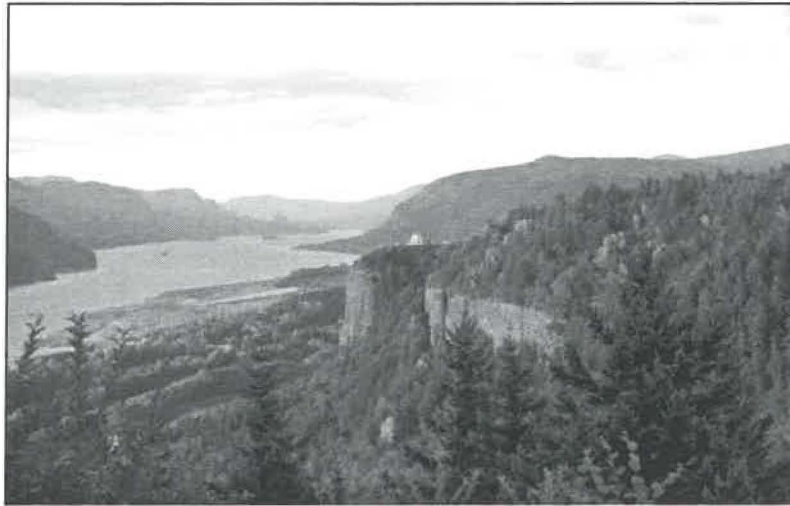
The historic Multnomah Falls Lodge and the Benson Bridge, constructed by Italian stone masons, contribute to the special character of the site. The bridge, which permits visitors to cross the falls between its lower and upper drops, was constructed in 1914 by prominent Portland businessman, Simon Benson. Benson deeded the falls and surrounding 300 acres to Portland as a public park. The lodge was built in 1925 and had dormitories and four rooms for overnight stays, but it is no longer used for public lodging. In 1943 the lodge and falls were transferred to the U.S. Forest Service.

VISTA HOUSE Crown Point is a unique rocky point overlooking the Columbia River Gorge on the Oregon side. Atop the point is Vista House built to provide shelter for tourists. The Historic Columbia River Highway makes a near 360 degree turn around the point. In 1884 Lorens Lund homesteaded on ground above and including Crown Point. He frequently walked down to the point from the farmhouse on summer evenings to watch the sunset. In order for others to share the view from the point, Lund donated the land on which Vista House was constructed when the Columbia River highway was constructed in the 1920s. Crown Point was designated a National Natural Landmark in August 1971, and Vista House was entered in the National Register of Historic Places on November 5, 1974. Vista House serves as a small US Forest Service visitor center and is currently being renovated.

SANDY RIVER In 1792 Lieutenant Broughton of Captain Vancouver's voyage of discovery rowed this far up the Columbia River. In 1805 Lewis and Clark named this the Quicksand River due to its constantly shifting sand bars. The sand comes from the Sandy and Reid Glaciers high

on the west slope of Mount Hood. Oregon Trail emigrants who took the River Route but did not wish to stop at Fort Vancouver left the Columbia River at this point. They reassembled their wagons and took a road from the mouth of the Sandy River to Oregon City that went through Powell's Valley.

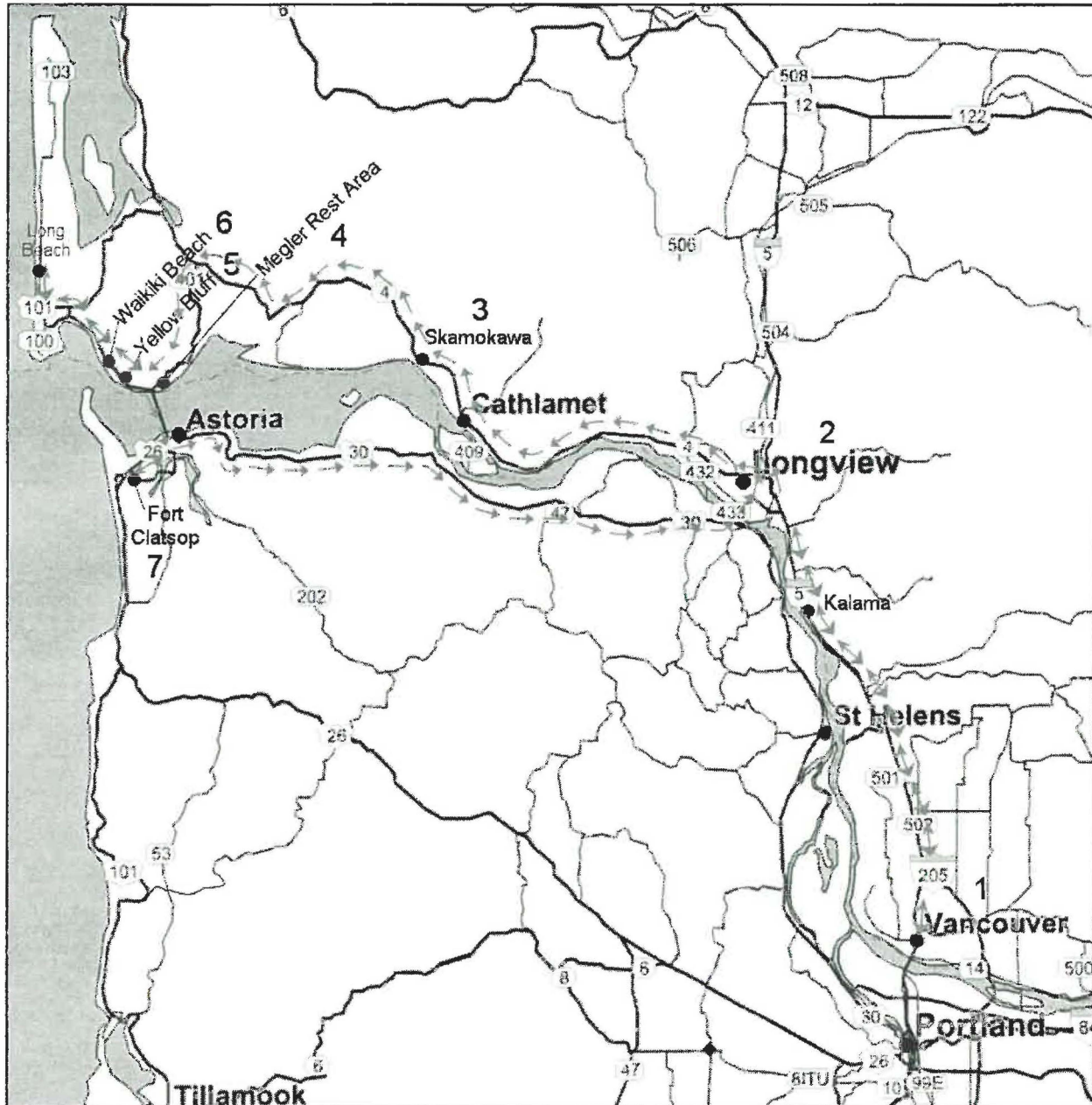
North on I-205, west on Washington 14 to Vancouver. Evergreen Exit, left on Evergreen and drive through Vancouver Barracks. Left on Columbia to Red Lion Hotel.



Vista House on Crown Point overlooking the Columbia Gorge

Tour E

Lewis and Clark on the Lower Columbia



The Lewis and Clark Expedition reached the Pacific Ocean in late fall 1805 and wintered over at Fort Clatsop before returning eastward in 1806. This tour focuses on the Lewis and Clark Expedition from Fort Vancouver to Fort Clatsop but also includes Columbia River exploration,

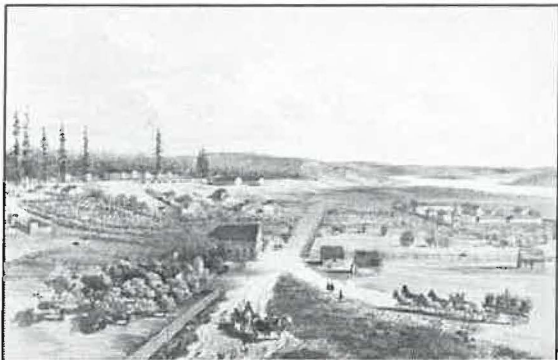
the founding of Astoria, the Hudson's Bay Company, British and American territorial interests and claims, and the history of various towns along the way. The buses will follow the Expedition's route west down the north side of the Columbia to Long Beach, its northernmost

point at the ocean, then trace its roundabout route to winter quarters south of the Columbia and its return to Vancouver on the Oregon side. The tour will follow in the footsteps of Lewis and Clark, with journal readings throughout the day. There will be several short walks and an opportunity to put your feet into the Pacific Ocean. While there have been many changes in the shorelines, the area near the mouth of the Columbia still retains many of the characteristics that Lewis and Clark experienced. The controlling factor of the tour is Fort Clatsop. We must be there at specific times, which are already set. Once at the fort everyone is on their own. We have allowed 1 hour and 40 minutes. The movie "We Proceeded On" will be shown on the bus, so *don't* view it at the fort. Use your time to see the exhibits and watch the various living history demonstrations.

NOTE: Places that are in bold and numbered correspond to numbered places on the map. Driving directions are in italics.

1 Vancouver (*See also page 9*)

FORT VANCOUVER has been an important economic center since 1825 when the Hudson's Bay Company (HBC) moved its Department of the Columbia Headquarters upriver from Fort George—now Astoria, Oregon. The company's governor, George Simpson, broke a bottle of rum over the flagstaff and named the fort to honor Captain George Vancouver, the renowned British explorer. The naming was also a pointed reminder that the British had been the first to explore beyond the mouth of the Columbia River.



Fort Vancouver, 1854. Lithograph by Gustav Sohon. *Pacific Railroad Reports*, vol. 12.

The fort was the center of a vast economic enterprise that shipped "Oregon goods" to other trading centers and throughout the British Empire. British place names are still retained today in Mill Plain and Fourth Plain.

The U.S. Army moved into the area during 1849, three years after the treaty that established the American-British border at the 49th parallel. The settlement agreement allowed the HBC to continue to operate its holdings until its own contract with England ended in 1860, so there were eleven more years of uneasy "joint occupancy" between the HBC and the U.S. Army. Hudson's Bay Company finally left the area in 1860. The modern town of Vancouver was incorporated in 1857.

North on I-5

MOUNT ST. HELENS Sailing off the Pacific Coast in 1792, Captain Vancouver observed a volcanic peak of classic symmetry and named it to honor the British Ambassador to Spain, Baron Saint Helens. In 1980 the peak lived up to its American Indian name, *Lawala Clough*, meaning "Smoking Mountain," and erupted, taking 1,300 feet off the top, blowing out the north side, and blunting the perfect cone.

RIDGEFIELD Ridgefield is home to the 5,100 acre Ridgefield National Wildlife Refuge, founded in 1965. The mild, rainy winter climate of the lower Columbia is an ideal environment for migrating and wintering waterfowl. Preservation of the natural Columbia River floodplain and cultivation of crops, such as corn and barley, provides food for waterfowl and creates resting areas for the migrating birds.

The wildlife refuge is also the site of Cathlapotle, a 2,000-year-old American Indian village at the confluence of Lake and Lewis Rivers with the Columbia River. The large village of fourteen longhouses, along a quarter of a mile of river frontage, supported a population of 900. The lower Columbia River was the largest concentration of American Indian population in North America, and the Cathlapotle village site is an important archaeological site of American Indian habitation on the Columbia River.

Lewis and Clark camped here on November 4, 1805, and again on March 29, 1806. They were across from the island that took the name of the roots that grew abundantly there—Wapato Island (today's Sauvie Island). This root was a mainstay of subsistence for the native people. The gathering process was described by Lewis:

about this place Capt. C[lark] saw a great number of small canoes lying scattered on the bank. These small canoes are employed by the women in collecting wappetoe. With one of these a woman enters a pond where the *Sagittaria Sagitafolia* grows, frequently to her breast in water and by the means of her toes and feet breaks the bulb of this plant loose from the parent radicle and disencumbering it from the mud it immediately rises to the surface of the water when she seizes it and throws it into her canoe which she always keeps convenient to her. They will remain in the water for hours together in search of this bulb in the middle of winter.

KALAMA The origin of the name Kalama is shrouded in a mystery. One version has that John Kalama, a HBC agent of Hawaiian descent, established a fur trading post on the mouth of the river. Another version has the town named in 1871 for an American Indian word meaning "pretty maiden." The best clue to the origin of the name of the river and town is found in the Lewis and Clark journals. Private Joseph Whitehouse recorded "Clamas" as the American Indian name for the river. Variations of the aboriginal name were used by fur brigades that traveled on the Columbia River.

Kalama has long been a transportation hub on the Columbia River. In the 1850s steamboats gave birth to the town because of the naturally deep water along the riverbank. Two decades later, the railroad started laying tracks from Kalama towards Puget Sound. In order to fulfill government contract deadlines, this section of railroad, part of a transcontinental railroad line, was constructed before the tracks were laid across the western prairies. It took another ten years to complete the coast-to-coast railroad, which was aided by a side-wheeler ferry to carry the trains across the Columbia River. Tracks

from Portland brought freight and passengers to the ferry terminal at Goble on the other side of the river, where they were floated across to Kalama before continuing to Puget Sound.

TROJAN NUCLEAR REACTOR The cooling tower of the deactivated Trojan Nuclear Reactor (1974–91) on the southern banks of the Columbia River is near a small island used by American Indians to inter their dead, often in a canoe with the trophies of the deceased. William Broughton called the area Burial Head on his chart. Lewis and Clark camped a couple miles north on November 5, 1805. Clark complained in his journal that the noise of geese kept him awake all night. "A cloudy morning. Some rain. The after part of last night & this morning I could not sleep for the noise kept by the swans, geese, white and black brant, ducks, etc. on a opposite base, & Sandhill Crane, they were immensely numerous and their noise horrid."

2 Longview Exit, north on Washington 4

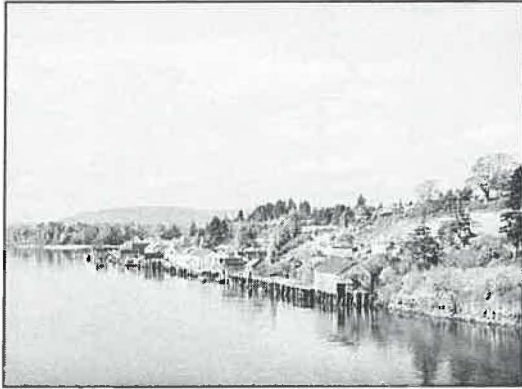
WILLIAM CLARK, November 6, 1805, Cape Horn:

No place for several miles sufficiently large and level for our camp. We at length landed at a place which by moving the stones we made a place sufficiently large for the party to lie level on the smaller stones clear of the tide. Cloudy with rain all day. We are all wet and disagreeable, had large fires made on the stone and dried our bedding and kill the fleas, which collected in our blankets at every old village we encamped near.

If the most popular phrase in the Lewis and Clark journals is "We proceeded on," the second most-used phrase in the entries of November 1805 is "We are all wet and disagreeable." With all they had already experienced, they were about to meet Mother Nature in a way none of them had ever seen before.

CATHLAMET Cathlamet derived its name from the Chinookan group that lived on both sides of the Columbia River in this region. In 1846 retired HBC employee James Birnie set up a

trading post named Birnie's Retreat on the river at the location of the present town. In 1866 George and William Hume opened a salmon cannery at Eagle Cliff, eight miles east the town. The salmon processing center was the first of thirty-nine canneries eventually located on the lower Columbia. Many of the pilings for the wharves and piers of the canneries still remain in the river, and a few of the packing sheds can still be found.



Cathlamet Waterfront, 1941. *Library of Congress.*

River pilings were also used for collecting logs for logging operations. Settlers cleared the land by felling trees and rolling the logs to the river for sawmill owners to collect. When timber close to the river had all been cut, loggers used oxen and pulled the logs to the water. Steam donkeys in logging operations appeared about 1890, and flumes were built to transport logs to the river. Logging railroads replaced the less efficient means of transporting timber long distances to the Columbia River mills. Eventually, roads and logging trucks replaced the rails. The virgin forests lasted about a century and are now replaced with managed timber crops.

3 Skamokawa Vista Park (20 minute stop)

SKAMOKAWA In 1844 Portland pioneer Captain John Couch opened a trading post at the mouth of the Skamokawa River, next to the Chinook longhouses that lined the shoreline. Until 1915 the river town had no land connection to neighboring communities. The town's economy was centered around farming, logging, and fishing. Fishermen seined with horses dragging

the nets ashore. Men and animals both lived on large scows that were towed to the fishing grounds when the salmon migrated up the river.

Lewis and Clark visited an Indian village at the site of present Skamokawa on November 7, 1805. That night they camped near Pillar Rock, where the river widens out considerably, and Clark wrote, "Oceian in View! Oh! The joy! The great Pacific Ocean we have been so long anxious to see" They were not really at the ocean, but the river broadened out into a five mile wide estuary and, being anxious to see the ocean they thought they were there. They figured out their mistake. They had just traveled about 500 miles in one month and now were within one day's normal travel of their destination. So tomorrow, on November 8, they thought they would really be at the ocean. But it actually took them another month, including a retrograde move of fifteen miles.

North on Washington 4, south on Washington 401

4 Megler Rest Area (20 minute stop)

POINT ELLICE The large mountainous promontory that projects into the Columbia River estuary was named by fur traders of the Northwest Company to honor Edward Ellice, a London agent of the company. Called Point Distress by Lewis and Clark, the expedition was delayed six days (November 10–15, 1805) attempting to round the point and reach the mouth of the Columbia River. They made several attempts to reach their goal but were hindered by wind, rain, and high waves. Their stay on the leeward side of the point was one of the most trying times for the explorers during their entire journey.

William Clark wrote on November 12, 1805:

It would be distressing to a feeling person to see our situation at this time, all wet and cold with our bedding etc. also wet, in a cove scarcely large enough to contain us, our baggage in a small hollow about ½ mile from us, and canoes at the mercy of the waves & driftwood. We have secured them

as well as possible by sinking them and weighting them down with stones. . . . Our party has been wet for 8 days and is truly disagreeable, their robes & leather clothes are rotten from being continually wet, and they are not in a situation to get others, and we are not in a situation to restore them.

MEGLER was named for Joseph Megler, an early pioneer legislator for Washington Territory and operator of the fish cannery established on Point Ellice. The Megler-Astoria Bridge crosses the Columbia River connecting Washington and Oregon. Completed in 1993, the 4.4-mile-long bridge is the longest continuous-truss bridge in North America.

South on Washington 401, north on U.S. 101

STATION CAMP Finally, on the November 15, 1805, after eleven days of constant rain, wind, and waves, the weather cleared enough for them to go a few more miles. Sgt. Patrick Gass wrote:

here we halted on a sand beach, formed a comfortable camp, and remained in full view of the ocean, at this time more raging than pacific. We are now at the end of our voyage, which has been completely accomplished according to the intention of the expedition, the object of which was to discover a passage by the way of the Missouri and Columbia rivers to the Pacific Ocean; notwithstanding the difficulties, privations and dangers, which we had to encounter, endure and surmount.

Here they stayed another ten days while Clark and Lewis took separate land trips to Cape Disappointment and further north on the Washington Coast.

West on Stringtown Road

5 Yellow Bluff (15 minute hike) A short hike “in their footsteps,” walking around “a bluff of yellow Clay and Soft Stone.”

6 Waikiki Beach (lunch on bus) View of Cape Disappointment Lighthouse; jetties at the mouth of the Columbia River.

North on U.S. 101, north on Washington 103

LONG BEACH On November 18, 1805, William Clark took eleven men on an excursion to the ocean. They crossed Cape Disappointment and headed north across rugged terrain to the beach. Early the next day the party reached the shore of Long Beach Peninsula. They went four miles up the beach before returning to Station Camp. Clark wrote: “marked my name & the Day of the Month on a pine tree.” This was the farthest north on the coast that the Corps of Discovery reached.

South on Washington 103, south on U.S. 101, cross Astoria-Megler Bridge

ASTORIA Founded in 1811, Astoria was the first commercial settlement for Americans on the Pacific Coast. The settlement was named for John Jacob Astor, owner of the Pacific Fur Company, a subsidiary of the American Fur Company. The settlement was the first fur trading post in Oregon Country. It was not called a fort until surrendered to the British in 1813. During the American-British conflict in the War of 1812, the settlement was seized and rechristened Fort George to honor the King of England. Five years later the United States took formal possession of the fort again, but it remained a British post until it was abandoned in 1824. To protect British claims to the Pacific Northwest, headquarters for the fur trading enterprise were moved to Fort Vancouver. In 1847, Astoria became the first U.S. post office on the Pacific Coast.

South on U.S. 101

7 Fort Clatsop

FORT CLATSOP Due to the absence of game and their unprotected exposure to winter storms on the north shore of the Columbia, the party elected to cross the river to the south side where Indians informed them that, elk and deer were numerous. Crossing the river, they built their 1805–06 winter quarters on a protected site five miles south of Astoria, Oregon, naming it Fort Clatsop for the local Clatsop Indians.

The men spent the winter hunting elk for food and making elkskin clothing and moccasins to replace their worn buckskins. Lewis filled his journal with descriptions of plants, birds, mammals, fish, amphibians, weather data, and much detailed information on Indian cultures. Clark drew illustrations of many of the animals and plants, and brought his maps of the journey up to date.

Sacagawea joined Clark and a few of the men on a trip to the coast to procure oil and blubber from a "monstrous fish," a whale that had washed up on the beach. En route, they visited the expedition's salt-making camp at Seaside, Oregon, where several of the men kept a continuous fire burning for nearly a month boiling sea water, to produce twenty gallons of salt.

The original fort deteriorated in the wet climate of the Northwest, but in 1955 area citizens and service clubs constructed a replica on the same site using Clark's sketches. Three years later it became a unit of the National Park Service. The authentic fort is furnished with hand-hewn wooden bunks, tables, benches and chairs, and park rangers reenact what life was like for the explorers.

East on U.S. 30 to Longview, cross Rainier Bridge, I-5 to Vancouver

The return trip will contain very little interpretation. It will be a good time to ask

questions, watch *We Proceeded On* and possibly other movies, and just sit back and relax. We will, however, be on the lookout for the mountains. Barring conditions, there is a chance for us to see Mounts Rainier, St. Helens, Adams, and Hood.

On their return trip Lewis and Clark camped again in the Ridgefield National Wildlife Refuge on March 29, 1806. Also, on March 30 they

camped just about a half-mile east of the Red Lion. It was here that Meriwether Lewis noted: "This valley would be competent to the maintenance of 40 or 50 thousand souls if properly cultivated and indeed is the only desirable situation for a settlement which I have seen on the west side

of the Rocky Mountains." Today the combined Portland-Vancouver area population is about 600,000.

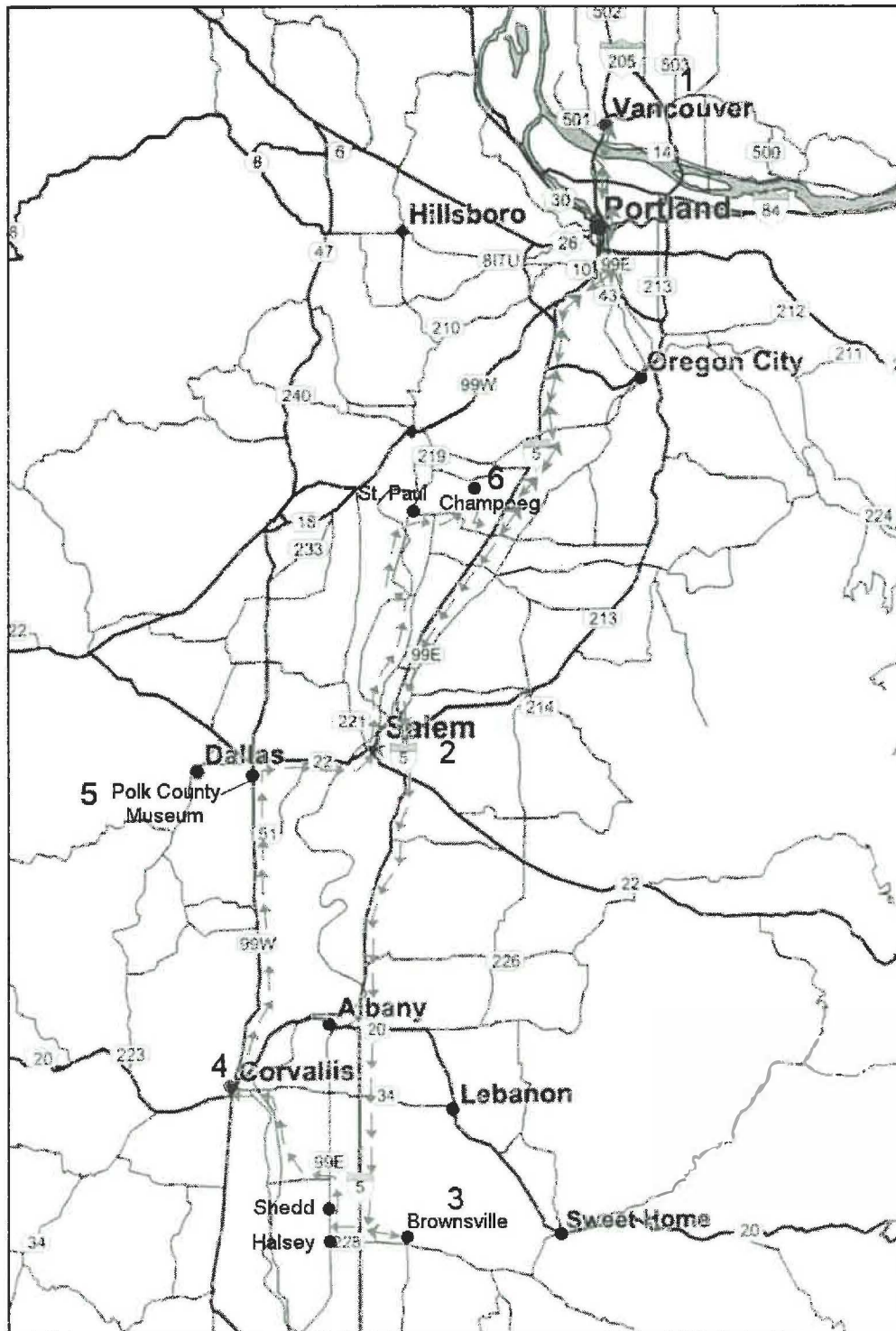
An important contribution made during the return trip of the Expedition in this area was the investigation of the Willamette River. The Corps missed it in both their downriver and upriver journeys and only learned about it when they camped with some Indians near Washougal, Washington, on March 31, 1806. While Lewis stayed with one group of men to investigate the Sandy River, Clark hired an Indian guide and came back twenty-five miles to find the Willamette. He realized it was the major river draining the west side of the Cascades and that it would be important to understanding the area.



Fort Clatsop. National Park Service.

Tour F

Emigrant Destination: The Willamette Valley



Rich agricultural land—free after the Donation Land Claim Act was passed in 1850—abundant natural resources, and mild climate of the Willamette Valley offered an ideal destination for Oregon Trail emigrants. The buses will travel south through the valley along the general route of the Applegate Trail/Southern Road to Oregon and the Old Trappers Trail, which brought people from Fort Vancouver. The route will highlight the diverse crops of the valley, Century Farms, and a multitude of historic sites and modern landmarks. Stops along the route include Mission Mill Museum, Linn County Historical Museum, picnic lunch in the Brownsville City Park, Polk County Museum, and Champoege State Park.

NOTE: Places that are in bold and numbered correspond to numbered places on the map. Driving directions are in italics.

1 Vancouver (*See pages 9, 17*)

South on I-5

WILLAMETTE RIVER Willamette is an Indian word that has been recorded in various spellings. The meaning of the word is disputed and includes “green water” or “spill water.” The Willamette River is nearly 300 miles long and is the largest river entirely within Oregon.

WILLAMETTE VALLEY The fertile Willamette Valley has been the population center of Oregon from the beginning of settlement and is still home to 60 percent of the state’s population. Eight of Oregon’s ten largest cities are in the Valley, including Portland, the state’s only true urban center. The Valley has many natural prairies, some of which are several miles in extent. The smaller prairies, such as the Tualatin Plains where the forest and plain alternate, were described by the pioneers as “the most beautiful.”

OREGON CITY Nine miles east of the bus route on I-5 is the earliest town in Oregon. In 1829 John McLoughlin established a land claim at Willamette Falls in the name of the Hudson’s Bay Company and encouraged former trappers

to settle nearby. McLoughlin surveyed and laid out the town of Oregon City in 1842, replacing the commonly used name of Willamette Falls. Oregon City grew as a political and trade center and soon had 500 residents. Oregon City was the first capital of Oregon, and the Provisional and Territorial Governments met there from 1844 to 1853, when the capital was moved to Salem.

In the 1840s and ‘50s, so much gold dust flowed north into Oregon City from the lumber and wheat sold in the California goldfields that the Provisional Government had to authorize the minting of coins in Oregon City to keep the economy in order. Industry in Oregon City also began early. Since McLoughlin’s first power sawmill in 1830, the power of the falls has been used to manufacture lumber, flour, woolen cloth, electricity, and paper. In another sense the power of the river has often been unfortunate for the city. Eight major floods have occurred in Oregon City since its founding. The last was in February 1996.

BOONES FERRY Alphonso Boone, Daniel Boone’s grandson, brought his family to Oregon in 1846 by the Applegate Trail. His sons Jesse and Alphonso Jr. operated a ferry on the Willamette River beginning in 1847. Boones Ferry operated for 107 years, until the bridge was built in 1954.

MARION COUNTY was named for Revolutionary War hero General Francis Marion. The Marionberry was bred in Oregon in the 1950s and named for Marion County, the main growing region in the state.

AURORA was founded by Dr. William Keil in 1857 and was named for his daughter. The town was the center of a German religious commune that emigrated from Missouri. Dr. Keil’s son Willie died two days before the commune wagons left Missouri. His body was carried over the Oregon Trail in a lead casket filled with Golden Rule whiskey and buried near Menlo, Washington. After Dr. Keil’s death in 1883, the communal system was replaced by private property. The bus will not go through Aurora but will pass by the freeway exit to the town.

2 Salem

SALEM The Indian name for the locality of Salem was *Chemeketa*, meaning “meeting or resting place.” In 1840–41 the Jason Lee Mission was moved about ten miles south to Mill Creek. After the mission was dissolved in 1844, a town was laid out and named for Salem, Massachusetts. In 1851 the capital of Oregon was moved from Oregon City to Salem. After the capitol building was destroyed in 1855, the capital was moved to Corvallis but moved back to Salem the same year. Salem is the site of the first woolen mill in Oregon.

MISSION MILL MUSEUM, SALEM (55 minute stop) The Mission Mill Museum is the site of the Jason Lee Methodist Mission. It contains the Lee House, Parsonage, and Boon House, which was moved to grounds. These are the three oldest frame houses in Salem.



Jason Lee House, Salem

OREGON STATE CAPITOL BUILDING
The present capitol building is the third one in Salem. It was completed in 1938 after a fire destroyed the second one.

South on I-5

SANTIAM RIVER The Santiam River has been the dividing line between Marion and Linn Counties since 1847. Linn County is named for Senator Lewis Linn of Missouri, a Donation Land Claim proponent. Linn County is the “grass seed capital” of the United States, growing 85 percent of the grass seed used for American golf courses. Milton Hale built and operated Hales Ferry here.

ALBANY was founded in 1848 by Walter and Thomas Monteith and named for Albany, New York. The first bridge over the Willamette River was built in Albany six years before one was built in Portland. The first woman steamboat captain west of the Mississippi River was born here. Abigail Scott Duniway started her crusade for woman's rights in Albany. Cyrus Walker, son of Rev. Elkanah and Mary Walker, was the first white male born in the Northwest to live to maturity. He lived at Albany most of his life. Samuel L. Simpson wrote the poem “Beautiful Willamette” here in fall 1867. Albany College was moved to Portland in 1942 and renamed Lewis & Clark College. Albany is known as the “rare metals capital of the world” for metals developed at the U.S. Bureau of Mines for use in airplane and aerospace technology. It is also the site of the first powered airplane flight west of the Mississippi River.

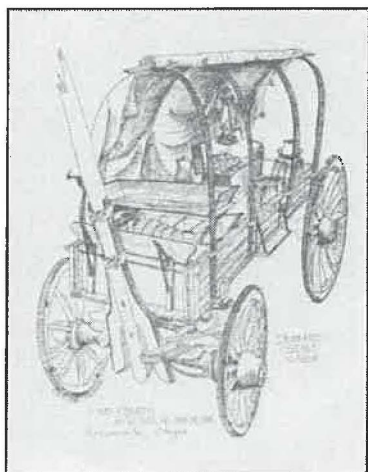
Exit 216, east on Oregon 228

3 Brownsville

BROWNSVILLE Captain James Blakely, his uncle Hugh Leeper Brown, and other families arrived here in 1846. Richard Chism Finley—nephew of Jesse Chisolm of Chisolm Trail fame—built the first gristmill in the area. Much of the grain for the 49ers in California came from mills on the Calopooia. Rev. Henry H. Spalding started a school here and was elected the first Linn County School Commissioner. In 1851 his wife was the first to be buried in the Brownsville Pioneer Cemetery. His daughter Eliza, who wrote *Memories of the West* in 1916, was the first white female born in the Northwest to live to maturity. Other notable early residents were Rev. Edward R. Geary and Rev. Robert Robe. Robe's sister was John Glenn's grandmother. Brownsville is the site of the second woolen mill in Oregon. Through Thomas Kay this was the beginning of the present mills in Salem, Pendleton, and other locations.

LINN COUNTY HISTORICAL MUSEUM (45 minute stop) The museum has an authentic covered wagon and much information about early settlers. The Pioneer Picnic—the oldest

celebration in Oregon—has been held here each June since 1887.



An Oregon Trail wagon

BROWNSVILLE CITY PARK (lunch) The city park was a pioneer campground.

West on Washington 228, north on 99E

SHEDD The first town, named Boston Mills, was a mile and a half to the east. Shedd was established as Shedd's Station when the railroad was built. It was named Shedd for 1864 wagon master Captain Frank Shedd, on whose land the community was started. U-Haul Trucks started in the back of the Shedd General Store. Oregon's oldest operating water-powered mill is east of town. The major early crop in the area was wheat. Linn County has the most Century Farms in the state, including the John Pugh Century Farm in Shedd. The Shedd Museum has a folding trunk that opens into a table that was used on the Oregon Trail. Its also has an original Oregon Trail diary that will be surveyed for COED. The Shedd Methodist Church celebrated 150 years last year. The United Presbyterian Church is now a wedding chapel.

West on Oregon 34

CORVALLIS A community named Marysville was established at the junction of the Marys and Willamette Rivers in 1847. In 1854 the name was changed to Corvallis, a compound of the Latin words meaning "heart of the valley."

Corvallis briefly served as the territorial capital in 1855, before it was returned to Salem. Benton County was named for Senator Thomas Hart Benton of Missouri, a Donation Land Claim proponent

North on Oregon 99W

TRAILS AND ROADS Modern highways and railroads continued the practice of the territorial roads going along each side of the swampy valley floor. The Applegate Trail/Southern Road to Oregon is about a mile to the west. The Old Trappers Trail is the same trail.

5 Polk County Museum (30 minute stop)

POLK COUNTY MUSEUM The museum focuses on the area's settlement patterns, the Applegate Trail/Southern Road, the Old Trappers Trail from Fort Vancouver, and Levi Scott. The majority of land was settled from the north by people from Fort Vancouver who traveled here on the Trappers Trail before the Applegate Trail/Southern Road was opened in 1846.

East on Oregon 22, through Salem, north on River Road

ST. PAUL St. Paul Catholic Church was the first Catholic Church in Oregon. It was originally built of logs by farmers in 1836. At the request of French-Canadian settlers and Dr. John McLoughlin, Father Francois Blanchet and Modeste DeMures arrived in 1838. Separate schools for girls and boys and other buildings were completed. A two-story log house was the Jesuit mission headquarters for the entire Oregon Country. The large brick building with two side chapels was completed on November 1, 1846. It was the first brick building in Oregon. Father Pierre Jean De Smet arrived in 1844. The town of St. Paul was named for the church.

Several early fur traders are buried in the church cemetery, including William Cannon, the first miller at Fort Vancouver and the only Revolutionary War veteran buried in Oregon, and Francois Rivet and Phillipe Degree, two members of the Lewis and Clark expedition who later came west as fur traders. Marie Dorion,

member of the overland party of the Astorians, was baptised at St. Paul but is buried near the St. Louis church.

6 Champoeg State Park (35 minute stop)

CHAMPOEG The name Champoeg (Champooic in early records) has various explanations but is likely an Indian word for Camas. Champoeg was the site of the first Hudson's Bay Company warehouse south of Oregon City and the shipping place for wheat from the Willamette Valley. Its accessibility by land and water

caused Champoeg to be chosen in 1843 as the meeting place to consider a provisional government for Oregon. An equal number of American and British citizens met, and by a narrow margin, the Americans gained control and started organizing the provisional government—the first American government on the Pacific Coast. Thus Champoeg is the birthplace of Oregon. The site of the Champoeg meeting is now an Oregon State Park.

North on I-5 to Vancouver

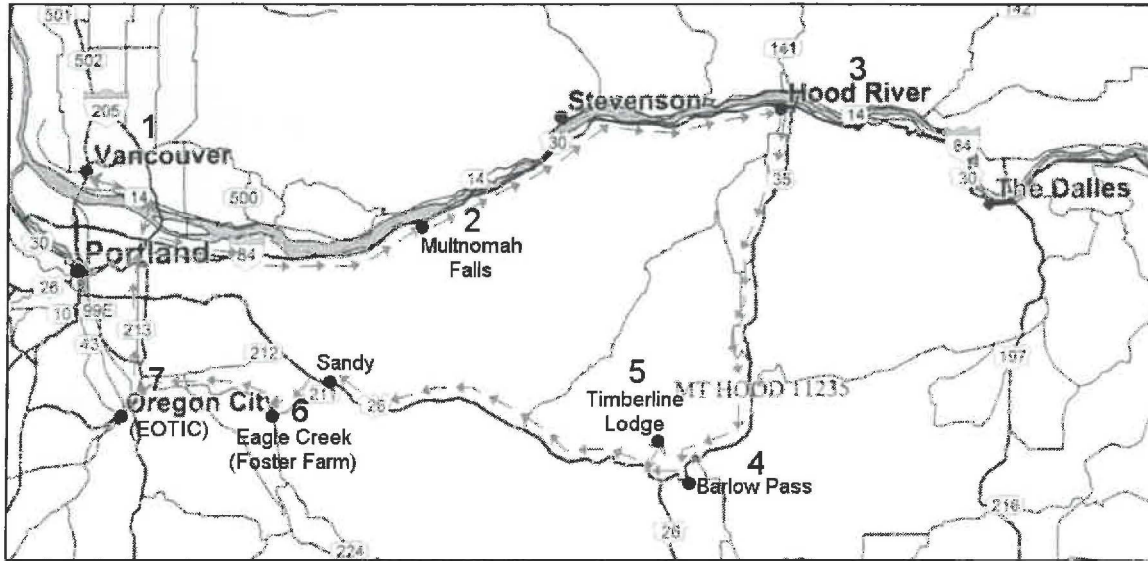


View of a Polk County donation land claim

Tour G

The Barlow Road: Final Link of the Oregon Trail

Barlow Road Bus Tour



The Barlow Road opened in 1846 and offered an alternative to continuing down the Columbia River by boat. The Barlow Road bus tour will travel up the Columbia River Gorge to Hood River, turn south, cross over the east shoulder of Mount Hood, and intersect the Barlow Road at Barlow Pass. From Barlow Pass the tour will follow the western half of the Barlow Road to Oregon City. Stops along the route include Multnomah Falls, Barlow Pass, catered lunch at Timberline Lodge, Eagle Creek, and End of the Oregon Trail Interpretive Center.

NOTE: Places that are in bold and numbered correspond to numbered places on the map. Driving directions are in italics. Because of duplication, the landmarks and sites on to the route from Vancouver to Hood River are marked with a bullet and are fully described in the Columbia River Gorge tour description on the pages noted.

THE BARLOW ROAD In 1845 Samuel K. Barlow, William Rector, and Joel Palmer attempted to find an alternate route to the Willamette Valley by heading south from The Dalles and going across the south slope of Mount Hood. They followed an Indian trail, and by early October they managed to get their wagons about halfway around the mountain before being forced to admit defeat. With winter pressing in, they saw little chance of getting the wagons through.

Just beyond Summit Meadows the party cached their supplies. Some of the travelers returned to The Dalles and made their way down the Columbia River by boat, while others herded cattle and horses from The Dalles around the north side of Mount Hood and into the Willamette Valley. Palmer, Barlow, and Barlow's son went the rest of the way on foot. Exhausted, footsore, and cold, they stumbled into Eagle Creek and met local resident Philip Foster.

Barlow spent the winter in Oregon City contemplating the route over Mount Hood. He approached the provisional government and obtained official permission to build the Mount Hood Toll Road in early 1846, which allowed him to charge \$5 a wagon and 10¢ a head for livestock to use the road. With Philip Foster as his financial backer and a crew of forty men, Barlow hacked out a narrow road through forests, rivers, and marshy meadows from The Dalles to Oregon City, a distance of about 150 miles. Barlow reported to the *Oregon Spectator*—the first newspaper published west of the Rockies—that 145 wagons and nearly 1,600 head of livestock made it over the Barlow Road that first year.

Despite being cheaper and perhaps safer the river route, Barlow was almost universally reviled for building his toll road. Many emigrants were incensed at the idea of having to pay a toll on the last 150 miles of a 2,000 mile journey, particularly when they reached Laurel Hill, a slope so steep that the emigrants had to wind ropes around tree limbs and drag hundred-foot-long tree trunks to lower their wagons safely down the incline. Laurel Hill was such a nightmare that most diarists proclaimed it the single worst stretch of the Oregon Trail.

Over the years, five toll gates were built to serve Barlow Road traffic from 1846 until 1915, when the right-of-way was willed to the State of Oregon and the last gate, near the town of Rhododendron, was removed. For its first fifteen years, the route was one way—west—until a road was blasted out around Laurel Hill. With the Barlow Road open to traffic in both directions, it became a true thoroughfare, and emigrants were gradually displaced by stagecoaches and freight wagons. In the 1880s, it served the first tourists heading from the Willamette Valley to vacation and recreation sites on Mount Hood.

Today, much of the western half of the Barlow Road in Clackamas County is paved over and used by skiers, hunters, and campers visiting the mountain from the Portland area, though this is less a testament to Barlow's skill as a surveyor than it is the

result of the terrain dictating where it would be feasible to build a road. However, parts of the Road's eastern half in Wasco County are still very pristine, just as the last emigrant wagon left it over a century ago.

1 Vancouver (See pages 9, 17)

East on Washington 14, east on Washington 14, south on I-205, east on I-84

- Original HBC apple tree
- Fort Vancouver Reserve Discovery Trail
- Vancouver National Historic Reserve
- Site of Kaiser Shipyard
- Vancouver Marine Park
- Government Island
- Columbia River Gorge National Scenic Area
- Sandy River

2 Multnomah Falls (30 minute stop) (See page 14)

Continue East on I-84

- Multnomah Falls and Multnomah Falls Lodge
- Bonneville Dam
- The Cascades of the Columbia and the Bridge of the Gods
- Cascade Locks
- Columbia Gorge Highway and Hotel

3 Hood River

South on OR 35, south on FS 3531

HOOD RIVER VALLEY Sheltered from the harsh extremes of climate in the Columbia River Gorge and rooted in fertile volcanic

soil, the three levels of the Hood River Valley have become world renown for fruit production of cherries, apples, and pears. Fruit has been processed here and exported by rail since the 1890s.

MOUNT HOOD'S NORTHERN FACE Six major glaciers and a snow mass on Mount Hood feed streams flowing in all directions, all eventually flowing into the Columbia River. Coe, Eliot, and Newton Clark Glaciers on the north flank feed the West and East Forks of Hood River; Mount Hood Meadows Snowfield on the east flank feeds the White River; Palmer Glacier on the south flank feeds the Salmon River; Zig Zag and Sandy Glaciers on the west flank feed the Zig Zag and Sandy Rivers.

Coe Glacier is named for Captain Henry Coe, son of emigrant Nathaniel Coe, whose mother renamed Hood River. Coe operated a stage line from the Columbia River, up the Hood River Valley to Mount Hood.

Eliot Glacier is named for Thomas Lamb Eliot, Oregon's first Unitarian minister, who was influential in opening up the northern slopes of Mount Hood for recreational development.

Newton Clark was a farmer and surveyor in Hood River. He discovered Lost Lake in 1880 and was in the first party to climb the north face of Mount Hood in 1887, using the glacier named for him.

Palmer Glacier is named for Joel Palmer, who climbed up to the glacier in 1845 to scout a route for the Barlow Road. Timberline Lodge is at the base of Palmer Glacier.

WHITE RIVER The White River flows southeast and then due east into the Deschutes River near Sherars Falls. For the last several miles it flows through a deep canyon. The Barlow Road parallels the White River while it is in the canyon then crosses it and follows its tributary, Barlow Creek, to Barlow Pass.

4 Barlow Pass Parking area (30 minute stop)

BARLOW PASS This is the crest of the Cascade Mountains. Emigrants drove up Devils Grade to Barlow Pass from Devils Half Acre (the name of the devil was evoked at particularly difficult locations). Remnants of the Barlow Road cross the Pacific Crest Trail here. This spot is second only to South Pass as the highest pass on the Oregon Trail.

PIONEER WOMAN'S GRAVE (15 minutes)

In the early 1920s, as the state of Oregon was building the Mount Hood Loop Highway, the road building crew unearthed a wagon box grave of a pioneer woman. The body was reburied in Sandy, and a small white cross labeled "Pioneer Woman" was placed beside the highway at this point. Over the years a rock cairn, built up by passersby, replaced the cross. Although several families have claimed the woman originally buried here as their ancestor, over time this area became a memorial to all unknown pioneer women who died along the trail.

Meadows are very important along the Barlow Road as a source of feed for animals. Meadow grass is more easily consumed than the underbrush, or gorse, that grows in the fir forests of the Pacific Northwest. As a general rule, the Barlow Road skirted meadows on the drier northern edge, and the meadow itself was saved for animals. Consequently, campsites and graves on the wetter southern edge were constantly in shadows. Some meadows along the Barlow Road were actually created by the road builders. The large meadow adjacent to Devils Half Acre was burned off by William Barlow and is called the Deadening. Palmateer Meadow was once called the Little Deadening.

Next to Pioneer Woman's grave site is the Salmon River crossing. Ruts three feet deep lead down to the river, and parallel sets of ruts four to five feet deep, lined with placed rock walls, mark the ascent.

West on FS 3531 and South on OR 35

SUMMIT MEADOW After dropping down Little Laurel Hill, crossing the White River,

and climbing up the Devils Climb to Barlow Pass, emigrants dropped down into a series of meadows high up on the south flank of Mount Hood. One meadow, considerably larger than the others and large enough to be called by some a prairie, was Summit Meadow or Sumate Prairie. It was an oasis of grass in the forest with ample water, wood, and grazing for tired animals and emigrants. Large as it was, Summit Meadow was usually crowded, and nearby meadows also became campgrounds. In 2003 several rock engravings were found at a campground a mile east of here.

The road entered the several-hundred-acre meadow—much smaller today than during the migration era—from the northeast and skirted the northern edge, as was the rule for meadows. During the late 1860s the toll house, called Summit House, was located at the far western end of the clearing. A graveyard with an estimated hundreds of graves—only a small number marked—sits at the southwestern corner. One particularly poignant grave is that of Baby Morgan. Her mother died in childbirth and is buried at the base of Independence Rock. Traveling with her grandparents, aunt, and uncle, the four-month-old child died of a head injury when she fell from the tailgate of a wagon. She was buried at Summit Meadow next to a rock described by relatives as looking like a schoolhouse.

CACHE PITS Anticipating the upcoming extremely dangerous descent over Laurel Hill, emigrants took advantage of the meadows to make repairs and rest up for the perils ahead. Some emigrants buried valuables in cache pits nearby with the intent of coming back in better weather with empty wagons to reclaim their goods. Several cache pits have been located here and at the top of Laurel Hill.

SWIM In the last quarter of the nineteenth century and first quarter of the twentieth century, this area became a popular vacation spot. A large lodge and adjacent wooden tipi were built next to the old toll house to serve summer campers. In the nearby Still Creek

Campground are the remnants of a vacation resort known as Swim, built in the 1920s along the new Mount Hood Loop Highway. A swimming pool and lodge/post office were constructed so vacationers could have an extended stay that included a swim in water warmed by springs up the mountain. Today a pioneer grave, still marked by a wagon tongue tip, sits between the crumbling walls of the pool and the lodge remains.

West on U.S. 26, north on Timberline Road

5 Timberline Lodge (lunch)

TIMBERLINE LODGE Joel Palmer stood just above here in 1845 when he climbed to the glacier that bears his name, to scout a route for the Barlow party. The first formal recreation plan for the south slope of Mount Hood was started in 1927. One of the planners was E. J. Griffith. During President Franklin Roosevelt's New Deal for recovery from the Great Depression, Griffith became head of the WPA. Timberline Lodge was a cooperative effort of the WPA and other recovery programs. Crews building the lodge camped at Summit Meadows. Timberline Lodge and Bonneville Dam were both dedicated on September 28, 1937, by President Franklin Roosevelt.



Timberline Lodge

GOVERNMENT CAMP In 1849 the First Oregon Mounted Rifles, soldiers from Fort Leavenworth, arrived in Oregon. They were sent west after Oregon became a territory in August 1848 and in response to Sheriff Joe Meek traveling to Washington with a petition asking for assistance in the Cayuse

War following the Whitman Massacre of November 1847. Meek returned to Oregon as U.S. Marshall escorting newly appointed Governor Joe Lane.

When the soldiers arrived at The Dalles, most of the men and officers took boats down river to Fort Vancouver. One boat capsized, killing several officers. A small command took 45 wagons and all of the animals over the Barlow Road. Arriving late in the year, and having lost two-thirds of their animals along the road from The Dalles, a decision was made not to take the wagons over Laurel Hill and they were abandoned at this point.

The troops went on into Oregon City where they spent the winter waiting for Capt. Benjamin Bonneville to finish their barracks at Fort Vancouver. The troops went out to the Cayuse War and the wagons were never recovered. Barlow Road emigrants recalled seeing wagons marked U.S. Government and the area became known as Government Camp.

Oliver Yocum emigrated to Oregon as a small boy over the Oregon Trail and Barlow Road in 1847. In 1900 he built the Government Camp Hotel and Resort and became a guide for Mount Hood climbers. In 1902 he platted a town here. He preferred to call it Pompeii in reference to the volcanic soil, but the name Government Camp stuck.

LAUREL HILL Its name is a misnomer, but its reputation was well earned. Locals claim the name came because of the resemblance of the native rhododendron plants to laurel bushes. The pioneer emigrants had never seen western laurel, whose leaves closely resemble rhodies, but the native Chickapen bushes they saw reminded them of the smaller leaves of eastern laurel.

After leaving Summit Meadows, Barlow Road emigrants climbed up from Still Creek to a divide at what is today called Government Camp. Although called a hill, Laurel Hill is actually a pluton or extrusion of lava. The emigrants drove straight out onto the highest portion of Laurel Hill. To reach the creek below meant dropping over the side—a drop of almost 2,000 feet at a 60

percent grade. William Barlow described the descent as like being “shot off a shovel.”

The emigrants removed the animals, turned the wagons around, set the brakes, tied trees to the wheels to act as anchors, tied ropes to the tongues, wrapped the other ends of the ropes twice around trees, and slowly let the ropes out. As most emigrants carried one-hundred-foot rope segments, the wagons would crisscross down the hill in short drops. Friction from the rope wrapped around the trees left permanent rope burn scars that could still be seen almost a century and a half later, when the last rope burned tree rotted away.

With each successive wagon train, the descent, known as a chute, would erode the top soil. The rains and snow of the winter would further erode the chute. After a few years of abuse the chute was unusable and a new descent was located by the summer road repair crews. Over the twenty years that the Barlow Road was a wagon road, five chutes were used. The bus tour will view the top one-third of the third chute. Barlow was criticized for choosing a poor location for his road, but all subsequent roads to Government Camp, as well as today’s multi-lane highway, still go over Laurel Hill.

RHODODENDRON (BARLOW ROAD TOLLGATE #5) The Barlow Road was a toll road. In return for providing the expense and labor of building the road, Sam Barlow was allowed to charge \$5 a wagon and 10¢ a head for loose stock. As the emigration period ended and road use changed, the rates changed to \$2.50 a wagon, 75¢ for a horse and rider, 25¢ a pack animal, 10¢ for loose horses, 5¢ a head for cattle, and 2 1/2¢ a head for sheep.

For the first two years (1846–47) the toll was collected by Sam Barlow and two of his sons at Gate Creek at the east end of the road. Barlow reported that 153 wagons and 700 adults passed the gate in 1846. In 1847 brothers William and James Barlow, while collecting toll, met sisters Rachel and Rebecca Larkins and were soon married. After Barlow tired of spending his autumns in eastern Oregon, he gave the toll

concession to Philip Foster so that he could recoup his \$3,000 investment in the road. Foster's sons collected the toll (1848–52) at Gate Creek.

In 1853, after Foster's debt was repaid, Francis Revenue bought the toll concession and collected toll (1853–65) at his place on the Sandy River on the western end of the Devils Backbone. The toll gate was operated by Perry Vickers at Summit House in Summit Meadows (1866–70), the base of Laurel Hill (1871–82) and finally at Rhododendron (1883–1918). Twenty different people collected toll over 72 years. Tollgate #5 is a replica, but the maple trees are original to one of the last toll keepers.

WELCHES, BARLOW ROAD SOUTH

ALTERNATE The road Sam Barlow marked in 1845 followed several pre-existing roads and trails, including part of Frémont's route and Indian trails. Near the summit he and his associates ran out of trails and scouted and blazed a route over the summit and down to the Sandy River (the only part of the Barlow Road original to Barlow). A Hudson's Bay Company trading post was located at the Sandy River, and Foster's farm was connected to Oregon City by a stagecoach road.

When Sam Barlow originally laid out the Mount Hood Toll Road he stayed north of the Zig Zag River and immediately crossed the Sandy River at Rhododendron. Later emigrants found it easier to cross the Zig Zag River and follow the Sandy River's south bank through Zig Zag, Welches, and Wemme before finally crossing it at Brightwood. They called the new route the South Alternate.

DEVILS BACKBONE Covered wagons cannot make sharp turns due to their long tongues, or drive along hillsides due to their high center of balance. Covered wagon roads must take a hill straight on—straight up and straight down. Since this is difficult travel, road builders tried to follow rivers or ridges as much as possible. After dropping over Laurel Hill, the Barlow Road followed Camp Creek, the Zig Zag River, and Sandy

River as far as possible. Just west of Brightwood the Sandy River flows into a deep canyon. The Barlow Road left the river and climbed straight up to the top of the ridge between the Sandy River and Bull Run River drainages. This treacherous seven-mile-long detour through dense forest was known as Devils Backbone.

Just before ascending the ridge the emigrants came upon a strange assemblage of rocks. Two very large rocks, up to twenty feet in diameter and almost perfectly round, as well as a number of slightly smaller round rocks, were gathered here, as if corralled in this area. The emigrants called it Rock Corral. Long considered to be remnants of a glacial period, a PSU geologist recently announced that these huge rocks were concretions, mud balls created by a mud slide up on Mount Hood that rolled down the Sandy River to this point, collecting river rock like a snowball for a snowman accumulates leaves as it is rolled across a yard. These huge mud balls then dried, and the river rocks were cemented together. This point was as far as their massive weight could carry them.

MARMOT On the top of Devils backbone is an old ghost town called Marmot. In the 1880s, when the Barlow Road was the only route from Portland to Mount Hood, this was the halfway point of a two-day trek. Two hotels and a post office, as well as stores and other tourist facilities, are now all gone. When the state of Oregon opened its new Mount Hood Loop Highway route in 1926, Marmot's reason for existence disappeared.

Sandy, turn south on Oregon 211

6 Eagle Creek (45 minute stop)

PHILIP FOSTER FARM Foster, his wife Mary Charlotte, and their children came to Oregon from Maine. They sailed around Cape Horn, stopping in the Hawaiian Islands before arriving at Fort Vancouver in May 1843. Foster immediately opened a general store in Oregon City. In 1846 he financed the

building of the Barlow Road and owned and operated it at various times over the years.

Foster took a 640 acre donation land claim at Eagle Creek in the late 1840s, where he built a log house and grist mill. Foster's farm was the first settlement in the valley the emigrants reached at the end of the Barlow Road. His sons were toll collectors and his wife greeted emigrants with fresh fruits and vegetables. Some emigrants had their first real meal in months at Fosters.

The house now located at Foster Farm was built in 1883, replacing two earlier log homes. In front is a purple lilac bush, the oldest in Oregon, brought by Mary Foster from Maine around the tip of South America, transplanted in Hawaii, Oregon City, and finally planted here. It still blooms every year and starts are sold as collectors items.

There were two routes out of Fosters. The older, more popular Barlow Road led to Oregon City. The other led to Foster's brother-in-law's city, Portland. Today the road to Portland is still called Foster Road.

West on Oregon 224, west on Oregon 212, south on I-205

7 End of the Oregon Trail Interpretive Center (45 minute stop)

ABERNETHY GREEN From Foster Farm the Barlow Road went due south, crossed eagle Creek, and then the Clackamas River at Feldheimer's Ferry. It climbed out of the Clackamas valley and headed west. At Moss Hill the emigrants would spend their final evening on the trail. The next day it was a five-hour drive through the Holcomb valley and down Holcomb Hill to Abernethy Green, arriving around noon. Green Point was the land north of Oregon City and south of the Clackamas River. For three millennia

it was the campground for Indians fishing at Willamette Falls who came from as far away as the Rocky Mountains.

George Abernethy was a civilian worker for the Jason Lee Methodist Mission, arriving in 1840 by ship as part of the Great Reinforcement. It was his job as mission steward to distribute donated goods to the Indians at the Lee's missions at Salem, Oregon City, Astoria, The Dalles, and Tacoma. Abernethy's land claim was 640



Covered wagon at Foster Farm

acres on the side of Holcomb Hill. The Barlow Road skirted the north edge of his property. In 1845, the year he was elected Oregon governor, Abernethy purchased a neck of land connecting his claim to the Willamette so he could build a house overlooking the river. This portion of Green Point

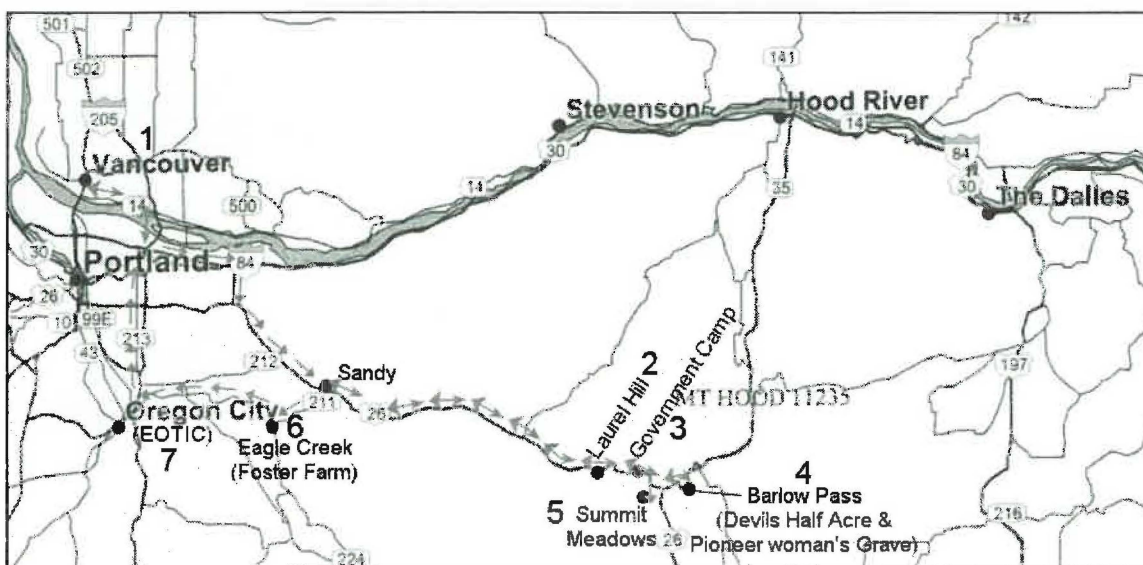
became known as Abernethy Green.

This area was already being used as a campground before the Barlow Road was built. Emigrants arriving by raft from The Dalles, by way of Fort Vancouver, wintered here. Arriving too late in the year to settle claims in the Willamette Valley, emigrants who came over both the river and Barlow routes spent their first winter in Oregon City. Abernethy's Green Point neighbors, Hiram Straight and Jacob Hunsaker, had wagons parked on their property. Land owners across the Willamette, High Burns and Daniel Tompkins, also took in emigrants for the winter.

During that first winter, emigrant men scouted out their claims and filed them with the land recorder in Oregon City. After Oregon became a territory, the Government Land Office was in Oregon City. Whether they were wintering over, buying supplies, or filing a land claim, Oregon Trail emigrants had to come to Oregon City.

North on I-205, west on Washington 14 to Vancouver

Barlow Road Hiking Tour



The Barlow Road hiking tour follows a different route than the bus tour, although some of the same places will be seen. Stops along the route include Laurel Hill hike, Devils Half Acre hike, Pioneer Woman's Grave hike, picnic lunch at Still Creek Campground, and End of the Oregon Trail Interpretive Center.

NOTE: Places below that are in bold and numbered correspond to numbered places on the map. Driving directions are in *italics*. Landmarks and sites on to the route from Vancouver to Hood River are indicated with bullets but are fully described in the Columbia River Gorge tour section. Where there is overlap, descriptions for Barlow Road sites indicated with bullets are in the Barlow Road bus tour section.

1 **Vancouver** (See pages 9, 17)

East on Washington 14, south on I-205, east on I-84, south on 242nd Av, and east on U.S. 26

- Original HBC apple tree
- Fort Vancouver Reserve Discovery Trail

- Vancouver National Historic Reserve
- Site of Kaiser Shipyard
- Vancouver Marine Park
- Government Island
- Columbia River Gorge National Scenic Area
- Sandy River

GRESHAM A former campground along Powell's route from Sandy River to Oregon City became an early community and is now a part of the greater Portland metropolitan area.

SANDY (BARLOW ROAD CROSSING) As we continue east on U.S. 26 and pass through the city of Sandy, we cross the Barlow Road. Near the east end of town, just after crossing OR 211, there is a small city park on the right behind the City Hall. The Barlow Road at this point came off what is called the Devils Backbone and dropped down to the Sandy River. From there it climbed over a ridge occupied by U.S. 26 today, crossing from left to right.

Although the emigrants probably did not realize it, when they dipped their wheels into

the tiny creek starting in the park, they were in the Willamette Valley watershed. Up to this point all water they crossed after leaving The Dalles flowed into the Deschutes or Sandy Rivers, both of which flow straight into the Columbia. This water flows into Deep Creek, then Eagle Creek, the Clackamas River, and the Willamette River. Most likely they learned they were in the Willamette Valley when they arrived at Foster Farm.

BRIGHTWOOD (BARLOW ROAD SOUTH ALTERNATE) The road Sam Barlow marked in 1845 followed pre-existing roads and trails east of the summit, but the route over the summit and down to the Sandy River is the only part of the Barlow Road original to Barlow. Later emigrants found it easier to follow the Sandy River's south bank before finally crossing the river here at Brightwood. They called the new route the South Alternate.

- Devils Backbone
- Marmot
- Rhododendron (Barlow Road Tollgate #5)

2 Laurel Hill (30 minute hike to top of chute #3) (page 31)

- Laurel Hill chutes

3 Government Camp (page 31)

- Government Camp

East on U.S. 26, North on Oregon 35, South on FS 3531

4 Barlow Pass Parking area (two hikes: 1 hr hike to Devils Half Acre by road and return by trail; 45 minute walk to Pioneer Woman's Grave) (page 29)

- Barlow Pass
- Pioneer Woman's grave

North on FS 3531, west on Oregon 35, west on U.S. 26, south on FS 2656 (Trillium Lake Road), west on FS 131

5 Summit Meadows Airstrip (page 29)

- Summit Meadows
- Cache Pits
- Still Creek Campground (lunch at Swim)

West on U.S. 26 from Highway Dept Buildings, south on Oregon 211

6 Eagle Creek (page 32)

- Philip Foster Farm

West on Oregon 224, west on Oregon 212, south on I-205 to Exit 10

7 End of the Oregon Trail Interpretive Center (page 33)

- Abernethy Green

North on I-205, west on Washington 14 to Vancouver.



Laurel Hill

Notes



ROLL ON, COLUMBIA, ROLL ON

When First People came to this lush river land,
They settled in tribes where the fishing was grand.
Trappers got goods at the Bay Company,
God sent His workers like Jason Lee.

(Chorus)

Tom Jefferson's vision would not let him rest,
An empire he saw in the Pacific Northwest.
Sent Lewis and Clark and they did the rest.
So roll on, Columbia, roll on.

(Chorus)

When farmers and shopkeepers wanted new starts,
They packed up their families, ox wagons and carts.
Their dreams for the future were strong in their hearts.
Their families will never more part.

(Chorus)

They passed through the Narrows and trekked Barlow Road,
And came to the valleys to make their new homes.
They settled on claims to never more roam,
Gave thanks for the bounty they found.

CHORUS

Roll on, Columbia, roll on,
Roll on, Columbia, roll on,
Your waters know stories of those who have gone
So roll on, Columbia, roll on.

Oregon-California Trails Association



Convention Booklet

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