

December 31, 2014 Email

GLO Field Review SubCommittee  
Hugo Emigrant Trails Committee (HETC)  
Hugo Neighborhood Association & Historical Society

Subject: Whitall Tatum Co. No. 1 Insulator Found at Location of 1911 Road Survey in the Draw of Garbers Pass

Dear GLO HETC:

The participants of a November 12, 2014 exploratory field trip lead by Jim Ford, Project Leader of 1911 Road Survey Group, found a broken insulator in a draw, locally known as Garbers Pass. In 1865 landowner David Sexton would acquire 284.25 acres in Josephine and Jackson counties under the U. S. government's 1820 Sale-Cash Entry Act. By at least 1895 Hugo Garbers owned 80 acres of David Sexton's cash entry, including the saddle between Maple Creek and Bannister Creek (i.e., saddle on Hugo Road between its junction with Oxyoke Road and Hasis Drive). Hugo's history is rooted in farming, orcharding, lumbering, and railroading. Hugo's first name, *Gravel Pit Station*, was a railroad name after the O & C Railroad was built through Hugo in 1883. Its name change came with its first post office in 1896 - the *Hugo Post Office* named after Hugo Garbers. The post office was discontinued after 60 years in 1956.



Photo 1. 1911 Road Survey Monument

The primary purpose of the exploratory field trip was to attempt to locate the terminus of the 1911 Road Survey as described in the 1911 Josephine County (JO CO) road survey described as "*Descending the mountain with a 7 3/4% grade, South side of Hill*" survey (Appendix A; Appendix B). The idea was that if the field trip had any kind of success, another field trip would be scheduled by Jim Ford to quality control the preliminary findings. The following applicable text about the quadrant bearing and the iron pipe from the 1911 road survey follows.

"S 3[°] 0' E 147.0" [feet]

"To terminus of road."

"A 3/4 inch iron pipe driven flush with the ground in the center of the road near Buck's flats cabin, whence"

"The SW corner of the SE1/4 of the NE 1/4 of Sec. 27 T. 34 S. R. 6 W.W.M. bears S. 51[°] 36' E., 150.9 ft"

The November 12 participants (i.e., Jim and Rene Ford and Mike Walker) did not locate the road end, but they are firm in their belief that they succeeded in locating the monument for the SW corner of the SE1/4 of the NE 1/4 of Sec. 27 T. 34 S. R. 6 W.W.M (Photo 1). This physical survey anchor is tied into the 1911 JO CO Road Survey, and will make it possible to differentiate the spaghetti of old roads on the ground.

A bonus was finding an insulator located on the west side of Hugo Road at Garbers Pass (Photo 2; Photo 3) between the road and the SW corner of the SE 1/4 of the NE 1/4 of Sec. 27 (i.e., the monument was found a short distance uphill on the side slope of the draw, while the insulator was found on the level ground in the draw).

The HETC has a wonderful professional resource when it comes to expert witness information about insulators in Hugo from a former Hugo resident, Howard Banks, Editor of *Crown Jewels of the Wire*. *Crown Jewels of the Wire* is dedicated to the collectors of historic glass and porcelain insulators used by telegraph, telephone and electric power utilities. Insulators are the "crown jewels of the Wire."

Crown Jewels of the Wire  
<http://www.cjow.com/>



Photo 2. Garbers Pass Insulator

As only one example of assisting the HNAHS, Howard dedicated a day, March 16, 2006, to educate two of its members (i.e., Norbert Tieman and Mike Walker) about Hugo's insulator history. His interview that day and later interviews and communications resulted in Hugo's Hugo's Insulator Brochure Series Educational Program. Thank you Howard.

Hugo's Insulator Brochure Series  
Hugo Neighborhood Association & Historical Society  
[http://hugoneighborhood.org/Insulator\\_Brochure\\_Series.htm](http://hugoneighborhood.org/Insulator_Brochure_Series.htm)

Of interest to this communication and topic (Whitall Tatum Co. No. 1, Made in U.S.A. 24 Insulator Found at Location of 1911 Road in the Draw of Garbers Pass) is *Postal Telegraph Company*, brochure 7 in Hugo's insulator series.

*Postal Telegraph Company*  
Hugo Neighborhood Association & Historical Society  
[http://hugoneighborhood.org/BROCHURE\\_7\\_Postal%20Telegraph%20Company\\_031606.pdf](http://hugoneighborhood.org/BROCHURE_7_Postal%20Telegraph%20Company_031606.pdf)

The following information is from the March 16, 2006 Howard Banks interview notes (Attachment 1, pages 7 - 8, & 14). The discovered broken Garbers Pass insulator is a match for the type of historical insulators used by the Postal Telegraph Company in Hugo as shared by Howard Banks. It also matches the HETC's hypothesis that part of the 1911 road is today's private driveway with the green gate just north of Garbers Pass.

**POSTAL TELEGRAPH COMPANY** (Attachment 1, pages 7 - 8). US Tel competed with Western Union. It was eventually purchased by Western Union. It was the way you eliminated your competition. By the 1880s Western Union was so powerful that they did not care about offering any

kind of service other than what they had. In other words, you accepted the services provided, or you did not get that service.

*In 1881 a new telegraph company was created to compete with Western Union. Lines were built through Josephine County around 1886 - 1887. The original insulators on the Postal system were CD 133 Brookfields. This telegraph system was expanded to six lines before it was abandoned to the elements in the middle 1940's. Most of the insulators found in the mountains are from the abandoned Postal system.*

*A wide variety of insulators were being used on the system when it was abandoned. Included were CD 145 Californias, CD 208 Californias, CD 210 Californias, CD 154 Maydwells, CD 154 Whitall Tatums, CD 153 48-40's (Gayners), and others.*



Photo 3. Location Garbers Pass Insulator Found

In 1881 a new telegraph company, the Postal Telegraph Company, was created to compete with Western Union. Lines were built through Josephine County around 1886 - 1887. It was a smaller company that found a niche in the market. Its niche was taking care of the little guy. For example, Western Union might be the only telegraph line providing service to your area. If you lived in a town you can get telegraph service. If you lived in the country, forget Western Union telegraph. Therefore, the Postal Telegraph Company was set up to utilize both the telegraph and the post office.

A telegraph might be sent from Iowa to Merlin, Oregon. At this point the telegraph would be mailed from Merlin to the family in Hugo. So now, all the little folks in the country can now get telegraphs, or send telegraphs by using the mail system. There were postal telegraph offices clear up to Prospect, Oregon. They covered a wide market. Later on Western Union also started providing this service.

The Postal Telegraph Company operated the line until it had six-pin cross arms. The neat thing about the postal line was in the middle of WWII they merged with Western Union and the lines were left standing. They discontinued using them and the lines were left in place and they disintegrated into the ground. You can still go up and find the poles.

In the 1960s the poles were still standing and still had insulators on them. I pulled this insulator off one of those poles. It is called a California hot cross bun. They are sold at \$350 today. Howard found three of them on one pole and three others on one pole on Canyon Mountain.



Photo 4. Metal Detecting For Survey Monument

This insulator (CD 145 beehive) was found on Mt. Sexton. Howard and his dad were digging around the base of a postal telegraph pole on Mt. Sexton.

They were taking turns digging. He would dig and find something and Howard would dig and find something. He would pull up an insulator and then Howard would pull out an insulator.

The California Company was only in business from 1912 to 1916. Finding insulators from this company meant a lot of the upgrades were during that time. The Postal Telegraph Company had upgraded its lines in the 1930s, not long before it was abandoned.

**POSTAL TELEGRAPH LINE NEAR GARBERS PASS** (Attachment 1, page 14) Howard and his buddy were insulator collecting ca., 1966 - 1967 when they walked the Postal Telegraph Line in Hugo. The poles were still standing along Oxyoke Road. By the time you traveled north to where the canyon narrowed, the poles were down (the farmers had used them). North of Garbers Pass they



Photo 5a. Broken Garbers Pass Insulator

found poles on the ground with insulators on them. They came to a pole on the upper side of a road (in 2006 a 100' from the green gate on Hugo Road - Link Interview Photos 7) [Attachment 2] that was still standing with six insulators on it (a couple purple and a couple aqua). It was an old pole and they thought they might push it over. While rocking the pole all the insulators came loose from the rotten cross member. Boom, boom, boom, all around them came the insulators to the earth. When they picked them up they could only find five insulators. One was missing. They looked and looked for the sixth insulator they had just knocked off, but could not find it. In a follow-up trip with his kids in 1998 his son found that insulator.

Are we having fun yet? I am; I'm excited about Jim and Rene's determination for discovering more scientific information about the 1911 JO CO Road Survey and its evolving historic specificity. Historic properties either retain integrity (i.e., that is, convey their significance) or they do not. Within the concept of integrity, the National Register criteria recognizes seven aspects or qualities that, in various combinations, define integrity. The definition of location follows.

Location is the place where the historic property was constructed or the place where the historic event occurred. The relationship between the property and its location is often important to understanding why the property was created or why something happened. The actual location of a historic property, complemented by its setting, is particularly important in recapturing the sense of historic events and persons. Except in rare cases, the relationship between a property and its historic associations is destroyed if the property is moved.

The glued Garber's Pass Whitall insulator will eventually be archived on Hugo's insulator display tree (Hugo Neighborhood Association & Historical Society. May 7, 2010. *Hugo Neighborhood's Insulator Display*. Brochure 14 in Insulator Series. Hugo, OR).



Photo 5b. Glued Garbers Pass Insulator

*Hugo Neighborhood's Insulator Display*  
Hugo Neighborhood Association & Historical Society  
[http://hugoneighborhood.org/BROCHURE\\_14\\_Hugo%20Insulator%20Display\\_050710.pdf](http://hugoneighborhood.org/BROCHURE_14_Hugo%20Insulator%20Display_050710.pdf)

In summary, for me the 2014 Garber's Pass insulator and the 1966 - 1967 Maple Creek insulators are physical evidence of the Applegate Trail located at Garbers Pass by at least 1886 - 1887. I also feel that the romance of the road being in a saddle with level land for the road right-of-way bordered by visible side hill boundaries provides that visual context of feeling historical (i.e., the integrity of place to convey its significance - it feels significant backed by the logic that a historic road probably had been located in the pass, and a modern 1911 survey is fact of a road). I also feel that the relationship between the historic road and its historic associations is not destroyed just because traces of the road are not obvious to the Mark VIII human eyeball. I might have to argue harder on that assumption. Smile.

The GLO HETC has the opportunity to evaluate the information about the Garbers Pass insulator and Howard Banks' historical background data to decide as a team the significance of this physical artifact.

Mike :)

p.s., Two of Scott Farra's insulators he found, on his and his wife Lynne's property at the end of Hasis Drive, were identified. He has many more in his garage. Walker will followup with Scott to see if he is interested in mapping where he found his insulators. Do the locations match the 1911 Road Survey? Insulator #2 could be the same as the Garbers Pass insulator.

- . Insulator #1. Ternstrong's No. 2., Made in U.S.A. @ 1654
- . Insulator #2. Whitall Tatum Co., No. 1. Made in U.S.A.

Mike Walker, Member  
GLO Field Review SubCommittee  
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Members of GLO HETC: Bob Black, Glenn Campbell, Malcolm Drake, Jim & Rene Ford, Larry McStravog, Joe Neiderheiser, Kelly Rarey, Teresa Santucci, Mike Walker, & Chris Wytcherley.

Photos:

- Photo 1. General Side Hill Location Of 1911 JO CO Road Survey Physical Survey Anchor Monument (SW corner of the SE1/4 of the NE 1/4 of Sec. 27 T. 34 S. R. 6 W.W.M.; 12/12/15 date on photographs 1 - 4, & 6 in error)
- Photo 2. The November 12, 2014 Broken Whitall Tatum Co. No. 1 Insulator Found at the Location of the Surveyed Jo Co 1911 Road in the Draw of Garbers Pass
- Photo 3. Location Garbers Pass Whitall Insulator
- Photo 4. Metal Detecting For Survey Monument
- Photo 5a. Broken Whitall Tatum Insulator At Walker's Home
- Photo 5b. Glued Whitall Tatum Insulator At Walker's Home
- Photo 6. Whitall Insulator At Farra's Garage
- Photo 7. Attachment 2.



Photo 6. Farra Whitall Insulator

Appendices:

- Appendix A. The Importance Of The 1911 Road  
Appendix B. Agreement At November 3, 2014 Meeting On 1911 Survey Locations Of Oregon & California Wagon Road

Attachments:

- Attachment 1. Walker Mike, Education Chair, HNAHS. March 16, 2006. *Interview: Howard Banks Crown Jewels of the Wire (CJOW), Hugo, Oregon.* For Hugo Neighborhood Association & Historical Society. Hugo, OR.  
Attachment 2. Interview Photos 7: Howard Banks, Crown Jewels of the Wire, Hugo, Oregon. Friday, February 24, 2006 - Telegraph Poles & Hugo Road Cut Off

Email copies:

- . Officers of HNAHS (Wayne McKy, President Liz Butowitsch, Treasurer, and Mike Walker, Education Chair)
- . Howard Banks, Editor Crown Jewels of the Wire
- . Scott & Lynne Farra, Hasis Drive
- . Kristin Boyce, Oxyoke Road - Walker will telephone to determine interest in receiving this email
- . Dave Plunkett, Hasis Drive - Walker will telephone to determine interest in receiving this email
- . Shella Dormier and Konny Boyd, Oxyoke Station - Walker will telephone to determine interest in receiving this email

All individuals copied are invited to participate in the GLO HETC's field trips at Garbers Pass and the Hasis Drive area of the Maple Creek drainage. Contact Jim Ford if interested.

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1911 Survey Group  
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## Appendix A. The Importance Of The 1911 Road

November 2, 2014; Draft Comments November 6, 2014<sup>1</sup>

**Jim Ford, Member  
GLO Field Review SubCommittee  
Hugo Emigrants Trails Committee**

The importance of the 1911 road is the hypothesis that it is the evolution of the 1846 - 1855-56 Applegate Trail and its evolution into the 1874 surveyed Oregon-California Wagon Road (OCWR) from a point near Sexton's Ranch in Section 27, T.34S., R.6W., WM, running north to the Grave Creek Post Office in Section 11, T.34S., R.6W., WM.

The Oregon-California Wagon Road ~~includes~~ **is the evolution of the** Applegate Trail. The road surveyed in 1874 is most likely the OCWR/Military Road. The 1874 road is most likely the road shown on the 1904 Riddle Quadrangle Map. The 1911 road is the realignment of the Sexton Pass portion of OCWR.

The objectives of the 1911 Survey Project are a series of sub-projects to locate the evolution of the Applegate Trail on the ground. The sub-projects are listed chronologically, however, the 1911 Survey Project work will be conducted as determined by the 1911 Survey Group of the GLO Field Review SubCommittee, Hugo Emigrants Trails Committee, Hugo Neighborhood Association & Historical Society.

- Project 1. 1911 Josephine County Surveyed Road.
- Project 2. 1886 - 1887 Postal Telegraph Line (1940 Oregon Highway map).
- Project 3. 1874 Josephine County Surveyed Road.
- Project 4. 1864 Collins Telegraph Line (1940 Oregon Highway map).
- Project 5. 1846 - 1855-56 Applegate Trail (analysis of diaries, journals, & reminiscences, and 1855 GLO survey).

It is highly probable that the post footprints of the 1920s - 1950s AT&T Long Distance Telephone Lines can also be located on the 1940 Oregon Highway map along with the post footprints of the 1886 - 1887 Postal Telegraph Line, and the 1864 Collins Telegraph Line.

### **1911 "South side of Hill" Survey**

1. The 1911 road was the result of a 1911 court order to **[change/]**realign the Oregon-California Wagon Road from near Sexton's Ranch running north to the Grave Creek Post Office.
2. The 1911 road begins and ended on the Oregon-California Wagon Road.
3. **There are two 1911 surveys to change a portion of the Oregon & California (O & C) Wagon Road: 1. "South side of Hill" and 2. North Side of Grave Mountain (Appendix B).**

The ~~South~~ **[1911 "South side of Hill" Survey]** terminus of the 1911 road was marked by an iron pipe. The survey information for locating this iron pipe is given in the Road Viewers Report.

This is known survey information and three and maybe four more surveyed locations on the Oregon-California Wagon Road (OCWR) are identified. The OCWR is most likely located on the 1854 military road which modified the Applegate Trail (**military improvements were made in 1853 at two places: 1. the canyon and 2. Grave Mountain pass**). This South terminus location is believed, by Jim and Rene Ford, to be at the present day Hugo Road near where it curves westward and crosses maple Creek. This surveyed point indicates that this section of road was part of the OCWR.

The 1911 road proceeds northward and rejoins the OCWR and terminates near the Wm. Light house. An Iron pipe was placed in the center of the road. Again this verifies the location of the OCWR.

**1874 Surveyed Oregon-California Wagon Road** The 1874 surveyed road (OCWR) goes northward from the Hugo Road just north of this intersection (**what intersection?**). Aerial photos and maps show both of the **[probable]** 1874 and 1911 roads. Pertinent aerial photos and historic maps can be used in locating the 1874 and 1911 roads. Identifying the 1911 road helps to identify the other road as the **[probable]** OCWR **[why?]**. The South segment of road ends at **[near]** the summit of ~~Sexton Pass~~ **[Smith Hill pass]** as it was at that time. A pipe was placed at this point.

### **Other Issues**

1. **Although not identified in the 1911 JO CO survey**, The 1911 road, presumptively, follows the OCWR northward for 1100 feet to the point it diverged from the road **[how do we know it diverged?]**. This verifies that the “1066” section of the road is the OCWR **[I don’t understand how this is verification? Verification to me is if the 1060 plots on top of the 1911 road]**.

2. The issue of integrity was raised about the 1060 segment of the Applegate Trail. The identification and location of the 1874 and 1911 surveys address this issue. **[research the use of the word “integrity.”]**

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Footnote 1. November 2, 2014, Draft Comments November 6, 2014 by Mike Walker; Jim Ford May Rewrite After Consideration of Mike’s Recommendations/Questions.



## Appendix B. Minutes Of Agreement At November 3, 2014 Meeting On 1911 Survey Locations Of Oregon & California Wagon Road

**Draft November 6, 2014**

**Jim Ford & Mike Walker, Members  
GLO Field Review Subcommittee  
Hugo Emigrants Trails Committee**

Jim Ford and Mike Walker met at Ford's home on Monday, November 3, 2014, in order for Jim to show Mike the work he was doing on the 1911 Josephine County survey project. Pertinent quotes from the introduction of the survey follow, including the beginning and ending of the two 1911 surveys.

*“Change (emphasis added) Oregon & California Wagon Road in Sec 27-34-6. Also Sec. 14-22 & 23 - twp 34 S. R 6 W.” [Josephine County] Commissioner's Journal, Volume 5, Page 49. See RV Book 3P, 19-21 & copies in file. (Old N. Pac. Hwy, 34-6, S. 27, 23, 22, 14; No vacation.*

*“In the matter of the **change of a portion of the Oregon & California wagon road** (emphasis added) from a point near Sexton's Ranch in Sec 27-Twp 34S., R 6 WWM, running north to Grave Creek Post Office in Sec 11-34-6; . . . It is therefore ordered that the CB and RV meet and proceed to view and lay out and survey the necessary changes to be made, the same not to exceed 60 feet in width, and to ascertain the ownership of lands necessary to be appropriated and the value of such lands and to assess any damages and file their report before the next regular term of this Court.” September 9, 1911 - Page 289.*

The first agreement is that there are two 1911 surveys to change a portion of the Oregon & California (O & C) Wagon Road: 1. “*South side of Hill*” (total length of change was 7360.3 feet), and 2. North Side of Grave Mountain (do not have the length identified in material Mike has). This assumption was based on the descriptions of the beginning of the two surveys: 1. 1911 “*South side of Hill*” Survey: “*Beginning at a point near the top of Grave Mountain marked by an iron pipe driven flush with the ground*” and 2. 1911 North Side of Grave Mountain Survey: “*Beginning about 1100 feet from the top of Grave Mountain, at a point in the county road marked by an iron pipe driven flush with the ground . . .*”

The south side survey begin near the top of Grave Mountain and the north side survey begin 1,100 feet from the top of Grave Mountain. The beginning point for the north side was clear - 1,100 feet from the top of Grave Mountain. The beginning point for the south side was approximate - near the top of Grave Mountain (i.e., summit or pass of mountain). Walker estimated this point to be within 50' of the top of the summit or pass of mountain.

### **1911 “*South side of Hill*” Survey**

#### Beginning of Survey

*“Beginning at a point near the top of Grave Mountain marked by an iron pipe driven flush with the ground, whence,*

*A white oak 14 ins. diam bears S. 78 40' E. 51.2 ft.*

*A pine 16 ins. diam bears N. 73 26' E. 30.3 ft.*

*Descending the mountain with a 7 3/4% grade.  
South side of Hill"*

### Terminus of Survey

*"To terminus of road.*

*A 3/4 inch iron pipe driven flush with the ground in the center of the road near Buck's flats cabin, whence*

*The SW corner of the SE1/4 of the NE 1/4 of Sec. 27 T. 34 S. R. 6 W.W.M. bears S. 51 36' E., 150.9 ft*

*A black oak 30 ins diam bears N. 58 51' W. 41.6 ft.*

*A pine 28 ins diam bears N. 77 46' E. 57.8 ft.*

*Total length of change, 7360.3 ft."*

## **1911 North Side of Grave Mountain Survey**

### Beginning of Survey

*"Beginning about 1100 feet from the top of Grave Mountain, at a point in the county road marked by an iron pipe driven flush with the ground, whence -*

*A cedar 8 ins. dia. bears S. 62° 52' E. 17.5 feet and*

*A cedar 8 ins. dia. bears N. 28° 4' E. 21.1 feet*

*Descending [North Side of Grave Mountain] on an 8% grade"*

### Terminus of Survey

*"to terminus of road, in center of old road at Wm. Light's place, marked by an iron pipe driven flush with the ground, whence -*

*A maple 14 ins. dia. bears S. 70° 58' E. 92.8 feet and*

*a fir 45 ins. dia. bears S. 39° 45' E. 198.0 feet*

*Horace C. Hall, County Surveyor*

*By H. R. Wessel, Deputy*

*Filed and entered Oct. 7, 1911"*

In summary, there are three surveyed points of the 1911 surveys for the O & C Wagon Road from a point near Sexton's Ranch on the south side of Grave Mountain to Wm. Light's place on the north side of Grave Mountain.

Surveyed Point of 1911 "South side of Hill" Survey. Survey does not report whether the beginning of the "South side of Hill" survey is in the O & C Wagon Road or not.

*"Beginning at a point near the top of Grave Mountain marked by an iron pipe driven flush with the ground*

1. O & C Wagon Road Surveyed Point 1. 1911 “*South side of Hill*” Survey.

*“To terminus of road. A 3/4 inch iron pipe driven flush with the ground in the center of the road near Buck’s flats cabin . . .”*

2. O & C Wagon Road Surveyed Point 2. 1911 North Side of Grave Mountain Survey.

*“Beginning about 1100 feet from the top of Grave Mountain, at a point in the county road marked by an iron pipe driven flush with the ground . . .”*

3. O & C Wagon Road Surveyed Point 3. 1911 North Side of Grave Mountain Survey.

*“to terminus of road, in center of old road at Wm. Light’s place, marked by an iron pipe driven flush with the ground . . .”*

The other 66 points of the 1911 “*South side of Hill*” survey are not identified as a change to the O & C Wagon Road. The same is true for the other 47 points of the 1911 North Side of Grave Mountain survey. It is not known whether these points are all changes to the O & C Wagon Road or a mixture of change points and points on the O & C Wagon Road. Jim and Mike assumed that, except for the three known surveyed points of the O & C Wagon Road between a point near Sexton’s Ranch on the south side of Grave Mountain to Wm. Light’s place on the north side of Grave Mountain, that the other 113 surveyed 1911 points were a mixture of changes and original locations to the O & C Wagon Road.

Minutes agreement of November 3, 2014 meeting on 1911 survey locations of the O & C Wagon Road were approved by Jim Ford and Mike Walker on November 9, 2014.