

Appendix D1. *Pedestrian Survey of Stockpile Site South of Chancellor Quarry in the I-5 Jumpoff Joe-Glendale Project, Josephine County*

University of Oregon Museum of Natural and Cultural History's 2011 Report No. 2010-026

The UO Report No. 2010-026 is one of three related reports serving as relevant evidence for the “Applegate Trail Site: East I-5 Manzanita Rest Area” (EI-5Man Site).

1. University of Oregon. May 27, 2010. *Pedestrian Survey of Stockpile Site South of Chancellor Quarry in the I-5 Jumpoff Joe-Glendale Project, Josephine County* (ODOT Key 16763; Museum of Natural and Cultural History Report No. 2010-026). Eugene, OR.
2. University of Oregon. May 27, 2010. *Subsurface Reconnaissance of the I-5 Chancellor Quarry Stockpile Project, and Metal Detector Survey Within the George and Mary Harris 1854 - 55 DLC (35JO246), Josephine County*. Museum of Natural and Cultural History Report No. 2011-002) Eugene, OR.
3. Hugo Land Use Committee. May 18, 2011. *Email/Letter to James Black, Planner, Josephine County Planning Department*. From Hugo Land Use Committee, HNAHS. Hugo, OR.

The information that follows for UO Report No. 2010-026 does not disclose location information of archaeological sites or objects from public records (ORS 192.501 (11)).

University of Oregon Museum Pedestrian Survey Report No. 2010-026 (Summary)

The Oregon Department of Transportation proposes using an ODOT-owned parcel south of the Chancellor Quarry and east of Interstate 5 as a stockpile, staging, and potential asphalt batching site to support contemplated improvements in the I-5 Jumpoff Joe-Glendale Project. The 58-acre Area of Potential Effect, located in the SW1/4 of Section 13, T35S, R6W, Willamette Meridian, is situated on a south and west-facing landscape through which the Harris Creek passes (Report No. 2010-026, p. 27).

Approximately the west third of the project area is located on the George and Mary Harris donation land claim, one of the first pioneer homesteads in the area. That homestead, located on the Applegate Trail (later the Willamette Valley-Jacksonville Road), took a prominent place in southwest Oregon history in the Rogue River War, when during an Indian attack, the husband, son, and hired hand were killed, and, although the outbuildings were burned, Mrs. Harris, successfully defended herself, her wounded daughter, and the cabin from the attackers until the Army arrived. Subsequently, Mr. Harris was reported buried under the floor of the cabin, and the cabin may have been burned. Later he was disinterred and re-buried in Jacksonville (Report No. 2010-026, pps. 27 - 28).

The Harris cabin appears on two 1855 - 56 maps and its original location has been determined. Additionally, recent efforts have relocated the 1855 GLO mapping stations, and the surveyed location of a Harris Creek ford. However, no physical evidence of these historic features have been found to confirm their locations (Report No. 2010-026, p. 28).

A pedestrian survey of the area located three features which may be of historic age, and which may be associated with the historic road or Harris homestead (Report No. 2010-026, p. 28).

The National Register of Historic Places (NRHP) eligibility criteria (36CFR 60.4): The pedestrian survey did not locate any historic or prehistoric materials. However, while the construction of I-5 and other activities may have disturbed the area, it is likely that subsurface reconnaissance efforts (shovel probes, metal detection, and magnetometer survey) will locate such materials. While a detailed evaluation is impossible at this time, it is possible to speculate on how any historic or prehistoric cultural materials which may be in the area might be significant (Report No. 2010-026, p. 28).

(a) that are associated with events that have made a significant contribution to the broad pattern of our history; The project area is associated with both the Applegate Trail, known as the southern route of the Oregon Trail, and a Donation Land Claim homestead, as well as a well-known event in the Rogue River War. All of these are significant historical events, at the local, regional and national level, and all have had significant impacts on the indigenous and emigrant populations.

(b) that are associated with the lives of persons significant in our past; Mary Harris gained local and regional prominence after the actions she took to defend her home and family when it was attacked during the Rogue River War. Her story has become a large part of the settler side of the story of that war.

(c) that embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; It is possible that magnetometer and metal detector mapping, in conjunction with the sub-surface reconnaissance will allow a clear picture of the layout of a very early donation land claim homestead, which will represent an early pioneer settlement type. It is also likely that the meadow, used for millennia by native populations, continued to be used by local peoples during the contact period. Contact period sites contain important data on that short, but critical period.

(d) that have yielded, or may be likely to yield, information important in prehistory or history. The prehistoric and historic cultural components that are likely to be present in this project area will yield a great deal of information about settlement-subsistence for both periods, as well as the maintenance of a fire-managed prairie, and its later agricultural use.

The following are excerpts from Museum of Natural and Cultural History Pedestrian Survey Report No. 2010-026 on the noted participation of the HNAHS. On this trip members Kelly Rarey and Mike Walker, HETC, HNAHS, met Paul Baxter and Julia Knowles. Baxter was the lead Archaeologist, Research Division, Museum of Natural & Cultural History & State Museum of Anthropology, University of Oregon. Knowles was a Research Assistant.

A pedestrian survey of the entire 58-acre parcel was accomplished by two surveyors. Prior to the survey, Mike Walker of the Hugo Neighborhood Association & Historical Society (HNA) was contacted to learn what the Society has discovered regarding specific resources with the project APE, and society members were met on site. Areas that have exposed cultural material and those that have the potential to contain buried cultural material were noted. (p. 1)

Historic Locations: Using a base map of the area west of Highland Road which was created by the Hugo Neighborhood Association, features within the project area have been noted, including various aspects of the meadow, assorted dirt tracks and roads, and several historic features or locations (Figure 28). (p. 23) Mike Walker and Kelly Rarey, members of the General Land Office Field Survey Sub-committee of the Hugo Neighborhood Association and Historical Society, have used the GLO survey notes to re-establish the original survey stations, so as to relocate various mapped objects, locations and routes which were plotted in 1855, including the Harris cabin, the Willamette Valley to Jacksonville Road, and the Harris Creek fords.. (pps. 23 - 24)

The Harris trace/swale is a shallow linear north-south trending depression which extends for a distance of 390 distance (Walker PC). The Hugo Neighborhood Association believes this to be either a trace of the Willamette Valley to Jacksonville Road (Applegate Trail) or a shallow ditch designed for water diversion. . . In addition, as part of this work, the Hugo Neighborhood Association has also identified what they believe was a Harris Creek ford. (p. 25)

A systematic metal detector survey is recommended to locate and map the distribution of such us-metal artifacts, which mark the location of buildings, outside work areas, and perhaps, the route of the Applegate Trail/wagon road. Further, the members of the Hugo Neighborhood Association possess a high quality

metal detector and have expressed interest in such a joint mapping project, making this an outreach opportunity for ODOT (p. 30)

University of Oregon Museum Pedestrian Survey Report No. 2010-026 (Recommendations, follow (pps. 29 - 30)

Recommendations

Several important events have occurred within the project area which potentially can be documented by the artifacts and artifact distributions which those events left behind. These events are the following:

- The entire project area is within the bounds of a fire-maintained meadow which must have been central to aboriginal subsistence-settlement patterning for millennia.
- The Applegate trail, later the Willamette Valley – Jacksonville Road, passed through the area, and there may well be evidence of that trail, and perhaps associated camps, as well as of later travelers.
- The Harris homestead and the Rogue River War attack and subsequent military visits.

The Prairie/Meadow

- Shovel Testing

The project area lies within the boundaries of what was clearly a fire-managed meadow. Such meadows were central to the aboriginal settlement-subsistence system for millennia. Further, such grass-covered meadows were also attractive to early trappers and pioneers as places to feed their horses. Prehistoric and historic camps were certainly made on the meadow. However, surface visibility is zero due to heavy vegetation and modern-day forest litter. The meadow lies on an ancient alluvial fan, with an apparent carpet of cobbles and boulders relatively near the surface, and as elevation increases to the east, those underlying cobbles and boulders are exposed. Probes are normally excavated to 50 cm below the surface, and where possible to two sterile levels below cultural materials. However, the local geology suggests that it may not be possible to excavate probes to 50 cm below the surface, and that in some areas they will not be needed, or will be reduced to shovel-scrapes.

Shovel testing (30x30 cm) is recommended. Transects would be placed at 20 meter intervals with shovel probes every 20 m. About 25% of the project area at the east end has rock at the surface, so probes would not be useful, although scrapes will be made where possible. The total probes for three quarters of the area would be 460. An additional 30 probes to be placed at the discretion of the field director to explore the distribution of cultural materials which may be located by the probes brings the total to 490 probes.

The Harris Homestead and the Applegate Trail / Willamette Valley – Jacksonville road

- Magnetometer and metal detector survey

The project area was the location of a significant historical event, which was widely known in its day, and which takes a prominent place in county, regional, and state history. Clearly, the presence of archaeological traces relating to these events should be thoroughly researched prior to disturbance. However, we do not know for certain the exact location of any of the features or whether these locations retain archaeological integrity. The 1855-56 maps confirm that the west end of the project area is the location of the cabin, and give a sense of the route of the wagon road. However, the rectangle on the map which designates the "cabin" measures about 150 x 75 feet on the ground. The cabin was likely in the range of 15 x 20 feet. No other buildings were shown on the maps, and their existence is known only from the various versions of the story of the attack, all of which agree that the outbuilding or buildings were burned. Heavy modern ground cover makes it impossible to visually locate all but the most recent materials. Given this lack of substantive data, avoidance of the Harris historic materials must mean

avoidance of the Harris DLC. However, work at nearby Fort Lane confirms that the Harris cabin can be located using two available techniques. Tveskov and Cohen's (2008:34) descriptions and maps describe a large ash stain and list the stones and artifacts located at the Jennison cabin, many of which should also mark the Harris cabin:

There were no large granite stones uncovered in this feature suggesting that there was not a stone fireplace or chimney...There were, however, numerous river cobbles found in this feature and these are rarely found in the upper strata in this region. [Based on] the artifacts recovered in this feature—a lot of window glass, nails, and domestic artifacts such as faunal remains, smoking pipes, porcelain fragments, glass beads, jewelry-box hardware, mouth harps, a fish hook, and an earring—we believe this [is] the Jennison cabin. ...In his testimony, Jennison states that his cabin measured 16 x 20 feet, was made from round logs, and had a plank floor and a stone chimney. The long list of goods that Jennison claims were burned or taken by Indians includes kitchen items such as kettles, china, Japan canisters, and other household items such as pillows, blankets, a mattress, and clothing...

The Harris cabin was reportedly burned. Since Abbot visited the cabin on November 2, 1855, at least a month passed before that occurred, if indeed it did. Given the opportunity, no doubt, many items were removed by Mrs. Harris or others, but the structural items (glass, nails, hinges, etc.) and many lost or abandoned items would have remained to mark the cabin's exact location. The outbuildings – also reportedly burned – would have contained similar construction items, as well as farming equipment, wagon parts, tool, and so-on. At least some of these would also remain.

A systematic metal detector survey is recommended to locate and map the distribution of such us-metal artifacts, which mark the location of buildings, outside work areas, and perhaps, the route of the Applegate trail/wagon road (Tveskov et al. 2001). Such a map of an entire homestead would be unique in Oregon archaeology. Further, members of the Hugo Neighborhood Association possess a high quality metal detector and have expressed interest in such a joint mapping project, making this an outreach opportunity for ODOT.

A magnetometer survey of the Harris DLC in the west end of the project area is also recommended. Such a survey was successfully used at Fort Lane (Tveskov and Cohen 2008:26-28; 34-35) where it mapped burned areas later confirmed as the location of the Jennison cabin, and other unmapped and unknown buildings.

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