

Hugo Neighborhood Association & Historical Society

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June 11, 2012 Letter/Email

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Glenn:

The *Hugo Emigrant Trails Committee* thanks you and Henry Pittock, Mapping and Marking Chair, NWOCTA, for your June 7 - 8, 2012 trip to southwestern Oregon in assisting our efforts to classify two Applegate Trail segments at Sexton Mountain Pass in Josephine County, Oregon (Appendices A - C).

- Segment 1. 1,060' *Trail I* North Sexton Pass I-5 East
- Segment 2. 310' Segment Of *Trail* South Mt. Sexton Pass

Prior to your trip we had classified the 310' trail segment as a Class ① Unaltered Trail or Class ② Used Trail and the 1,060' trail segment as a Class ② Used Trail. However, none of the members of the Hugo Emigrant Trails Committee have had the benefit of participating in an OCTA workshop on trail classification. We are beginning to feel the trail classification process is the domain of local trail enthusiasts in applying the inventory standards and guidelines of OCTA's MET Manual, and that they are as much a judgement call in applying a flexible system as a fixed set of inventory standards. We look forward to you and Henry's written conclusions on the classifications of the two segments.

We are certain that many of our Josephine County members would take advantage of an OCTA trail workshop if held in the Rogue Valley. We would certainly encourage them to participate.

Thanks again. You and Henry were great companions and expert resources along the trail.

Sincerely,

Mike :)

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Appendix A. Applegate Trail Inventories

Hard-copy Applegate Trail Inventories Not Web Published

Josephine County Public Works. 1997. *1874 Josephine County Surveyed Road*. On July 11, 1997, Bob Chard, Engineering Technician III, Josephine County Public Works, developed a report on a road established by the Josephine County Commissioners on April 9, 1874 (Commissioner's Book 2, Page 261). Alex Watts, County Surveyor at that time, did a survey of the route. It is recorded as part of the Road Viewers Report as Road Number 12 (Book 1, Pages 40-45, May 20, 1874).

Oregon State Highway Department. August 1940. *Right of Way Map, Sexton Mt. Section. Pacific Highway, Josephine County*. Scale 1" = 100'. Part 1 of 2, Drg. No. 5B-28-11.

Hugo Applegate Trail Smith Hill Pass Group. Very Draft April 1, 2012. *United States Military Wagon Road From Myrtle Creek to Camp Stewart: 1853 - 1880*. For Hugo Neighborhood Association & Historical Society & Josephine County Historical Society. Hugo, OR. [Not Web Published Yet]

HETC's Web Published Applegate Trail Inventories

(http://www.hugoneighborhood.org/miscellaneous_research_papers_and_documents.htm)

Drake, M. & Walker, M. September 15, 2011. *Gradient Measurement Field Trip: 310' Segment Of Applegate Trail At Mt. Sexton Pass*. For Hugo Neighborhood Association & Historical Society. Hugo, OR.

Drake, M. & Walker, M. November 7, 2011. *Field Trip to Mt. Sexton Pass*. Hugo, OR.

Drake, M., Rarey K., & Walker, M. December 28, 2011. *Smith Hill Pass: 1940*. For Hugo Neighborhood Association & Historical Society. Hugo, OR.

Walker, M., Rarey K., & Rose. K. September 30, 2010. *Location Of Applegate Trail in Upper Rat Creek: A Work In Progress*. For Hugo Neighborhood Association & Historical Society. Hugo, OR.

Walker, M., Rarey K., & Rose. K. January 30, 2012. *Applegate Trail I North Sexton Pass I-5 East: I*. For Hugo Neighborhood Association & Historical Society. Hugo, OR.

Boling, Rarey, Rose, & Walker. February 22, 2012. *Telegraph Lines and Applegate Trail at Smith Hill Pass*. For Hugo Neighborhood Association & Historical Society & Josephine County Historical Society. Hugo, OR.

HETC's Web Published Applegate Trail Inventories

(<http://www.hugoneighborhood.org/inventorybrochures.htm>)

Hugo Emigrant Trail Committee, Hugo Neighborhood Association & Historical Society: Inventory Brochures. Quite a bit is known about the Applegate Trail in the vicinity of Chain Tree and Trail Rock. A 310' segment about 100' from Chain Tree is well documented.

- Applegate Trail: Mt. Sexton Pass JA-14B
- JR Of Applegate Trail: 1853 Military Road At Mt. Sexton Pass JA-14C
- JR Of Applegate Trail: 1864 Collins Telegraph Line At Mt. Sexton Pass JA-14D
- JR Of Applegate Trail: 1886 - 1887 Postal Telegraph Line At Mt. Sexton Pass JA-14E
- JR Of Applegate Trail: 1941 At Mt. Sexton Pass JA-14F
- JR Of Applegate Trail: 2005 Metal Detection Survey At Mt. Sexton Pass JA-14G
- JR Of Applegate Trail: 2010 Big Tree At Mt. Sexton Pass JA-14H
- JR Of Applegate Trail: Topography & Grade At Mt. Sexton Pass JA-14I
- JR Of Applegate Trail: 2010 Chain At Mt. Sexton Pass JA-14J
- JR Of Applegate Trail: OCTA Trail Classification For Mt. Sexton Pass 310' Trail Segment JA-14K
- 1940 Right-of-Way Map, South Sexton Pass Trail, & Pacific Highway JA-15L

Appendix B. Applegate Trail Sites and Segments Classifications

1,060' Applegate Trail I North Sexton Pass I-5 East At Smith Hill Pass “Applegate Trail I (ATI) For North Sexton Pass I-5 East is the most significant of the four road features at north Sexton Pass as it is the original location of the *Trail*. The 1940 OR Construction ROW Map and the surveyed 1874 County Road prove conclusively that from a scientific “engineering” point of view and cultural point of view that the 1,060' Pass *Trail* Segment is the location of the old 1853 - 1854 *Trail*.”

Applegate Trail At Smith Hill Pass There is abundant physical evidence that the 310' Pass *Trail* Segment is the 1853 *Trail*. The 1893 survey *Trail* site JA-15 and the two physical sites (i.e., 310' Pass *Trail* Segment and 1,060' Pass *Trail* Segment) correspond with the location of the

1874 Josephine County Road survey of the *Trail*. The 1940 OR Construction ROW Map also connects perfectly the two *Trail* segments and the one *Trail* site. JA-15 is only 13' apart when the 1893 GLO survey is plotted compared to the surveyed JA-15 location on the 1940 OR Construction ROW Map. This is considered substantial evidence that the 1940 OR Construction ROW Map road with the adjacent line of telegraph pole locations was the *Trail* ca., 1853 - 1855.

Telegraph Lines & Applegate Trail At Smith Hill Pass For a very short distance both lines are in the same corridor for the lower segment of the 310' Pass *Trail* Segment. The CT Line is adjacent to the *Trail*. The later PT Line travels across the *Trail* with a course in a more northerly direction toward the pass. The 1864 pole locations are convincing evidence that the HETC's original hypothesis is correct that the upper county road (310' Pass *Trail* Segment) is the original 1853 *Trail*. The 1874 County Road survey and the 1940 OR Construction ROW Map are substantial evidence that the 1940 Highway Map's road with the adjacent line of pole locations was the *Trail* ca., 1853 - 1855 and the line was the CT Line.

Cardinal Rules & Trail Classification The application of OCTA's "Cardinal Rules" as they relate to the substantial physical and written *Trail* documentation is considered conclusive evidence for the classifications of three *Trail* sites and two *Trail* segments. These locations in the 1.8 mile route between JA-15 and JA-16 range from a Class ② Used Trail to a Class ④ Verified Altered Trail.

<u>Trail Site Or Segment</u>	<u>Trail Classification</u>
1. JA-14 Maple Creek	Class ④ Verified Altered Trail
2. 310' Segment Of <i>Trail</i> South Mt. Sexton Pass	Class ② Used Trail
3. 1,060' <i>Trail</i> I North Sexton Pass I-5 East	Class ② Used Trail
4. JA-15 South Rat Creek	Class ③ Verified Trail
5. JA-16 Old Stage Road	Class ③ Verified Trail

Appendix C. Appendix J. Draft Executive Summary Of Paper: "United States Military Wagon Road From Myrtle Creek to Camp Stewart: 1853 - 1880"

The United States military wagon road from Myrtle Creek to Camp Stewart from 1853 to 1880 was earlier the emigrant Applegate Trail from 1846 - 1853. It officially became a military road assigned to the U.S. War Department in 1853 by an act of Congress. The purpose of the U.S. "Military Wagon Road From Myrtle Creek to Camp Stewart" from 1853 through 1880 was officially for the military. However, regardless of this ostensible purpose, the real goal of road improvement was to attract civilian populations and to aid indirectly in the development of the agricultural, timber, and mineral resources of the territory. The Secretary of War, Jefferson Davis wrote in his "Report of the Secretary of War, War Department, Washington, December 1, 1853, which accompanied the annual message of the President of the United States, to both houses of the Congress" the following.

“Contracts have been made for the continuation of roads in Minnesota agreeable, agreeable to the act of January 7, 1853, making appropriations therefore. An act of the same date directs construction of two military roads in Oregon. Each of these was placed in charge of a competent officer, with instructions (copies of which are annexed) to locate and mark the line of the road as speedily as possible, and so direct his operations as to secure a practical wagon road for the benefit of the **fall emigrants** and other travel. The commencement of one of these works was delayed by the difficulty of the Rogue River Indians; but a contract was made for rendering the other, from Walla Walla to Steilacom, passable by the 15th of October last, and it is presumed its conditions have been fulfilled.” (emphasis added)

Transportation improvements were key to the economic development and population growth in the Rogue Valley during the time period from 1853 - 1880 . The period began with limited transportation options into and through the valley. Ships came into the Umpqua estuary and delivered goods destined for the gold mines of Southern Oregon and California. Goods moved from the estuary inland along the Scottsburg-Camp Stuart Wagon Road. Camp Stuart (also identified as Camp Stewart) was a temporary military post occupied in 1851 in the Rogue River Valley. This route passed through Winchester and then into California following the Applegate Trail. Congress funded improvements to the Scottsburg-Camp Stuart Wagon Road and to the old Oregon-California Trail from 1851 through 1879. These road improvements led to the beginning of stage travel from Portland to Sacramento in 1860. The Oregon and California Stage Company began offering daily stages through the Rogue Valley in 1860.

Applying National Register Criteria. The Oregon-California Trails Association (OCTA) has developed a methodology for mapping emigrant trails which includes applying national register criteria and aspects of integrity to emigrant trails. The Smith Hill Pass Group is exploring applying *National Register Criteria and Aspects of Integrity* to emigrant trails, and how they might apply them to that portion of the 1.8 mile segment of the *Trail* at Smith Hill Pass through the Grave Creek Hills administered by ODOT.

What was the role of the federal government in the location, survey, and improvement of routes for wagons in the West before the railroad era? Among the earnest pleas addressed to the United States Congress by the first legislature of Oregon Territory was a request for federal aid to improve transportation. Long before the creation of territorial government the transportation question had been of primary interest to Oregon’s officials. Among the records of the provisional government, 1843 - 1849, six to seven hundred documents, including bills, memorials, and petitions, are related to the problem of road improvement. Yet the Oregon roads did not meet the basic needs of the sparse population at the beginning of the territorial era. The surfacing of routes through forested areas to make them all-season roads was a primary concern of the citizens.

The purpose of the U.S. “Military Wagon Road From Myrtle Creek to Camp Stewart” from 1853 through 1880 was officially for the military. However, regardless of this ostensible purpose , the

real goal was of road improvement by the local residents was to attract civilian populations and to aid indirectly in the development of the agricultural, timber, and mineral resources of the territory. The following purposes were officially identified by the federal government.

- 1850 Umpqua River Road to connect California of the newness of the country and in consideration of its small and scattered population. It is most obvious that an appropriation is much needed for the construction and improvement of its roads and bridges.
- 1851 Civil and military purposes.
- 1853 Construction of a road; construction of military road; secure a practical wagon road; and secure a practical wagon road for the benefit of the fall emigrants and other travel
- 1856 Its utility in military operations is sufficiently evident from the fact that it forms a part of the only inland route of communication between California and the Columbia River, Connecting the Settlements Extending Between the Water of the Bay of San Francisco and the Columbia River
- 1857 Completion of military roads in Oregon Territory
- 1858 Operations on the military roads in Southern Oregon
- 1879 Improvement of the old Scottsburg-Camp Stuart Military Road.
- 1880 Half the appropriation expended on Scottsburg-Camp Stuart Military Road

Types of road improvements on “Military Wagon Road From Myrtle Creek to Camp Stewart” from 1857 through 1858 included the normal, but also included some of the most expensive. The normal included surveying and constructing roads. Direct supervision went to the Army Engineers. Trained military men made the surveys, or assigned them to civilians and, in turn, inspected and approved their work. The jobs of clearing the forest, grubbing out the stumps and underbrush in the right of way, the grading of the route and its drainage, including the building of ditches and culverts where necessary, were tasks performed by civilians under contract. Technical decisions involving the construction of bridges or culverts of masonry and the laying of segments of “McAdamized meta,” or stone surfacing, were handled by the Army Engineers.

The expensive improvements resulted from the principal features of difficulty in the northern canon of about one mile where the walls of the cañon become almost vertical, and the southern end, some four miles in length, where the mud had collected to great depths. For examples of expensive improvements in the Umpqua cañon there were two: road relocated on the side of the mountain, and installation of major drainage features in the form of drains and culverts. In the first instance the road was relocated and placed on the side of the mountain where before the road was previously located in the creek, and was but a succession of small precipices and huge boulders. This has involved a great expense, as the road was been literally blasted out of the hard basaltic rock. The improvement, however, was of the most permanent character. Improvements on the southern end was the removal of the deep mud and the correction of why it had collected - the entire lack of drainage. The drainage was corrected by the construction of frequent drains and culverts, while other portions were bridged.

The character of the “Military Wagon Road From Myrtle Creek to Camp Stewart” after the 1858 construction season, including the Grave Creek Hills, was 16' in width, free of roots and stumps, the timber cut down to width of 30' to 60'. The width was reduced where there was heavy rock or earth excavation, but in all places it was easily practicable for a 6-mule team.

The national government's contribution to western transportation was continuous and dominant throughout the nineteenth century. The constitutional controversy over internal improvements early highlighted the importance of this phase of federal activity. With the opening the Great West after the Mexican War, the cry for government assistance in establishing communication lines over vast distances grew ever louder. Through contracts for forwarding supplies to the Army posts, and subsidies for mail delivery and the transmission of telegraphic dispatches, the government attempted to the financial success of private enterprise. Although the grants-in-aid were temporary and the effects transitory, without them communication and transportation in the West would have been not only inadequate but almost impossible.

More important than these indirect government aids was the program of reconnaissance, exploration, survey and improvement of routes usable by emigrants, traders, mail carriers, and soldiers. Throughout the period 1846 - 1869 [1883 - 1887 in Southern Oregon], there was a constant search by government agents for passages through the western terrain whereby wagons could travel from the Mississippi to the Pacific. Where movement was not blocked by swift flowing rivers, where mountain grades were not too steep for mules or oxen to pull a heavily loaded wagon, where the terrain did not undulate sufficiently to overturn the load, where the soil was not so marshy to bog down the wheels, and where the timber and underbrush were not too dense to hinder transit, the wagons were free to roll. More emphasis was placed on the discovery of a natural passage than on construction.

“Individualism and adaptability characterized all those who participated in American's westward movement. Frontiersmen evinced this as they sought out new routes toward the West and more convenient means of transport. Despite this individualism, the Westerner always sought the aid of the federal government in solving his transportation problem. The principal instrumentality for the earliest road construction by the federal government was the United States Army. Existing Indian trails were usually followed through the wilderness to Army outposts, and only necessary improvements made for the movement of artillery or supply trains. First roads on the frontier were often known locally as military roads. More important for western development, these routes became the migratory wagon roads for early settlers, and when a community was occupied they were quickly used for commercial purposes. Many roads built by the War Department in the western territories, politically justified on the basis of national defense, were much greater significance in facilitating access to public lands.

There were three main appropriations and construction periods on the U.S. Military Wagon Road From Myrtle Creek to Camp Stewart.

1. 1853 - 1854.
2. 1857 - 1858.
3. 1879 - 1880.

This executive summary is a work in progress for the draft evolving paper entitle "*United States Military Wagon Road From Myrtle Creek to Camp Stewart: 1853 - 1880*", and it is not complete.

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