

Telegraph Lines & Applegate Trail At Smith Hill Pass



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For
Hugo Neighborhood Association & Historical Society &
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Acronyms & Abbreviations

Applegate Trail	<i>Trail</i>
Applegate Trail Class 1	① Unaltered Trail
Applegate Trail Class 2	② Used Trail
Applegate Trail Class 3	③ Verified Trail
Applegate Trail Class 4	④ Altered Trail
Applegate Trail Class 5	⑤ Approximate Trail
Applegate Trail I	ATI
Applegate Trail I Station	Station ATI
Applegate Trail II	ATII

Applegate Trail III	ATIII
Applegate Trail Site Maple Creek JA-14	JA-14
Applegate Trail Site South Rat Creek JA-15	JA-15
Applegate Trail Site Old Stage Road JA-16	JA-16
AT&T Overhead Long Distance Telephone Lines: 1920s - 1950s	AT&T Lines
Bench Mark	B.M.
Categorical Exclusion (NEPA)	CE
California and Pony Express National Historic Trails Act	National Trails System Act
Collins Telegraph Line: 1864	CT Line
GLO Field Review Subcommittee, HETC	GLO Subcommittee
Hugo Emigrant Trails Committee	HETC
Hugo Neighborhood Association & Historical Society	HNA&HS
Josephine County Surveyed Road: 1874	1874 County Road
Josephine County Historical Society	JCHS
National Trails System Act	NTSA
National Historic Trails	NHTs
Oregon-California Trails Association	OCTA
OCTA Mapping Emigrant Trails Manual	MET Manual
Oregon General Land Office	GLO
Oregon Highway Drawing. No. 5B-28-11: August 1940	1940 OR Construction ROW Map
Oregon Historic Trails Advisory Council	OHTAC
National Environmental Policy Act	NEPA
Northwest Chapter of Oregon-California Trails Association	NWOCTA
Postal Telegraph Line: 1886 - 1887	PT Line
Quadrangle	Quad
Right-Of-Way	ROW
Road Feature 1	Access/Fire I-5 Road
Road Feature 2	ATI
Road Feature 3	ATII
Road Feature 4	ATIII
Segment Of Applegate Trail South Mt. Sexton Pass: 310'	310' Pass <i>Trail</i> Segment
Segment Of Applegate Trail I North Sexton Pass I-5 East: 1,060'	1,060' Pass <i>Trail</i> Segment
Segment Of Applegate Trail I North Sexton Pass I-5 East: 1,060'	ATI
World War II	WWII

Synonyms

Access/Fire I-5 Road = Road Feature 1
 Applegate Trail = Trail
 Applegate Trail I = ATI = Road Feature 2 = 1,060' *Trail* Segment
 Applegate Trail II = ATII = Road Feature 3
 Applegate Trail III = ATIII = Road Feature 4
 Oregon Highway Drawing. No. 5B-28-11 (August 1940) = 1940 Oregon Highway Right-Of-Way
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Edited by Jean Boling, Jim Ford, Rene Ford, Joe Neiderheiser, Leta Neiderheiser, Kelly Rarey, Karen Rose, and Mike Walker. The majority of the editors have field knowledge of the 1.8 mile segment of the Applegate Trail at Smith Hill Pass through the Grave Creek Hills. They all have a detailed knowledge and understanding of the analysis and conclusions of this report and have collectively approved it.

Telegraph Lines & Applegate Trail At Smith Hill Pass

I. PURPOSE

The purpose of this paper was to research the two telegraph lines and one long-distance telephone line that existed in 1940 before the paved 1921 - 1922 Pacific Highway road base was cut in 1940 - 1941 at Smith Hill Pass, and especially to research the location relationships of the 1864 Collins Telegraph Line, and the 1886 - 1887 Postal Telegraph Line for a 1.8 mile segment of the Applegate Trail (*Trail*) at Smith Hill Pass through the Grave Creek Hills (Map 1).

1. 1864 Collins Telegraph Line (CT Line)
2. 1886 - 1887 Postal Telegraph Line (PT Line)
3. 1920s - 1950s AT&T Overhead Long Distance Telephone Lines (AT&T Lines)

The Smith Hill Pass was unnamed until ca., 1890s. For the purposes of this paper there are three different named passes representing the same geography.

Grave Creek Hills Pass: ca., 1846 - 1890s

Smith Hill Pass: ca., 1890s - 1940s

Sexton Mountain Pass: 1940s - 2012

The 1846 - 1853 ingress and egress to the pass was narrow and difficult for wagon passage, especially the north slope after the pass (Section VI.C.2.a)). It was improved with pick and shovel by Brevet Major B. Alvord, United States Army, in 1853 or under private contract by the Army in 1854, but was still steep in ascent and descent and difficult for wagon passage. These steep passage areas are where artifacts such as wagon parts, pottery fragments, and barrel hoops are commonly located. They are the remains of wagon breakdowns or abandoned provisions (MET Manual, page 9).^{10B}

Hugo Neighborhood Association & Historical Society

Home Web Page: <http://www.hugoneighborhood.org/>

History Web Page: <http://www.hugoneighborhood.org/history.htm>

Applegate Trail Web Page: <http://www.hugoneighborhood.org/applegat.htm>

Miscellaneous Research Papers & Documents Web Page:

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

II. BACKGROUND

A. Applegate Trail

Cultural routes represent historic roads that evolved through necessity or tradition. While it is possible some cultural routes may have a documented rationale, they will usually not have the design and construction legacy of an aesthetic or engineered route. It is possible, and likely, later additions or alterations may be well documented. These may be roads that evolved from animal, Native American, and pioneer trails, or simply logical connections between villages or through difficult terrain. Roads through mountain passes (e.g., Grave Creek Hills Pass/Smith Hill Pass/Sexton Mountain Pass, etc.) or water gaps, paralleling the foot of mountains or following a

line of stable soils or river courses are typical of cultural routes. Additional types of cultural routes may include a footpath between farms or to a resource site (i.e., sand, clay, timber or stone) that ultimately became roads.

Cultural routes, in use as roads today, generally exhibit the greatest number of historic periods or layers. Beneath the modern pavement are potentially rich archaeological sites representing not only people and cultures over the years, but also the history of the very route — evidence of a cut bank to avoid sidling in the 1850s, remnants of an old *macadam road* from ca., 1910 - 1920, and other early highway improvements such as the 1853 - 1854 Military Road, 1860s stage coach road, and 1921 - 1922 paving at Sexton Mountain (*i.e., 5-inch bituminous pavement 13 feet in width, with 7-inch concrete shoulders 2½ feet in width on each side*). For cultural routes it is important to understand these layers as you make a determination as to the period or periods of significance that are worthy of preservation. Remember too, subsequent layers of the road may embody the characteristics of aesthetic or engineered routes.

1. History When was the old wagon road considered to be the Applegate Trail? The following examples were recorded by the Klamath County Historical Society.^{6D & 7C}

- **1846** On August 9, 1846, a large group of wagons set out west from Fort Hall to follow the new Applegate Trail (*Trail*) for the first time to the Willamette Valley. By mid-October, 1846 the emigrants were traveling up the south rugged mountainous terrain on the Trappers' Trail toward the unnamed Mt. Sexton Pass (ca., 450 - 500 persons).
- **1853** Approximately 700 men, women and children took this route which today is the basis for the state's major transportation routes.
- **1869** The *Trail* in 1869 through Hugo was known as the Southern Oregon Wagon Road.
- **1873** During the Modoc War of 1872 - 1873 portions of the *Trail* saw considerable U.S. Army troop movement.
- **1909** Much later, until 1909 in fact, that portion of the old trail south of Lower Klamath Lake witnessed a great deal of freight traffic.

Alternate Trail Definitions exist for the Hugo region in Josephine County, Oregon from the Rogue River in the south to Grave Creek in the north. They are all wagon road alternatives until the automobile.^{6E}

Purist Alternative 1: 1846 This alternative is specific to the year the *Trail* was first opened through the Rogue Valley for white emigrants to the Willamette Valley - 1846. Each of the following alternatives includes the first year starting with 1846.

Purist Alternative 2: 1846 - 1847 This alternative is specific to the first two years the *Trail* was used with the majority of documentation in the form of "Diaries, Journals & Reminiscences" covering the time period.

Military Road: 1846 - 1853 (1854) This was the first year improvements were made to the *Trail* at the Grave Creek Hills Pass by Major B. Alvord.^{6C} Prior to this date the topography of the pass dictated that emigrants followed the lowest point of the drainage where it was the flattest with the minimum possibility of sidling.

Donation Land Claim Alternative 3: 1846 - 1857 This alternative covers the 1840s through the donation land claim period from 1850 - 1855 and the surveys of the DLCs through 1857. Many emigrants settled in the Rogue Valley during the DLC period.

First Josephine County Surveyed Road Alternative 4: 1846 - 1874 Josephine County was filling up and it surveyed its first road in 1874. The road was north of the Rogue River through the northern part of the county.

Pre-Railroad Era Alternative 5: 1846 - 1883 The railroad was completed to Grants Pass, Oregon from Roseburg in 1883. Construction of the O & C Railroad was resumed from Roseburg in 1881. The first official train arrived in Grants Pass December 2, 1883. Southern Pacific Railroad acquired control in 1884 and the “last spike” or final ceremony in that railroad was driven at Ashland, Oregon in December 17, 1887.

Pre-Automobile Era Alternative 6: 1846 - 1904 In 1904 John H. Williams was to have the distinction of owning the first automobile in Grants Pass, Oregon. However, the year 1913 is used as the index year for when automobiles started being used in Josephine County in a significant way. In fact, wagon use and automobile use overlapped for many years between 1904 - 1920s. Mike Walker remembered the Hulls, brother and sister, going to church in Hugo in a wagon with automobile tires that was pulled by a horse as late as 1956.

1908 Model T The automobile changed life in rural Hugo, Oregon, at first for the rich and later for everyone. The Model T greeted the masses in 1908 and revolutionized American society. It gave the people the freedom to roam. Magically feeding on each other, the Lizzie and the Pacific Highway jointly came on-line full steam in the late 1910s and early 1920s.

In **1909** Hugo’s Mrs. Caroline Stumbo Niday Sexton took her first automobile ride as the guest of Sheriff Russell.

1913 With the slogan, “*Get Oregon Out of the Mud,*” the 1913 Oregon Legislature established the Oregon Highway Department.

Post-Paved Highway Era Alternative 7: 1846 - 1922 The first paved highway in northern Josephine County was the Pacific Highway. It was paved over Smith Hill from 1921 - 1922.

What was the wagon road? The *Trail* was an emigrant trail, military road, stage road, and a freighting road from 1846 through ca., 1904.

For definition and analysis purposes, the Hugo Emigrant Trails Committee (HETC) considers the only wagon road through northern Josephine County, and especially through the narrow Grave Creek Hills pass, to be the Applegate Trail from 1846 - 1904. Its analysis finds that over those years the location of the *Trail* evolved in many places mostly because of year around traffic after 1855 and the winter need to get out of the mud.^{6F} One of the exceptions was the topographic constriction of the Grave Creek Hills pass, and a section of the *Trail*, the 1,060' Applegate Trail I For North Sexton Pass I-5 East. The *Trail* here was in a stable location since it was improved in 1853 - 1854 by Major B. Alvord and was already out of the mud. Sometime after 1913 with the designation of the Pacific Highway the *Trail’s* location moved uphill to the location of the 1,853' Applegate Trail III For North Sexton Pass I-5 East (Section IV.B; Maps 5 - 7). In 1922 the old wagon road and its later location were bypassed for good with the new paved Pacific Highway in its new location at a higher elevation and lesser automobile grade (Aerials 2 & 3).

**National Trails System Act:
Public Law 90-543**

2. Legislative Recognition The Oregon and the Mormon Pioneer Trails were authorized as national historic trails (NHTs) by Congress in 1978 (National Trails System Act, sections 5(a)(3) and (4)).⁹⁻¹⁰ In 1992 Congress established the California and Pony Express National Historic Trails (National Trails System Act), section 5(a)(18) and (19)). The 1992 legislation amending the National Trails System Act (NTSA) directs the Secretary of the Interior to:

- provide for the development and maintenance of these trails within federally administered areas.

The legislation also directs the Secretary to:

- cooperate with and encourage those states through which the trails pass to operate, develop, and maintain any portions of these trails which are located outside the boundaries of federally administered areas.

THE NATIONAL TRAILS SYSTEM ACT
(P.L. 90-543, as amended through P.L. 108-342, October 18, 2004)
(also found in *United States Code*, Volume 16, Sections 1241-1251)
<http://www.nps.gov/ncrc/programs/nts/legislation.html>

The NTSA also authorizes the Secretary to enter into cooperative agreements with states, local governments, landowners, and private organizations or individuals to help operate, develop, and maintain trail portions outside federal jurisdiction. These cooperative agreements can include provisions for limited financial or technical assistance to encourage participation in trail management activities.



Photo 1AA. Howard Banks Inspecting Galvanized Steel Telegraph Wire At 310' Segment Of Applegate Trail South Mt. Sexton Pass: 2006

Except for topographic constrictions, the NHTs did not follow single routes, rather numerous branches and cutoffs were used by the emigrants heading west. As

designated by Congress in the NTSA, the Applegate Trail was the Southern Road to Oregon and is a branch of the California National Historic Trail (page: 9 map of Applegate Trail in Oregon¹⁰, pages 36 - 41 California National Historic Trail¹⁰, and page 40 Applegate Trail Southern Road to Oregon: 1846¹⁰).



3. California National Historic Trail SEC. 5. [16USC1244] “(18) The California National Historic Trail, a route of approximately five thousand seven hundred miles, including all routes and cutoffs, extending from Independence and Saint Joseph, Missouri, and Council Bluffs, Iowa, to various points in California and Oregon, as generally described in the report of the Department of the Interior prepared pursuant to subsection (b) of

this section entitled "California and Pony Express Trails, Eligibility/Feasibility Study/Environmental Assessment" and dated September 1987. A map generally depicting the route shall be on file and available for public inspection in the Office of the National Park Service, Department of the Interior. The trail shall be administered by the Secretary of the Interior. No lands or interests therein outside the exterior boundaries of any federally administered area may be acquired by the United States for the California National Historic Trail except with the consent of the owner thereof."

California National Historic Trail

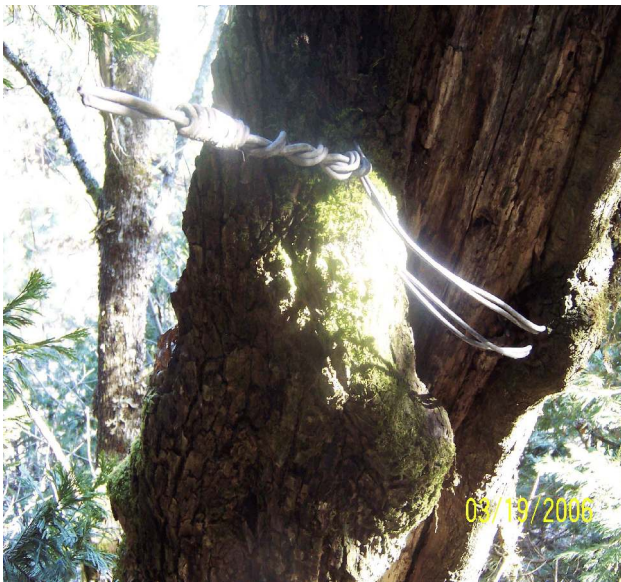
<http://www.nps.gov/cali/index.htm>

Hugo is blessed with a rich heritage of historic roads, rough though they were. The HETC was formed to bring together all those who want to learn more about the early transportation in the area, from the casual admirer to the dedicated researcher.

National Historic Trails recognize diverse facets of history such as prominent past routes of exploration, migration, trade, communication and military action. The historic trails generally consist of remnant sites and trail segments, and thus are not necessarily contiguous. Although NHTs are administered by federal agencies, land ownership may be in public or private hands. Of the 11 NHTs, nine are administered by the National Park Service, one by the USDA Forest Service and one by the Bureau of Land Management. *The California National Historic Trail and its Applegate Trail branch are administered by the National Park Service.*

National Park Service/U.S.D.I.

<http://www.nps.gov/oreg/index.htm>



*Photo 1AB. Galvanized Steel Telegraph Wire
At 310' Segment Of Applegate Trail
South Mt. Sexton Pass: 2006*

4. State of Oregon Recognizes Applegate National Historic Trail *The State of Oregon recognizes the value and significance of its historic trails, including the Applegate Trail.*

ORS 358.057(3)

The Applegate National Historic Trail
<http://www.oregonlaws.org/ors/358.057>

B. 1864 Collins Telegraph Line

The Western Union Company began thinking about the unsuccessful Trans-Atlantic cable project after its successful transcontinental telegraph line had been built across the lower 48 in 1861. Many thought the Trans-Atlantic line would never be successful.

The Russian American Telegraph also known as the Western Union Telegraph Expedition and the Collins Overland Telegraph was a \$3,000,000 undertaking by the Western Union Telegraph Company to lay an telegraph line from San Francisco, California to Moscow, Russia. Perry McDonough Collins was the visionary behind the project which was an economic alternative to the Trans-Atlantic cable project. The route was intended to travel from California via Oregon, Washington Territory, the colony of British Columbia, and Russian Alaska, under the Bering Sea and across Siberia to Moscow, thus creating a line of communication with the rest of Europe.

In 1864 Abraham Lincoln, granted the company a right of way through California and Oregon. In Oregon this line followed the stage line route from Sacramento, California to Portland, Oregon. The Western Union was in a hurry to build this line because if they got beat by a successful Trans-Atlantic cable line project, they would have to shut its own effort down. *It was a rush job and in some places the line went tree to tree. Telegraph companies used galvanized steel a lot in the 1860s - 1870s for telegraph wire.* In 1864, the Collins Line dream worked its way north through Southern Oregon and north to Portland, Oregon (Photos 1AA & 1AB). The project was abandoned in 1867 after a successful Trans-Atlantic line.⁵

C. 1886 - 1887 Postal Telegraph Line

Photo 2 is the old Pacific Highway in northern Josephine County in the mid-1920s. Mt. Sexton is in the background. The road was in the same location in 2012 as “Oxyoke Road”. This picture is a classic depiction of the evolution from telegraph lines to telephone lines.

Postal Telegraph (PT) lines were built through Josephine County ca., 1886 - 1887. The PT company operated the line until they had a six-pin single cross arm. Of significance is that the PT line merged with Western Union during WWII and the PT lines were left in place and they disintegrated into the ground. In 2006 Howard Banks, Insulator Expert, and Hugo consultant, identified a down pole at the south end of the 310' segment of the *Trail* at South Sexton Pass as a PT Company pole part of a line from 1886 - 1887 when everything was pole to pole (Photo 1B).⁵ This same general area in 1941 was cleared for improvements to the Pacific Highway. A picture taken of the area shows a PT pole and cross-arm as well as other poles cut down and stacked close beneath it (Photo 6).



Photo 1B. Howard Banks & Norbert Tieman Near Postal Telegraph Pole At South Mt. Sexton Pass: 2006

D. 1923 Oregon Riddle Quadrangle

The Smith Hill Pass is contained between the 2,000' and 2,100' contours on the *Oregon Riddle Quadrangle*¹³. The distance in a north-south direction between these contours is approximately 940'. This distance indicates that the summit was relatively broad and flat.

There is a cultural dot on the *Oregon Riddle Quadrangle* adjacent and east of the wagon road (i.e., Applegate Trail) exactly where we would expect the Smith house to be located (Section II.F; Map 1).

E. 1920s - 1950s AT&T Overhead Long Distance Telephone Lines

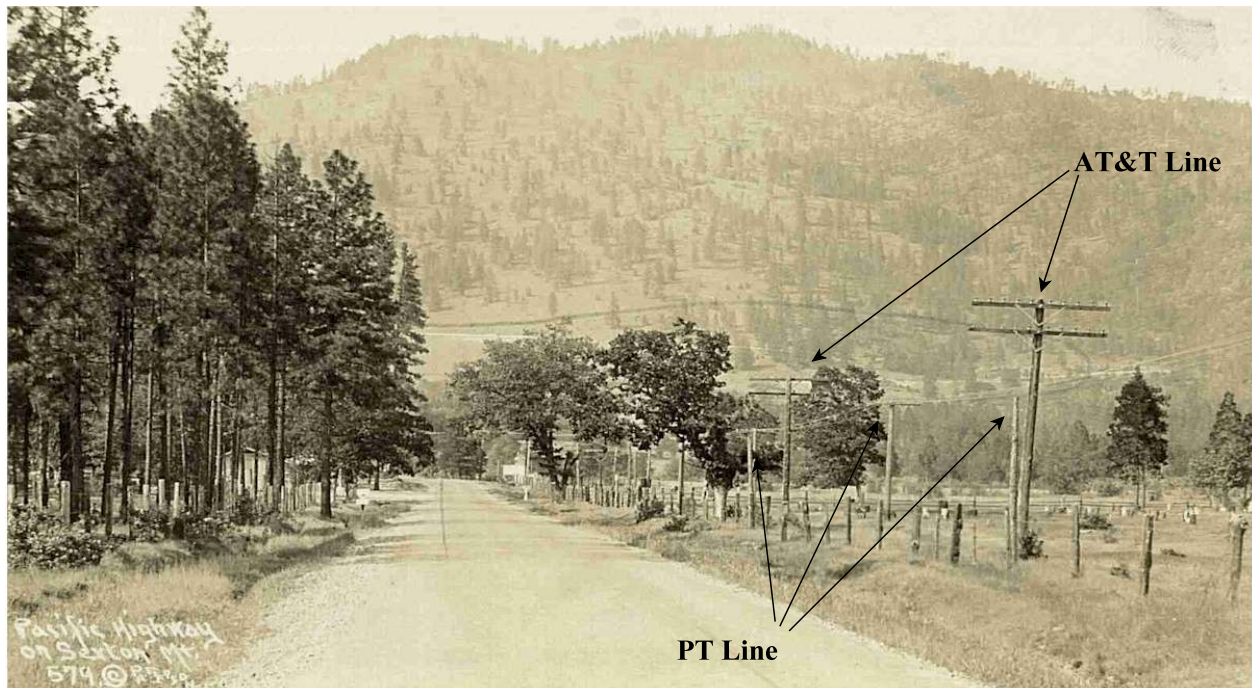


Photo 2. Pacific Highway Communication Lines With Sexton Mt. In Background: ca., 1920s

American Telephone and Telegraph (AT&T) built long distance telephone lines through Josephine County in the 1920s. Service from these overhead lines continued until the mid to late 1950's when the lines were replaced with buried cable. Insulators used were CD 152 Hemingrays, CD 154 Hemingrays and CD 208 Hemingrays. While the poles can still be found in the mountains, the insulators and hardware were removed by the company and taken to landfills. Howard Banks can remember seeing stacks of insulators at Dry Diggin's, a landfill just east of Grants Pass that was closed with the construction of I-5 in the 1950's.^{5B}

In the early days the PT lines and AT&T long distance telephone lines were located on similar routes (perhaps 50 feet apart; Photos 2, 3A, & 3B; Map 5). They also both tended to be located in the mountains along the old stage routes (usually along side the roads).

The PT lines were built through Josephine County ca., 1886 - 1887. The PT company operated the line until they had a six-pin single cross arm. The AT&T built long-distance telephone lines through Josephine County in the 1920s. .

In the 1920s picture (Photo 2) the poles with 10-pin double cross-arms are the AT&T's long distance phone line; the poles with a single arm are the PT line. A later 1941 picture of the PT line and the AT& T line was when the AT&T line had four cross arms (i.e., looking north from Mt. Sexton Summit at communications line, Photos 3A & 3B, Map 5).

At some point in Josephine County the AT&T's system evolved into its own independent 60' right-of-way over Sexton Mountain Pass (Maps 2, 3, 5, & 6; Photos 4A, 4B, 5A, & 5B). This was the communications corridor that originally had overhead lines until the mid to late 1950's when the lines were replaced with buried cable.

- Photo 4A.** South View Of AT&T 60' ROW Communication Lines In Upper West Field At North Sexton Pass: 1941 (Maps 2 & 5)
- Photo 4B.** AT&T & PT Communications Lines Within AT&T 60' ROW In Upper West Field At North Sexton Pass: 1941 (Maps 2 & 5)
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*Photo 4B. AT&T & PT Communication Lines Within AT&T 60' ROW
In West Field At North Sexton Pass: 1940*

F. 1940 Smith Hill Pass Oregon Construction Right-Of-Way Map¹¹

1. John Smith Family: Hugo Pioneers (Map 2).⁷

1877 “John and Susan took up a one hundred and sixty acre homestead in a meadow on the north side of Sexton Mountain. This meadow is where the present Interstate 5



Photo 5B. AT&T & PT Communications Lines In West Field At North Sexton Pass: 1940

freeway cut is located. At the time they homesteaded, the overland stage road ran through this property. John and Susan farmed their homestead until just after the turn of the century.”⁸

1896 Hugo Homestead On September 16, 1896 John S. W. Smith was issued a homestead patent for 160 acres in Hugo, Oregon (Patent No. 3749).



Photo 6. Right-Of-Way Cleared On Mt. Sexton Pass: 1941
Courtesy of Grants Pass Courier

2. John Smith Family: House, Barn, & Other Structures

The structures identified on the August 1940 Oregon Highway Drawing. No. 5B-28-11 were all at the Mt. Sexton Summit or north of it, and all were north of the 1/4 section line of Section 23, T.34.S., R.6 W., W.M as this was the southern boundary of the Smith 160 acre homestead (Map 2).¹¹ These structures themselves had some distance between them. For example, it

was 245' in a north-south direction from the Chicken House to House No. 3 and 455' in an east-west direction between the barn and the Hog House.

3. 1941 Right-of-way Cleared on Sexton The photo is courtesy of the *Grants Pass Courier* with the following caption (Photo 6).³

“The residence [John S. W. Smith homesteaded in 1877; he was issued a homestead patent for 160 acres in Hugo, Oregon September 16, 1896 (Patent No. 3749)] overlooking the Pacific highway summit [Smith Hill] on the shoulder of Mt. Sexton has been razed, and trees are being felled for 1.92 miles of new construction soon to take place there. Here is a view toward the summit from the Grants Pass side showing the steep, old dirt road on the left [Applegate Trail], the curving present highway on the right [Old Pacific Highway/U.S. 99], and the felled trees on the right-of-way of the new work. The highway summit will be lowered several feet by a deep cut. (Courier Photo and Engraving).” (Photo 6).³

G. Conclusions

The *Trail* has historic significance. It has been associated with a significant historic event or pattern of events in American history. It has been involved in the lives of people who made an important contribution to the westward overland migration. It embodies distinctive characteristics of 19th century wagon trails. It has yielded or has the potential to yield information important to an understanding of the history of western overland migration.

Collectively the telegraph lines provide substantial evidence of a wagon road. What was the wagon road? The *Trail* was an emigrant trail, military road, stage road, and a freighting road from 1846 through 1904.



Taking out lower cut thru Summit. Looking S. from S. side of summit cut. Detour in foreground & finish grade in background. Grave Cr.-Jumpoff Joe Cr. Sec., Pac. Hwy. #1845

Photo 7. Looking South From Old Pacific Highway Located At Mt. Sexton Summit: 1941

Courtesy of Oregon Department Of Transportation

III. SMITH HILL PASS: 1940

The following information on the 1940 Smith Hill Pass is a brief summary from the paper *Smith Hill Pass: 1940*.^{2C} A simple and important fact was that the Smith Hill Pass was relatively broad and flat. According to Harrington, the original summit was 2,046' "According to a sign that was there when Harrington visited in November, 1933, the elevation of the pass was 2,046'."⁴

In 1934 there used to be a bench mark (B.M) K 256 with an elevation of 2,053.724' near the summit of Sexton Mountain Pass along the old Pacific Highway, south of milepost 264, 84' west of highway, 87' south of pole barn, near PT pole in barnyard, and in rock outcrop (Section II.F.). Bench Mark K 256 was approximately 10' west of an 1864 CT pole (Map 2). The location of B.M. K 256, the pole barn, pole, and Pacific Highway are identified on Map 2.

It is unknown how much highway was cut at Smith Hill Pass from 1921 - 1922 when the Pacific Highway was paved for the first time. It is assumed that mostly there was little cut to reduce the grade over Smith Hill Pass. It is also assumed that in 1941 there were side hill cuts in the Pacific Highway near Smith Hill Pass for the purpose of establishing a level road base. A side hill cut of approximately 8' - 10' can be seen in Photo 6.

The 1939 aerial photograph of Smith Hill Pass also clearly shows the Applegate Trail I North Pass I-5 East and the paved 1921 - 1922 Pacific Highway (Aerial 1; Map 2).

The *Trail* can be viewed in a cut in the trees looking south from the old Pacific Highway at Sexton Mountain Pass (Photo 7). This is the 1853 -1854 310' segment of the Trail still present on the ground (Map 3) and includes both the Upper County Road (310' segment) and the Lower County Road. Another photo shows the almost reverse view looking north toward Sexton Mountain Summit and the old Pacific Highway (Photo 8; photo album).

The 1959 aerial photograph clearly shows Sexton Mt. Pass after the 1941 cut (Aerial 2). The 1959 aerial photograph also shows the paved 1921 - 1922 Pacific Highway, minus the area over Sexton Mt. Pass. The Smith barn and most of the other Smith structures are gone (Map 2; Aerial 1). The location of the Hog House was not destroyed by the 1941 cut nor any I-5 cut and is still clearly visible in the ground. In 1941 the U.S. Weather Bureau storage building (Map 2) had been moved to a concrete pad at the base of the Eastern Upridge Road and had been there for many years until around 2009.

The 1959 aerial photograph of Sexton Mt. Pass also clearly shows Applegate Trail I North Pass I-5 East and the paved 1921 - 1922 Pacific Highway (Aerial 2; Map 5). The details for the Applegate Trail South Pass are not quite as evident, but are visible.

IV. APPLGATE TRAIL AT SMITH HILL PASS/SEXTON MOUNTAIN PASS: 1940

A. 310' Segment Of Applegate Trail South Mt. Sexton Pass

The following information on the 310' Segment Of Applegate Trail South Mt. Sexton Pass (310' *Trail* Segment) is a brief summary from the *Smith Hill Pass: 1940* paper.^{2C}

1. Research Supporting Conclusion That 310' Segment Is Applegate Trail In 2011 when the research and field work started for the *Smith Hill Pass: 1940* paper its purpose was to research Smith Hill Pass as it existed in 1940 before the 1921 - 1922 Pacific Highway road base was cut in 1941. The purpose was also to research the relationship of the Smith Hill Pass to the gradient of the 310' segment of the Applegate Trail on the south Mt. Sexton Pass. The working hypothesis was that knowing the gradient of the 310' segment and projecting it to the Smith Hill Pass summit might be another analysis component that could assist in the conclusion that the 310' segment was the Applegate Trail. The calculations were very close to what was expected and the working hypothesis was verified.

Of greater significance the gradient research project created a new analysis element that independently proved the 310' segment was the *Trail* without the 10 previous research and analysis elements summarized at Hugo's *Trail* web site for trail inventory brochures 18B through 18L (<http://www.hugoneighborhood.org/inventorybrochures.htm>).^{5A}

The eleventh (11th) research and analysis element is the 1940 Oregon Highway *Right of Way Map, Sexton Mt. Section. Pacific Highway, Josephine County*.¹¹ This map proves conclusively that from a scientific "engineering" point of view and cultural point of view (i.e., 1864 Collins Telegraph Line poles) that the 310' *Trail* Segment is the 1853 - 1855 Applegate Trail.

2. Properties Of 310' Segment of Applegate Trail South Mt. Sexton Pass

Location: Mt. Sexton Pass, Near I-5 in Josephine County, Oregon.
I-5: Interstate Highway 5 (I-5) Mile Post 69
Length: 310' (Tape measurement)
North Edge: At downed log at I-5 cut ("North Edge/310' Segment")
South Edge: Buried Telephone Right-of-way (ROW) Crossing ("South Edge/310' Segment")
More Info: See paper *Smith Hill Pass: 1940*.^{2C}

3. GPS Marks For Upper County Road At 310' Segment See paper *Smith Hill Pass: 1940*.^{2C}

B. 1,060' Applegate Trail I North Sexton Pass I-5 East

We are just beginning to research the *Trail* at the 1,060' Applegate Trail I North Sexton Pass I-5 East segment (1,060' *Trail* Segment). This field research has created a need for the description of four linear Trail/Road features in the area (Maps 5 - 7).

Road Feature 1 New Access/Fire I-5 Road (200' long)

- Road Feature 2.** **Applegate Trail I (ATI) For North Sexton Pass I-5 East** (1,060' long)
 “Y” ROAD NO. 1 to “Y” Road No. 2 (760' long) & “Y” Road No. 2 to
 Clearing Before I-5 Sign (300' long)
- Road Feature 3. Applegate Trail II (ATII) For North Sexton Pass I-5 East (1,300' long)
 “Y” ROAD NO. 1 to “Y” Road No. 2 (760' long & “Y” Road No. 2 to
 Highway Marker Post (540' long)
- Road Feature 4. Applegate Trail III (ATIII) For North Sexton Pass I-5 East (1,853' long)
 “Y” ROAD NO. 1 to “Y” Road No. 2 (760' long) &
 “Y” Road No. 2 to beyond the Highway Marker Post at I-5 Ditch (1,093'
 long)

Road feature No. 2, “Applegate Trail I (ATI) For North Sexton Pass I-5 East” is the most significant of the four road features as it is the original location of the 1853 - 1854 Applegate Trail (*Applegate Trail I (ATI) North Sexton Pass I-5 East: I.^{17B}*). The *ATI* paper has more information on 1,060' *Trail* segment (Map 5 & Map 7). This *Trail* segment has 13 stations in two segments for which pedestrian survey information is being gathered.

“Y” Road No. 1 to “Y” Road No. 2 (760')

Station ATI 0+00
 Station ATI 1+00
 Station ATI 2+00
 Station ATI 3+00
 Station ATI 4+00
 Station ATI 5+00
 Station ATI 6+00
 Station ATI 7+00

“Y” Road No. 2 to Clearing Before I-5 Sign (300')

Station ATI 7+60
 Station ATI 8+00
 Station ATI 9+00
 Station ATI 10+00
 Station ATI 10+60

I-5 Sign Next to Freeway

Station ATI 11+40

Stationing is a system of measurement used for road layout and construction, and in this case for *Trail* inventory. An arbitrary starting point is designated at the start of the roadway project as the beginning station, and all distances along the roadway centerline are measured from that point. Here in the U.S. 100 foot stationing is used. The number to the left of the + is how many 100 foot stations you are from the beginning station and the number to the right of the + is your distance beyond that full station.

C. McLane's Rat Creek Insulator Trip

Larry McLane, Historian, has been researching the Applegate Trail for decades.⁸ Part of his research lead him into the old *Trail* in Rat Creek where in the 1980s he took out several gunny sacks of telegraph and telephone insulators (*McLane Rat Creek Telegraph Photos Collection: Photo 9A - 9E*).

- Photo 9A. Applegate Trail In Rat Creek: 1980s
- Photo 9B. Applegate Trail In Rat Creek: 1980s
- Photo 9C. Postal Telegraph Pole With Single Cross Arm In Rat Creek: 1980s
- Photo 9D. Postal Telegraph Pole In Rat Creek: 1980s
- Photo 9E. Postal Telegraph Pole With Single Cross Arm In Rat Creek: 1980s

V. TELEGRAPH LINE LOCATION ANALYSIS

The main purpose of this paper was to research the 1.8 mile segment of the *Trail* at Smith Hill Pass (i.e., today's Sexton Mountain Pass (Maps 1 & 7) as it existed August 1940 before the Smith Hill Pass summit of the Pacific Highway road base was cut in 1941. What are the location relationships of the *Trail* to two telegraph lines and a telephone line, especially the 1864 Collins Telegraph Line?

1. 1864 Collins Telegraph Line
2. 1886 - 1887 Postal Telegraph Line
3. 1920s - 1950s AT&T Overhead Long Distance Telephone Lines

The primary tools for this research were the 1940 OR Construction ROW Map¹¹; the 1874 Josephine County road survey^{7B}; and the work of the HETC in researching, locating, and marking the *Trail* sites South Rat Creek JA-15, Old Stage Road JA-16, and the 310' Pass *Trail* Segment^{5A} (Maps 2 -6).

A. Analysis Considerations

- 1A. Early roads generally started as footpaths prior to horse trails with latter evolutions to support wagons and finally motor vehicles. The earlier the trail the narrower the trail. Early wagon roads in the mountains were not as concerned about gradient as about side-hilling or sidling. Wagons could go up very steep grades as long as the ground was flat; they just added more power in yokes of oxen.
- 1B. These trails and roads in general curved with the land to support the transportation mode available, but in many places were straighter than one would assume (i.e. *Trail* grades at 310' section ranged from 6% - 7%). With the advance of communication line technology the communication lines became shorter and straighter. With advances in early road building technology for low horsepower motor vehicles, roads became more curvy with many switchbacks to maintain a lesser grade. For example, the 1921 - 1922 paving of the section from Grave Creek south over what is known as Sexton Mountain to Pleasant

Valley had a grade over the mountain averaging 5 percent (*Historical Auto Camps And Service Stations, Hugo Oregon Region*. Section II, page 17).^{6B} Later with advances in power for motor vehicles the roads became straighter again (i.e., I-5 northbound over Sexton Mt has an average grade of 6.31%; I-5 southbound over Sexton Mountain has an average grade of 6.50%).

- 2A. The earliest trails would be a narrow one way design and mostly comprised of natural materials available at the site.
- 2B. Over time trails and roads would be improved through grading, larger width for passing, and materials supporting year around travel (e.g., rock, macadam, pavement, etc.).
- 3A. The location of the earliest telegraph lines in rough mountainous country would use existing roads as a supply and maintenance base (i.e., the CT Line would follow the one existing road).
- 3B. Later communication lines with supporting technology would be more independent of existing roads (i.e., PT Line). They could be located in shorter and straighter corridors minimizing the length of the lines and the materials to support the lines (i.e., wire, poles, service) and the need for public roads. Ultimately the lines would be totally independent of public roads (i.e., 1920s - 1950s AT&T overhead long distance telephone lines).

B. Telegraph & Telephone Lines

1. 1864 Collins Telegraph Line The CT Line was developed in haste at a time when there was only one north-south road in northern Josephine County (Section II.B). The line location was located adjacent to this one road, the *Trail*, and sometimes the galvanized wire line was strung tree to tree (Photos 1AA & 1AB) rather than post to post.

The analysis conclusion is that the pole locations on the 1940 OR Construction ROW Map¹¹ represent two telegraph lines.

- 1. 1864 Collins Telegraph Line, and
- 2. 1886 - 1887 Postal Telegraph Line.

Is there any continuous road at Smith Hill Pass/Sexton Mountain Pass located on the 1940 OR Construction ROW Map that has one set of pole locations adjacent to it? Yes, there is one road identified on the 1940 OR Construction ROW Map that satisfies the question. This road had an adjacent continuous line and is identified by two physical *Trail* segments on the ground and one *Trail* surveyed site.

- 1. 310' Segment of Applegate Trail at South Mt. Sexton Pass
- 2. 1,060' Segment of Applegate Trail I North Sexton Pass I-5 East
- 3. 1893 GLO Surveyed Applegate Trail site JA-15 Rat Creek

To date no physical evidence of the CT Line has been found except for the galvanized wire at the 310' pass *Trail* segment. However, there is abundant evidence that the 310' pass *Trail* segment is the 1853 - 1855 *Trail* including the physical galvanized telegraph wire (Section IV.A). The 1893 surveyed *Trail* site JA-15 Rat Creek had been previously researched, located, and marked. It corresponds with the location of the 1874 Josephine County Road Survey^{7B} of the *Trail* (Maps 8 - 9). The 1940 OR Construction ROW Map¹¹ connects perfectly the two *Trail* segments and the one *Trail* site JA-15. There is only 13' difference in the plotted location of JA-15 on the 1893 GLO survey and the 1940 OR Construction ROW Map. This is considered substantial evidence that the 1940 OR Construction ROW Map road with adjacent line of pole locations was the *Trail* ca., 1853 - 1855 and the line was the CT Line.

2. 1886 - 1887 Postal Telegraph Line Postal Telegraph (PT) lines were built through Josephine County ca., 1886 - 1887. The PT company operated the line until they had a six-pin single cross arm. Of significance is that the PT line merged with Western Union during WWII and the PT line poles were mostly left in place until they disintegrated into the ground. Howard Banks, Insulator Expert and Hugo consultant (Section IX), has many memories of the PT line with poles in the ground starting in the 1960s when he became interested in local insulators.^{5B}

The hypothesis was that the pole locations plotted on the 1940 OR Construction ROW Map¹¹ represented two telegraph lines: 1. 1864 CT Line, and 2. 1886 - 1887 PT Line. The previous analysis in Section V.B.1 is substantial evidence that the 1864 CT Line was adjacent to the original *Trail* ca., 1853 - 1855. The other pole line plotted on the 1940 OR Construction ROW Map¹¹ is the PT Line. How does this location compare with information known about the PT Line?

Out of the study area is the 1920s picture (Photo 2): the poles with 10-pin double cross-arms are the AT&T's long distance phone line; the poles with a single six-pin single cross arm are the PT line (Sections II.C & II.E). This picture is important because of another photograph at Smith Hill/Sexton Mountain with the same relationship of a road and the AT&T and PT lines. This later 1941 picture of the PT line and the AT& T line was when the AT&T line had four cross arms (i.e., looking north from Mt. Sexton Summit at communications line, Photos 3A & 3B, Map 5). This same relationship of the PT and the AT& T lines is located at the 1,060' Pass *Trail* Segment.

In 2006 Howard Banks, Insulator Expert and Hugo consultant, identified a down pole at the south end of the 310' Pass *Trail* Segment as a PT Line when everything was pole to pole (Photos 1AA & 1AB).^{5B} This same general area in 1941 was cleared for improvements to the Pacific Highway. A picture taken of the area shows a PT pole and cross-arm as well as other poles cut down and stacked close beneath it (Photo 6).³ This location is generally where the 1940 OR Construction ROW Map plots a line crossing the 310' Pass *Trail* Segment (Map 3).

Although not plotted continuously on the 1940 OR Construction ROW Map the PT Line is shown in Rat Creek where Larry McLane, Historian and Author of *First There Was Twogood*, and Hugo consultant (Section IX), found the *Trail* and down PT poles and cross arms (Photos 9A - 9E). Walker and other members of the Hugo GLO Field Review SubCommittee, found remnants of the PT Line just north of *Trail* site JA-15 as shown on the 1940 OR Construction

ROW Map. Mike Walker found a remnant of the PT Line almost a mile south of Sexton Mt. Pass and slightly west of Windy Gap on I-5.

At some point in Josephine County the AT&T's system evolved into its own independent 60' right-of-way over Mt. Sexton Pass (Maps 2, 3, 5, & 6; Photos 4A, 4B, 5A, & 5B). This was the communications corridor that originally had overhead lines until the mid to late 1950's when the lines were replaced with buried cable. At some point the PT Line moved with it (Photos 4A, 4B, 5A, & 5B).

3. 1864 Collins Telegraph Line & 1886 - 1887 Postal Telegraph Line The pole locations plotted on the 1940 OR Construction ROW Map¹¹ at the 310' Pass *Trail* Segment represent two telegraph lines (Map 3).

1. 1864 Collins Telegraph Line.
2. 1886 - 1887 Postal Telegraph Line.

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 - 1854 *Trail*.

4. 1920s - 1950s AT&T Overhead Long Distance Telephone Lines In the early days the PT lines and AT&T long distance telephone lines were located on similar routes (perhaps 50 feet apart (Photo 2 at old Pacific Highway - today's Oxyoke Road). They also both tended to be located in the mountains usually, but not always along the old stage routes (Photos 3A, & 3B; Map 5 just north of Mt. Sexton Pass). Ultimately the AT&T overhead long distance telephone lines would be totally independent of public roads.

C. Conclusions

There is abundant physical evidence that the 310' Pass *Trail* Segment of road is the 1853 - 1854 *Trail*. The 1893 survey *Trail* site JA-15 and the two physical sites (i.e., 310' Segment Of Applegate Trail South Mt. Sexton Pass; and 1,060' Applegate Trail I North Sexton Pass I-5 East) correspond with the location of the 1874 Josephine County Road survey of the *Trail*. The 1940 OR Construction ROW Map 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 highway map road with adjacent line of pole locations was the *Trail* ca., 1853 - 1855 and the line was the CT Line.

For a very short distance both the CT Line and PT Line 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 - 1854 *Trail*.

VI. APPLGATE TRAIL CLASSIFICATION AT SMITH HILL PASS

A. Mapping Emigrant Trails

The Oregon-California Trails Association (OCTA) has developed a methodology for mapping emigrant trails (*Mapping Emigrant Trails MET Manual*), which includes cardinal rules for trail verification and a classification category system.^{10B}

1. Cardinal Rules Of Trail Verification For the location of an emigrant trail segment to be considered as verified, it must conform to the following "Four Cardinal Rules." Where conditions exist such that any of these four rules do not apply, the probability level is reduced accordingly. Essentially, these "Four Cardinal Rules" become a standard for assessing the degree of probability that the researcher/mapper has accurately located an emigrant trail segment (MET Manual, page 5).^{10B}

1. Coherence Rule
2. Corroborative Rule
3. Collateral Rule
4. Correlation Rule

Coherence Rule Linear Uniformity/Systematic Connection. There must be a linear uniformity so that trail segments form a continuous sequence (i.e., the trail segment under investigation has to link coherently with the trail segments that precede and follow it). **Continuous Sequence**

Corroborative Rule Confirming Evidence. To support with evidence or authority. There must be confirming documentary evidence of the trail; i.e., the trail segment under investigation has to have valid written or cartographic evidence to support its authenticity. **Diaries or Surveys**

Collateral Rule Physical/Topo Evidence. There must be accompanying physical and/or topographical evidence of a trail (i.e., the trail segment under investigation has to have some geomorphic or artifact evidence to support it as an authentic emigrant trail). **Traces or Artifacts**

The following terms are trail terminology representing topographical evidence (MET Manual (page 16)).^{10B} They are used for the purpose of standardizing the definition of terms used to describe real or possible emigrant wagon trails. Geomorphic evidence equals topographical evidence as expressed by weathering of an emigrant trail through erosional processes represented by traces, depressions, swales, ruts, and erosion features.

Trace:	General term for any original trail remnant.
Depression:	Shallow dip in surface, often very faint and difficult to see.
Swale:	A depression, but of deeper dimensions and with sloping sides.
Rut:	Deep depression, without a center mound and having steep sides.

Erosion Feature:	A trace of any sort that has been deepened and altered by subsequent wind and/or water action. Sides and bottom irregular.
Track:	Visible trace caused by compacting of surface or discoloration due to salt evaporation on alkali flats. Little or no depression. Often seen as streaks across an alkali flat.
Scarring:	Irregularly wide flat surface, devoid of vegetation, that no longer shows any wagon depressions or swales. Often seen trailing through sagebrush flats in an uneven pattern.
Two-track:	Parallel wheel tracks separated by center mound. Typically an unimproved ranch road used by motor vehicles.
Improved Road:	Improved Road or Secondary Road: Bladed, graded, crowned, graveled, oiled or blacktop roads usually having side berms, curbs or gutters.

On open sagebrush plains and alkali flats, depressions, swales, scarring, and tracks may be much wider than the width of a wagon (approximately five feet wide). This is due to emigrants either moving their wagons over to a parallel trace or fanning out to avoid heavy dust and deep loose sand. This same type of wider path occurred in Josephine County in lowland open oak savanna county repeatedly burned by Native Americans.

Correlation Rule Overall Agreement/Correlate. There must be overall agreement between all types of evidence (i.e., the evidence resulting from the first three cardinal rules have to be mutually supporting or not contradicting one another in order to verify the location of a trail segment). **Overall Agreement**

2. Trail Classification Categories The following five classification categories for overland emigrant trails are designed to assess the condition of trails at the time of mapping and establish a basis on which to recommend levels of preservation and use for trails on public lands. The five categories are OCTA's standard classifications for all emigrant trail mapping (MET Manual, pages 13 - 15).^{10B}

- Class 1 ① Unaltered Trail. It retains its original character. Should Be Preserved (MET Manual, page 13).
- Class 2 ② Used Trail. It retains elements of its original character, but shows use by motor vehicles. Should Be Preserved (MET Manual, page 13).
- Class 3 ③ Verified Trail. It is accurately located and verified, but trail traces are nonexistent or insignificant. Should Be Preserved (MET Manual, page 14).
- Class 4 ④ Altered Trail. It is verified, but elements of its original condition are permanently altered. May be Desirable to Preserve (MET Manual, page 14).
- Class 5 ⑤ Approximate Trail. It is obliterated or unverifiable and its location is known only approximately. No Preservation Recommended (MET Manual, page 14).

B. Hugo Emigrant Trails Committee Mapping Applegate Trail At Sexton Mountain

The HETC, HNA&HS, used the MET Manual^{10B} mapping methodology for the approximate 1.8 mile *Trail* from JA-14 to JA-16 (Map 1). This *Trail* route (approximate .8 miles from *Trail* sites JA-14 to JA-15 and 1 mile from *Trail* sites JA-15 to JA-16) included three GLO surveyed sites, 1940 OR Construction ROW Map survey of the CT Line route, the 1874 county road survey, and two physical linear sites on the ground (310' South Pass *Trail* Segment and 1,060' North Pass *Trail* Segment).

1. GLO Surveyed 1855 Applegate Trail Site JA-14 Maple Creek
2. GLO Surveyed 1893 Applegate Trail Site JA-15 South Rat Creek
3. GLO Surveyed 1855 Applegate Trail Site JA-16 Old Stage Road
4. 1864 Collins Telegraph 1940 Line Survey from 310' Segment to JA-16
5. 1874 Josephine County Road Survey Of 1.8 Miles From JA-14 to JA-16
6. 2012 Physical Site: 310' Segment Of Applegate Trail South Mt. Sexton Pass
7. 2012 Physical Site: 1,060' Applegate Trail I North Sexton Pass I-5 East

1. GLO Surveyed 1855 Applegate Trail Site JA-14 Maple Creek The 2006 consensus determination by the GLO Subcommittee was that JA-14 had an OCTA trail classification of Class ④ Verified Altered Trail.

2. GLO Surveyed 1893 Applegate Trail Site JA-15 South Rat Creek A 2010 consensus determination by the GLO Subcommittee was that the *Trail* within 30' of JA-15 had a OCTA trail classification of Class ③ Verified Trail or Class ④ Verified Altered Trail.

3. GLO Surveyed 1855 Applegate Trail Site JA-16 Old Stage Road A 2010 consensus determination by the GLO Subcommittee was that the *Trail* within 50' of JA-16 had a OCTA trail classification of Class ④ Verified Altered Trail.

4. 1864 Collins Telegraph Line The 1864 Collins Telegraph Line's poles are accurately plotted on the 1940 OR Construction ROW Map¹¹ from JA-15 in the north to the south end of the 310' Pass *Trail* Segment (Maps 2 - 3 & 5 - 6).

5. 1874 Josephine County Road Survey Of 1.8 Miles From JA-14 to JA-16 The Josephine County Public Works' files include a county surveyed road established by the Josephine County Commissioners in 1874.^{7B} It was the county's first surveyed road (*Location Of Applegate Trail in Upper Rat Creek: A Work In Progress*^{17A}).

a) Section 14, T.34S., R.6W., W.M. Of significance for this analysis was a 2010 comparison of how the 1874 Josephine County surveyed road (1874 County Road) matched locations JA-15 and JA-16 as plotted on the modern 1998 Merlin Quadrangle without changing the 1874 County Road survey for the distances and courses of the AutoCAD points.^{7A & 17A} The 1874 County Road plotted significantly near JA-15 and JA-16 and the 1998 USGS private driveway with the *Trail* located east of Rat Creek. The 1874 County Road survey with the evidence of the surveyed

locations of JA-15 and JA-16 was conclusive support for the *Trail* being located east of Rat Creek and of the linear uniformity of the segment between JA-15 and JA-16.

b) Section 23, T.34S., R.6W., W.M. This 2012 analysis methodology for Section 23 was the same as the 2010 Section 14 comparison. It was to compare how closely the 1874 County Road matched JA-14 and JA-15 without changing the 1874 County Road survey for the distances and courses of the AutoCAD points^{7B}, and compare the location of the 1874 County Road (*Trail*) in comparison to existing roads and Maple Creek, including the surveyed road location on the 1940 OR Construction ROW Map.¹¹ Operationally this meant to overlay the plot of the 1874 County Road in Section 23 on Section 23 of the 1998 Quad. The results were not perfect, but within the limitations of the art program the 1874 County Road was very close to JA-14. JA-15 was not as close, but Point 196 indicated the 1874 County Road was leaving the road. It was a very good fit for the 1940 OR Construction ROW Map and the 310' Pass *Trail* Segment, the 1,060' Pass *Trail* Segment, and JA-16. It was much closer than anticipated.

6. 2012 Physical Site: 310' Segment Of Applegate Trail South Mt. Sexton Pass The 310' Pass *Trail* Segment has substantial evidence supporting the conclusion it is the *Trail* (10 research and analysis elements summarized at Hugo's Applegate Trail web site for trail inventory brochures 18B through 18L (<http://www.hugoneighborhood.org/inventorybrochures.htm>).^{5A}

The eleventh (11th) research and analysis element is the 1940 Oregon *Right of Way Map, Sexton Mt. Section, Pacific Highway, Josephine County*.¹¹ The 1940 OR Construction ROW Map and the 1874 County Road proved conclusively that from a scientific "engineering" point of view and cultural point of view (i.e., CT Line poles) that the 310' Pass *Trail* Segment is the old *Trail*. A 2012 consensus determination by the GLO Subcommittee was that the 310' Pass *Trail* Segment had an OCTA trail classification of Class ② Used Trail. The rationale for a Class ② follows.

Most emigrant trails still retaining evidence of wagon use – in the form of ruts, swales, scaring, or tracks – probably have undergone later 19th century wagon use due to freighting, mining, stage, or ranching activity. This is certainly the case here. Therefore, rarely will visible trail remains be the result solely of emigrant wagon use. Also, because these wagon trails have had little use or no use in the 20th century, either erosion or restoration have often changed their appearance where they no longer look like they did in the 19th century. Nonetheless, these trail segments still retain their emigrant wagon use character and qualify as Class ② (MET Manual, page 15).^{10B} The HETC feels this is the case for the surveyed 310' segment of the *Trail*, and thus its Class ② classification.

7. 2012 Physical Site: 1,060' Applegate Trail I North Sexton Pass I-5 East "Applegate Trail I (ATI) For North Sexton Pass I-5 East is the most significant of the four road features north of the pass as it is the original location of the *Trail* (i.e., *Applegate Trail I (ATI) North Sexton Pass I-5 East: I*^{17B}). The *North Sexton Pass I-5 East: I* paper has more information on ATI (Map 5 & Map 7). In summary, 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*.

In rocky areas emigrants often cleared larger rocks out of the *Trail* and placed them along the sides of the *Trail* to make wagon passage easier. A line of rocks may mark the edge of trails, often partially embedded in the soil (MET Manual, page 9).^{10B} The 1,060' ATI has a line of rocks that Joe Neiderheiser, HETC, observes look very similar to those on the emigrant Barlow trail. Joe can not tell the difference in the two topographic features. Leta Neiderheiser and Jim Ford, members of the Oregon Historic Trails Advisory Council (OHTAC) and the HETC, have the same opinion.

The setting of the 1,060' ATI provided Joe, Leta, and Jim with a “feeling” that they were along the *Trail*. This feeling comes from the property’s expression of the aesthetic and what they know about the particular historical period of time. It probably also results from their knowledge of the *Trail* and the 1874 county road survey combined with the visible topographic road features, including the line of rocks.

A 2012 consensus determination by the HETC was that the 1,060' Pass *Trail* Segment had a OCTA trail classification of Class ② Used Trail. Its rationale follows. Much like the rationale for the 310' segment receiving a Class ② Used Trail rating the 1,060' Pass *Trail* segment had later 19th century wagon use due to freighting, mining, and stage activities (i.e., the visible trail remains are not the result solely of emigrant wagon use). Also, because this wagon trail had little use or no use in the 20th century, erosion has changed its appearance where it no longer look like it did in the 19th century.

Two possible scenarios were considered. A surveyed two-track road was abandoned for over a century and reverted in appearance to an “used trail.” It is known that part of the *Trail* was once used as a road for motor vehicles, and it is designated as a Class ②. The other scenario is that a surveyed two-track road was bladed, therefore, technically making it an “altered trail,” but subsequent weathering and erosion have restored its appearance and profile to a “used trail.” Therefore, as long as there is no permanent alteration apparent, the trail qualifies as Class ②. Also, water bar and barrier berms may have been placed across “used trails.” Nonetheless, these short, impacted segments are recoverable and should not change the trail classification from a Class ② (MET Manual, page 15).^{10B} The HETC feels this is the case for the surveyed 1,060' Pass *Trail* segment of the *Trail*. The *Trail* segment still retains its emigrant wagon use character and qualifies as Class ②.

C. Cardinal Rules Of Trail Verification Analysis

1. Coherence Rule There is a linear uniformity with the three *Trail* sites and two *Trail* segments along the 1.8 mile route, and they form a continuous sequence (i.e., the *Trail* sites and segments under investigation link coherently with the *Trail* sites and segments that precede and follow them). These sites and segments from south to north follow (Maps 1 - 9).

1. Surveyed Site: 1855 JA-14 Maple Creek
2. Physical Site: 310' Segment Of Applegate Trail South Mt. Sexton Pass
3. Physical Site: 1,060' Applegate Trail I North Sexton Pass I-5 East
4. Surveyed Site: 1893 JA-15 South Rat Creek

5. Surveyed Site: 1855 JA-16 Old Stage Road

The 1864 CT Line ties two *Trail* sites and two *Trail* segments together in a continuous linear sequence from the 310' Pass *Trail* Segment to JA-16. The surveyed 1874 County Road ties the three sites and two segments together in a continuous linear sequence for the 1.8 miles from JA-14 to JA-16.

2. Corroborative Rule The three *Trail* sites and two *Trail* segments all have confirming written or cartographic evidence to support *Trail* identification for the 1.8 miles at Smith Hill Pass. The sites and segments under investigation have valid written documentation (i.e., diaries & reminiscences) or cartographic evidence (i.e., surveys) to support their authenticity.

1. 1855 JA-14 Maple Creek (diaries & reminiscences; 1855 GLO Survey; 1874 County Road survey)
2. 310' Segment Of Applegate Trail South Mt. Sexton Pass (diaries & reminiscences; 1864 CT Line survey (1940); 1874 County Road survey; 1940 Pacific Telegraph & Telegraph ROW survey)
3. 1,060' Applegate Trail I North Sexton Pass I-5 East (diaries & reminiscences; 1864 CT Line survey (1940); 1874 County Road survey)
4. 1893 JA-15 South Rat Creek (diaries & reminiscences; 1893 GLO Survey; 1864 CT Line survey (1940); 1874 County Road survey; 1940 Pacific Telegraph & Telegraph ROW survey)
5. 1855 JA-16 Old Stage Road (diaries & reminiscences; 1855 GLO survey; 1864 CT Line survey (1940); 1874 County Road survey)

a) Diary and Reminiscence Evidence There is valid written documentation (i.e., diaries & reminiscences) to support the authenticity of the *Trail*. Diaries and reminiscences from the 1846 and 1847 emigrant wagon trains clearly identify the 1.8 miles of terrain on both sides of the Grave Creek Hills at narrow Smith Hill Pass (i.e., presently named Sexton Mountain Pass) as the route of the *Trail* (Appendix B).

In 1855 a Lowland Takelma Indian Trail was located over Sexton Mountain Pass between the Jumpoff Joe Creek and the Grave Creek drainages by surveyors under contract by the Oregon General Land Office (GLO) (i.e., 1855 GLO surveys and 1856 GLO map for T.34S., R.6W., W.M. at http://www.hugoneighborhood.org/general_land_office_maps.htm).

The Indian Trail had been used for hundreds of years prior to its use by travelers, especially trappers, including the South Road Expedition. The expedition group used the Indian Trail improved to a pack road until the Indian Trail's course was southwest down Maple, Bummer, Quartz, and Jumpoff Joe creeks to the Rogue River while the South Road Expedition needed to travel south and southeast. In 1846 little to no wagon work had been done on this Indian Trail, widened to a horse trail, over the unnamed Grave Creek Hills Pass/Smith Hill Pass. The 1856 GLO map for the Hugo region documented that this Indian Trail had an east-west orientation along creeks to the Rogue River. The course's exception was when the Indian Trail's was located north-south over the pass through the Grave Creek Hills. At that location it is was the

“Road from Willamette Valley to Jacksonville” (i.e., 1855 GLO survey and 1856 GLO map for T.34S., R.6W., W.M.). In 1846 the only named creeks in the Hugo area were Jumpoff Joe Creek and Louse Creek.

By early August 1846 the South Road Expedition had traveled east to Fort Hall and on August 9, 1846 a large group of wagons set out west from Fort Hall to use the Applegate Trail to the Willamette Valley. By mid-October, 1846 the emigrants were traveling from the south toward the rugged mountainous terrain on the Trappers’ Trail toward the unnamed Mt. Sexton Pass. Walking in single file on a horse trail that had to be widened was identified. The following quotes, in relevant part, are from “*The Applegate Trail of 1846*” by William Emerson.

“The wagon company traveled north about eight miles and crossed Jump Off Joe Creek. . . .”

“From here the emigrants had to cross Sexton Mountain. The road builders traveling before them had done little to cut a road for the wagons. The wagons could not go any further without doing more to provide a road. Virgil Pringle, Levi Scott and others had to take their axes and cut through the undergrowth to clear a way for the wagons to cross. In some places, the emigrants had to take down the wagon bows to get through. They edged their way along in single file as Levi Scott and others cleared a path for the wagons to follow. They worked through the day and into the night. Sometime after dark they stopped having managed to make a total of about six miles through Sexton Mountain and beyond.”

1846 Pioneer Virgil Pringle recorded a good camp at Jumpoff Joe Creek (i.e., Pleasant Valley). The “bad road” was the oxbow and *Trail* route over the mountain pass.

“Saturday, October 17 – Travel 8 miles, road good and a good camp which is not common, the country being mostly burnt. 8 – 2,218 miles.

Sunday, October 18 – Have some bad road that takes till after dark to go 6 miles. 6 miles.

Monday, October 19 – Move one mile to a camp, having none last night, and spent the day burying Mr. Crowley’s daughter, who died yesterday evening, age about 14 years. 1 mile.”

1846 Pioneer Quinn Thornton’s reminiscences recorded a horse trail too rough for wagons.

“After crossing the Rogue River, the emigrants came to a stretch of country before reaching Louse Creek, where the road-workers had done nothing so were brought to a halt. The horse trail being too rough for wagons. Levi Scott went ahead and eventually found a place that by cutting through thick brush for about 200 yards they could pass the wagons. The same situation also faced the emigrants reaching Jump Off Joe Creek and after pass over Sexton Mount to descend to Rat Creek.”

1846 Pioneer Levi Scott’s reminiscences recorded a horse trail too rough for wagons.

“The next morning we moved up a little, and crossed the main creek, where we stopped to bury the dead girl. Mrs. Tabitha Brown, a generous and noble-hearted widow lady, who afterwards founded the College at Forest Grove in the Tualatan Plains, gave the upper side-boards of her wagon to make a coffin.”

The following quote, in relevant part, is from Lester G. Hulin, 1847 emigrant. The terrain on the north part of the ox bow would have necessitated side hilling or sidling.

“W 19th. Upon leaving camp soon came to a fine creek [Jump Off Joe Creek], then bad roads entered (rough, hilly and sidling), but by night we were in a valley with good camping ground at hand [On Grave Creek in Sunny Valley]; distance 8 miles.”

The ox bow was a result of emigrants blazing wider an existing trace or trail (i.e., western portion of ox bow up ridge course northeast) and their inclination to avoid seasonal muddy ground in low land (e.g., Maple Creek in middle part of the ox bow) that could hinder them and side hilling that could tip wagons. A major effort was expended in energy and time to widen the Trapper’s Trail at the unnamed Sexton Mountain Pass and north along unnamed Rat Creek to unnamed Grave Creek, but not as much as if the emigrants had hacked a brand new trail in the brush and trees.

In summary, diaries and reminiscences from the 1846 and 1847 emigrant wagon trains identify the 1.8 miles of terrain on both sides of the Grave Creek Hills at narrow Smith Hill Pass (i.e., presently named Sexton Mountain Pass) as the route of the *Trail*.

b) Cartographic Evidence There is valid cartographic evidence (i.e., surveys) to support the authenticity of the *Trail*. JA-14, JA-15, and JA-16 have solid GLO surveys as substantial evidence supporting the authenticity of the sites as part of the *Trail*.

The two *Trail* segments (i.e., 310' Pass *Trail* Segment and 1,060' Pass *Trail* Segment) also have solid surveys as substantial evidence supporting the authenticity of the road segments as part of the *Trail* (i.e., 1864 Collins CT (1940); surveyed 1874 County Road; 1940 OR Construction ROW Map).

3. Collateral Rule Physical/Topo Evidence. There is accompanying physical and/or topographical evidence of the *Trail* for the two physical linear segments of the *Trail*; (i.e., the *Trail* segments under investigation have geomorphic or artifact evidence to support it as an authentic emigrant trail). Geomorphic evidence equals topographical evidence as expressed by weathering of an emigrant trail through erosional processes represented by traces, depressions, swales, ruts, and erosion features. Physical evidence equals artifact evidence.

The GLO surveyed *Trail* site JA-14 Maple Creek does not have physical or topographical evidence as it is buried beneath a huge fill from the development of I-5. The GLO surveyed *Trail* site JA-15 Rat Creek is degraded with erosional processes making the identification of *Trail* traces impossible, but it is located within the physically identified 1920s - 1950s AT&T buried long distance telephone lines corridor (i.e, 1940 Highway map identified Pacific Telephone & Telegraph corridor). JA-15 and JA-16 have the physical evidence of the linear uniformity with the 1,060' Pass *Trail* Segment to the south and today’s Old Stage Road to the north.

The 310' Pass *Trail* Segment has accompanying physical and topographical evidence of the *Trail*. The 1,060' Pass *Trail* Segment has topographical evidence of the *Trail*, including the line of rocks.

4. Correlation Rule There is overall agreement between all types of evidence for the three *Trail* sites and two *Trail* segments (i.e., the evidence resulting from the first three cardinal rules is mutually supporting).

D. 2012 Trail Classifications

A consensus determination of the Hugo Emigrant Trails Committee is that the *Trail* classifications for the three *Trail* sites and two *Trail* segments in the 1.8 mile route between JA-14 and JA-16 at Smith Hill Pass range from Class ② Used Trail to Class ④ Verified Altered Trail.

Class ② Used Trail

Class ③ Verified Trail

Class ④ Verified Altered Trail

Trail Site Or Segment

Trail Classification

- | | |
|---|--------------------------------|
| 1. 1855 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. 1893 JA-15 South Rat Creek | Class ③ Verified Trail |
| 5. 1855 JA-16 Old Stage Road | Class ③ Verified Trail |

E. Supporting Hugo Internet Inventories

The Hugo Emigrant Trails Committee's supporting information and data is web published at the following sites.

Hugo Neighborhood Association & Historical Society
<http://www.hugoneighborhood.org/>

Applegate Trail Inventory
<http://www.hugoneighborhood.org/applegat.htm>

Applegate Trail Inventory Brochures
<http://www.hugoneighborhood.org/inventorybrochures.htm>

Miscellaneous Applegate Trail Research Papers & Documents
http://www.hugoneighborhood.org/miscellaneous_research_papers_and_documents.htm

Applegate Trail Field Trip Minutes
<http://www.hugoneighborhood.org/fieldtrips.htm>

F. Summary

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 Class ② Used Trail to Class ④ Verified Altered Trail.

VII. CONCLUSIONS

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.

Trail Site Or Segment

Trail Classification

- | | |
|---|--------------------------------|
| 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 |

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Footnote 5B. Hugo Emigrant Trail Committee, Hugo Neighborhood Association & Historical Society: Inventory Brochures. Quite a bit is known about the insulators of Josephine County (http://www.hugoneighborhood.org/Insulator_Brochure_Series.htm).

- Crown Jewels of the Wire (Brochure 2)
- 1964 Collins Telegraph Line (Brochure 5)
- 1886 - 1887 Postal Telegraph Line (Brochure 7)
- 1920s - 1950s AT&T Overhead Long Distance Telephone Lines (Brochure 8)

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X. FUTURE ANALYSIS

A. Applying National Register Criteria and Aspects Of Integrity To Emigrant Trails

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 (Appendix I, page 30 (page 30 is 9 pages), *Mapping Emigrant Trails MET Manual*).^{10B}

B. Present ODOT Analysis

On February 1, 2012 the ODOT made a commitment to the HNA&HS to analyze and consider the HETC's inventories for the 1.8 mile segment of the *Trail* at Smith Hill Pass through the Grave Creek Hills (Map 1). The ODOT had already conducted a minimum of two field trips to HETC's

two *Trail* segments of concern at Sexton Mountain Pass (i.e., 310' Segment Of *Trail* South Sexton Pass and 1,060' *Trail* North Sexton Pass).

ODOT's present summary conclusion was that its internal cultural resources NEPA analysis for the categorical exclusion (CE) meet its due diligence standard, and there are no *Trail* cultural resources that will be significantly impacted by the project. According to ODOT "significantly" means that the cultural resources that the HETC had inventoried were not potentially eligible for the National Historic Register, and, therefore are not significant in themselves, nor can they be significantly impacted per the NEPA analysis process.

C. Future ODOT Analysis

The HETC believes the Applegate National Historic Trail is a significant historical cultural resource and that its inventories are substantial evidence that the two *Trail* segments of concern at Sexton Mountain Pass need to be protected.

The ODOT recognized the *Trail* work of the HNA&HS and on February 1, 2012 ODOT made a commitment to the HNA&HS to analyze and consider any final HETC's inventories. To that end the HETC committed to provide *Trail* inventories to ODOT through web publishing for the following three publication with a publication goal of February 22, 2012. The rest of its applicable inventories are already web published.

1. *Location Of Applegate Trail in Upper Rat Creek: A Work In Progress*
2. *Applegate Trail I North Sexton Pass I-5 East: I*
3. *Telegraph Lines and Applegate Trail at Smith Hill Pass*

D. Future National Register Analysis

Per the OCTA's methodology for mapping emigrant trails, the HETC will research the feasibility of applying national register criteria and aspects of integrity to the 1.8 mile segment of the *Trail* at Smith Hill Pass through the Grave Creek Hills.

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 - 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
- 5B. Hugo Emigrant Trail Committee, Hugo Neighborhood Association & Historical Society: Inventory Brochures. Quite a bit is known about the insulators of Josephine County. See Hugo Neighborhood's web site (http://www.hugoneighborhood.org/Insulator_Brochure_Series.htm).
 - 1964 Collins Telegraph Line (Brochure 5)
 - 1886 - 1887 Postal Telegraph Line(Brochure 7)
 - 1920s - 1950s AT&T Overhead Long Distance Telephone Lines (Brochure 8)
 - Mike Walker, Education Chair, HNA&HS. February 24, 2006. *Interview: Howard Banks Crown Jewels of the Wire*. For Hugo Neighborhood Association & Historical Society. Hugo, OR

Photos 1: Insulator Types
Photos 2: North Mt. Sexton Western Upridge Road & Old Site

- Photos 3: North Mt. Sexton Buggy
- Photos 4: North Mt. Sexton Telegraph Wire Site
- Photos 5: North Mt. Sexton: Power Line & Logging Road, & Old Site
- Photos 6: 310' Trail South Mt. Sexton, Telegraph Wire, Chain Tree, & Postal Telegraph Pole
- Photos 7: Telegraph Poles & Hugo Road Cut Off
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Appendix A. 1940 OR Construction ROW Map Tables

- Table 1. Measurements of Smith Buildings From 1/4 Corner: Sections 22 and 23
- Table 2. Roads
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- Table 4. 1,060' Segment of Applegate Trail at North Mt. Sexton Pass
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- Table 6. 1864 Collins Telegraph Line
- Table 7. 1886 - 1887 Postal Telegraph Line

Table 1. Measurements of Smith Buildings From 1/4 Corner: Sections 22 and 23⁹			
Buildings¹	Dimensions	Distance from 1/4 Corner²	Comments
Barn	25' x 42'	750' E; 340' N	Assumption: Old Smith barn
Ch. Ho.	10' x 10'	1,075' E; 570' N	Chicken House
Ho. 1	40' x 32'	975' E; 460' N	Assumption: Old Smith house
Ho. 2	15' x 25'	1,050' E; 430' N	House
Gar.	12 x 15'	960' E; 390' N	Garage
Ho. 3	25' x 25'	960' E; 310' N	House
Hog Ho.	12' x 10'	1,195' E; 475' N	Hog House ³
Weather Bld	6' x 8'	835' E; 185' N	U.S. Weather Bureau Storage Building
“No name”	30' x 20'	890' E; 45'N	This is the only parallelogram symbol with hash marks inside its boundaries. This symbol is not identified and the meaning of the hash marks is unknown.

1. Building: Ch. Ho. = chicken house; Ho. = house; gar = garage.
 2. Distance is from the quarter corner (1/4) of sections 22 and 23, T.34S., R.6W., W.M. as measured to the approximate center of buildings. All identified buildings have a square or rectangle shape. The exception is the one unidentified parallelogram.
 3. The location of the “Hog House” was definitively found by Malcolm Drake, Kelly Rarey, and Mike Walker on a field trip to the area.

Table 2. Roads¹¹
<p>The paved Pacific Highway is located on the 1940 Drawing No. 5B-28-11 and the 1998 Merlin Quad (Map 2; Map 4). On Map 2 it is 1,000' east of 1/4 corner of sections 22 and 23, T.34.S., R.6 W., W.M.¹¹ It is 80' east of the Smith barn and 138' east of the fence west of the barn.</p> <p>The Eastern Up Ridge Road is located on the 1940 drawing and the 1998 Merlin Quad (Map 2; Map 4).^{11 & 16} This corner is 310' east of the middle of the old Pacific Highway across from the Smith Barn. The Eastern Up Ridge Road is located on the 1940 drawing and the 1998 Merlin Quad; they match per an overlay test.</p> <p>The Eastern Up Ridge Road is located on the 1998 Merlin Quad. Its southwestern most corner is 50' east of the realigned Pacific Highway per 1998 Merlin Quad.¹⁶</p>
<p>The Western Up Ridge Road is located on the 1940 drawing and found on the ground.¹¹</p>
<p>Maple Creek at the Old Pacific Highway is 250' south of the east-west 1/4 section line of Section 23, T.34.S., R.6 W., W.M.¹¹</p>

Table 3. 310' Segment of Applegate Trail at South Mt. Sexton Pass⁹
<p>The 310' Segment Of Applegate Trail At Mt. Sexton Pass is located on Oregon Highway Drawing. No. 5B-28-11 (Map 3).¹¹ The “South Edge” of the 310' Segment is located 505' East and 598' South from the 1/4 corner of sections 22 and 23, T.34.S., R.6 W., W.M.¹¹ The “South Edge” is the middle of the county road where it first intersects the right-of-way for the Pacific Telephone and Telegraph line.</p>
<p>The average physical width of the 310' Segment of the Applegate Trail was 9' on the ground (Upper County Road). Drawing measurements ranged from 8' -10', but predominately 8' - 9' from the 1940 drawing , within 310' of Pacific Telephone and Telegraph ROW crossing.¹¹</p> <p>The average physical width of the Lower County Road from the 1940 drawing was 11' and ranged from 11' - 13'.¹¹</p>
<p>The average course of the Upper County Road was 44.5 " true azimuth per the 1940 drawing.¹¹</p>
<p>The average 2011 gradient of the northern part of the 310' Segment Of Applegate Trail was 6.5 Degrees/11.5 Percent.^{2A}</p>

Table 4. 1,060' Segment of Applegate Trail at North Mt. Sexton Pass¹¹
The 1,060' Segment of Applegate Trail at North Mt. Sexton Pass is located on Oregon Highway Drawing. No. 5B-28-11 (Map 5). The "South Edge" of the 1,060' Segment is located 870' East and 720' North from the 1/4 corner of sections 22 and 23, T.34.S., R.6 W., W.M. ¹¹
The average physical width of the 1,060' Segment of the Applegate Trail in the south was 19.5' on the ground (ranged from 16' - 25'). Drawing width averaged 16.5' and ranged from 15' - 21'. ¹¹
The average course of the 760' road from "Y" Road No. 1 to "Y" Road No. 2 was 006" true azimuth per the 1940 drawing. ¹¹
The average course of the 300' road from "Y" Road No. 2 to Clearing Before I-5 Sign 2 was 354" true azimuth per the 1940 drawing. ¹¹
Table 5. 60' Strip For Telegraph & Telephone Lines Over Mt. Sexton Pass¹¹ 1920s - 1950s AT&T Overhead Long Distance Telephone Lines. This line which was established in the 1920s is completely independent of the existing roads.
The 60' strip for the telegraph and telephone lines is located on Oregon Highway Drawing. No. 5B-28-11 (Maps 2 - 3; Maps 5 - 6). The right-of-way (ROW) is identified as "To Pac Tel & Tel Co" (Pacific Telephone and Telegraph Company). In 1940 the lines were still overhead and west of the pass.
South Mt. Sexton Pass. 1,800' of ROW on a course of 005" /185" true azimuth. The south end of the ROW is the "South Edge" of the 310' Segment is located 505' East and 598' South from the 1/4 corner of sections 22 and 23, T.34.S., R.6 W., W.M. ¹¹ The "South Edge" is the middle of the county road where it first intersects the ROW for the Pacific Telephone and Telegraph Company line (Map 3).
North Mt. Sexton Pass. 1,440' of ROW on a course of 010" /190" true azimuth. The north end of the measured ROW is the section line for Sections 14 & 23 paralleling and east of Rat Creek (Map5).

Table 6. 1864 Collins Telegraph Line¹¹
In 1940 the 1864 Collins Telegraph Company line poles were still there along the old county road. This is the location of the Applegate Trail by ca., 1853 - 1855; it is much straighter than the later 1910s road or the 1921 - 1922 paved Pacific Highway. It includes the 310' segment of Trail on South Mt. Sexton Pass and its continuation over the pass and north.
South Mt. Sexton Pass. 17 poles over 2,070' of line (poles average 120 apart'); line is on Upper County Road which includes the 310' segment of Trail; there are no pole locations located along the parallel Lower County Road.
1st Segment North Mt. Sexton Pass . 6 poles over 680' of line (poles average every 115'); line is on continuation of Upper County Road which includes the 310' segment of Trail on South Mt. Sexton Pass.
2nd Segment North Mt. Sexton Pass. Next 900' north looks like one line where Collins Telegraph Line and Postal Telegraph Line merge and part; 7 poles over 900' of line (poles average every 130')
3rd Segment North Mt. Sexton Pass. Line course change to Applegate Trail Site JA-15 Rat Creek; 5 poles over 690' (poles average every 140') to section line for Sections 14 & 23
Table 7. 1886 - 1887 Postal Telegraph Line¹
In 1940 the 1886 - 1887 Postal Telegraph Company line poles were still there. Only 900' of the 4,100' line was along the Applegate Trail (22%).
South Mt. Sexton Pass. Pole line is not along a road; 18 poles over 1,980' of line (poles average every 110')
1st Segment North Mt. Sexton Pass . 6 poles over 550' of line (poles average every 90'); line is on continuation of Upper County Road which includes the 310' segment of Trail on South Mt. Sexton Pass.
2nd Segment North Mt. Sexton Pass. Next 900' north looks like one line where Collins Telegraph Line and Postal Telegraph Line merge and part; 7 poles over 900' of line (poles average every 130')
3rd Segment North Mt. Sexton Pass. Pole line locations course to north away from Collins line; 5 poles over 670' (poles average every 135') to section line for Sections 14 & 23
11. Oregon State Highway Department. August 1940. <i>Right of Way Map, Sexton Mt. Section. Pacific Highway, Josephine County.</i> Scale 1" = 100'. Part 1 of 2, Drg. No. 5B-28-11.

Appendix B. Diary & Reminiscences Quotes – 1846 & 1847 Wagon Trains
(<http://www.hugoneighborhood.org/diaries.htm>)

**Diaries, Journals & Reminiscences Sub-Committee
Hugo Emigrant Trails Committee
Hugo Neighborhood Association & Historical Society**



January 15, 2012

DIARY & REMINISCENCES QUOTES – 1846 WAGON TRAIN

LS (Jumpoff Joe Creek) – “In two or three days after passing this place, we reached the Jump-off-Jo, where the road cutters had again done nothing, and we were compelled to stop and cut our way through to the open ground beyond, which occupied us for several hours, working all the available force of the company.”

VP – (North Oxbow) “Sunday, October 18, 1846 – Have some bad road that takes till after dark to go 6 miles. 6 miles.”

LS – (Rat Creek) “Three days from here we struck the head of a small branch running into Grave Creek which we followed down to its junction, through heavy timber and thick bushes. The road had been so poorly opened that the train was frequently compelled to stop and remove obstacles that ought to have been cleared away by the party in advance of us. As we came down this branch Miss Leland Crowley died. The wagon in which the sick girl lay stopped while she was dying, and those behind could not pass. This made a breach in the train, as those in front still continued to advance without noticing that those in the rear were delayed. This circumstance, perhaps, caused the Indians who were constantly skulking in the woods near us to become more bold and to venture upon us more closely. They shot one of the oxen of Virgil K. Pringle as it stood in the team with an arrow, wounding it so that the animal soon died. Yet the savage who aimed the arrow from the thick bushes by the roadside was so completely concealed that he was not seen at all, for it was late in the twilight of the evening. About the time that Pringle’s ox was shot on the right hand side of the road, one of the teamsters noticed that his dog turned up his hair and snuffed towards the thick bushes on the left hand side, where the drivers stood. On looking in the direction indicated by the dog, he saw an Indian about fifteen paces from the road, with a gun resting on top of a large log and pointed towards him. He hissed on the dog, at the same time springing into the wagon to get his rifle. At his bidding his own dog and two others dashed at the Indian, who finding himself thus suddenly assailed and by such a formidable and unlooked for force, fled precipately into the thick forest, and instantly disappeared from sight. But the resolute dogs pressed upon him, and soon caught him, for we could distinctly hear what seemed to be a life-and-death struggle between them for a few minutes, about a hundred yards away in the thicket. After the struggle had gone on for five minutes or more, it ceased, and the dogs came back to us. One of them was severely, but not mortally, wounded with an arrow which was sticking in his side. We supposed that they had either killed the Indian, or that he had been succored by some of his comrades. At the very least, he must have been fearfully mangled by the

dogs. When Miss Crowley was dead, the rear part of the train moved on again, and came into its place in the camp after dark.”

LS – (Grave Creek) “The next morning we moved up a little, and crossed the main creek, where we stopped to bury the dead girl. Mrs. Tabitha Brown, a generous and noble-hearted widow lady, who afterwards founded the College at Forest Grove in the Tualatan Plains, gave the upper side-boards of her wagon to make a coffin. We dug the grave in the middle of the corralle, or circle of the camp, and after depositing the remains, we filled it up level with the surface of the ground, replacing the sods which had first been carefully removed so as to give it the appearance of the natural, unbroken ground as much as possible. We then corralled all the stock so that they should tread over the grave, and when we got ready to start, drove all the wagons, one after another over it, in the hope of so obliterating all traces of it as to prevent the Indians from finding, or disturbing it.”

TC – (Rat Creek) “Indians approached closely to the creeping wagon train. Arrows showered down upon both animals and people. An ox hit by the arrows later died. Arrows whizzed past the beleaguered emigrants but no person was injured. Three dogs from the wagon train were “hissed” on the concealed Indians. There was a fierce struggle that was heard from the wagon train. The Indians were run off. One of the dogs was severely injured but recovered.”

VP – (Rat Creek) “Monday, October 19, 1846 – Move one mile to a camp, having none last night, and spent the day burying Mr. Crowley’s daughter, who died yesterday evening, age about 14 years. 1 mile.”

VP – (Cow Creek) “Tuesday, October 20, 1846 – Our route continues over spurs of mountains with steep pulls and thick timber and underbrush. Make 6 miles.”

Klamath Echoes – (Cow Creek) above diarist VP “camp was probably on Cow Creek near Glendale Junction of the present highway system, some two miles east of the town of Glendale.”

Overland – (Umpqua Canyon) “Pringle provides only an elliptical account of the working of the road through the hereafter celebrated “Umpqua Canyon,” the Canyon Creek Pass road by which U.S. 99 today makes its way to Canyonville on the South Umpqua River. He seems to say that the wet season began on October 16, but at Oregon City George Gary wrote in his diary on the 18th, “Meridian it commences raining as though winter is about to set in. We have had very fine weather up to this time.” Far to the south, this same storm turned back the Donner Party, just short of Donner Pass. Edwin Bryant says that the rain began at Sutter’s on the night of the 28th. Now emigrants on both the California and Oregon trails would begin to know real hardship and suffering.”

William Emerson (Sexton Mountain) “The wagon company traveled north about eight miles and crossed Jump Off Joe Creek. . . .”

“From here the emigrants had to cross Sexton Mountain. The road builders traveling before them had done little to cut a road for the wagons. The wagons could not go any further without doing

more to provide a road. Virgil Pringle, Levi Scott and others had to take their axes and cut through the undergrowth to clear a way for the wagons to cross. In some places, the emigrants had to take down the wagon bows to get through. They edged their way along in single file as Levi Scott and others cleared a path for the wagons to follow. They worked through the day and into the night. Sometime after dark they stopped having managed to make a total of about six miles through Sexton Mountain and beyond.”

DIARY & REMINISCENCES QUOTES – 1847 WAGON TRAIN

LH - (Jumpoff Joe Creek, North Oxbow, Maple Creek, Rat Creek, & Grave Creek) “W. 20th Upon leaving camp we soon came to a fine creek. Then bad roads ensued (rough hilly and sideling) but by night we were in a valley with good camping ground at hand. Distance 8 Ms.”

Klamath Echoes – above diarist LH (**Jumpoff Joe Creek & Grave Creek**) “camped on Grave Creek in Sunny Valley. Fine creek referred above is Jump Off Joe Creek.”

CORROBORATIVE RULE ANALYSIS

The three *Trail* sites and two *Trail* segments all have confirming evidence to support *Trail* identification for the 1.8 miles at Mt. Sexton Pass. There is confirming documentary evidence of the *Trail* (i.e., the *Trail* sites and segments under investigation has valid written or cartographic evidence to support their authenticity; *MET Manual*, Corroborative Rule).

1. JA-14 Maple Creek (diaries & reminiscences; 1855 GLO Survey; 1874 Josephine County Road Survey)
2. 310' Segment Of Applegate Trail South Mt. Sexton Pass (diaries & reminiscences; 1864 Collins Telegraph Line Survey (1940); 1874 Josephine County Road Survey; 1940 Pacific Telegraph & Telegraph Right-of-Way (ROW) Survey)
3. 1,060' Applegate Trail I North Sexton Pass I-5 East (diaries & reminiscences; 1864 Collins Telegraph Line Survey (1940); 1874 Josephine County Road Survey)
4. JA-15 South Rat Creek (diaries & reminiscences; 1893 GLO Survey; 1864 Collins Telegraph Line Survey (1940); 1874 Josephine County Road Survey; 1940 Pacific Telegraph & Telegraph ROW Survey)
5. JA-16 Old Stage Road (diaries & reminiscences; 1855 GLO Survey; 1864 Collins Telegraph Line Survey (1940); 1874 Josephine County Road Survey)

Diaries and reminiscences from the 1846 and 1847 emigrant wagon trains clearly identify the 1.8 miles of terrain on both sides of the Grave Creek Hills at narrow Smith Hill Pass and/or Sexton Mountain Pass as the route of the Applegate Trail.

In 1855 a Lowland Takelma Indian Trail was located over Sexton Mountain Pass between the Jumpoff Joe Creek and the Grave Creek drainages by surveyors under contact by the Oregon General Land Office (GLO) (i.e., 1855 GLO surveys and 1856 GLO map). It had been used for hundreds of years prior to its use by travelers, especially trappers, including the South Road Expedition until its course went southwest down Maple, Bummer, Quartz, and Jumpoff Joe creeks to the Rogue River while the South Road Expedition needed to travel south and southeast. In 1846 little to no wagon work had been done on this Indian Trail, widened to a horse trail, over

the unnamed Sexton Mt. Pass. The 1856 GLO map for the Hugo region documented that this Indian Trail had an east-west orientation along creeks to the Rogue River. The exception was when the Indian Trail's course was north-south over Sexton Mountain Pass; at this location it was the Jacksonville Road - Applegate Trail (i.e., 1855 GLO survey and 1856 GLO map). In 1846 - 1847 the only named creeks in the Hugo area were Jumpoff Joe Creek and Louse Creek.

By early August 1846 the South Road Expedition had traveled east to Fort Hall and on August 9, 1846 a large group of wagons set out west from Fort Hall to use the Applegate Trail to the Willamette Valley. By mid-October, 1846 the emigrants were traveling from the south toward the rugged mountainous terrain on the Trappers' Trail toward the unnamed Mt. Sexton Pass.

By October 1846 emigrants were traveling north up the rugged mountainous terrain on the trail toward Mt. Sexton Pass. Walking in single file on a horse trail that had to be widened was identified. The following quotes, in relevant part, are from "The Applegate Trail of 1846" by William Emerson.²

"The wagon company traveled north about eight miles and crossed Jump Off Joe Creek. . . ."

"From here the emigrants had to cross Sexton Mountain. The road builders traveling before them had done little to cut a road for the wagons. The wagons could not go any further without doing more to provide a road. Virgil Pringle, Levi Scott and others had to take their axes and cut through the undergrowth to clear a way for the wagons to cross. In some places, the emigrants had to take down the wagon bows to get through. They edged their way along in single file as Levi Scott and others cleared a path for the wagons to follow. They worked through the day and into the night. Sometime after dark they stopped having managed to make a total of about six miles through Sexton Mountain and beyond."

1846 Pioneer Virgil Pringle recorded a good camp at Jumpoff Joe Creek (i.e., Pleasant Valley). The "bad road" was the oxbow and *Trail* route over the mountain pass.

"Saturday, October 17 – Travel 8 miles, road good and a good camp which is not common, the country being mostly burnt. 8 – 2,218 miles.

Sunday, October 18 – Have some bad road that takes till after dark to go 6 miles. 6 miles.

Monday, October 19 – Move one mile to a camp, having none last night, and spent the day burying Mr. Crowley's daughter, who died yesterday evening, age about 14 years. 1 mile."

1846 Pioneer Quinn Thornton's reminiscences recorded a horse trail too rough for wagons.³

"After crossing the Rogue River, the emigrants came to a stretch of country before reaching Louse Creek, where the road-workers had done nothing so were brought to a halt. The horse trail being too rough for wagons. Levi Scott went ahead and eventually found a place that by cutting through thick brush for about 200 yards they could pass the wagons. The same situation also faced the emigrants reaching Jump Off Joe Creek and after pass over Sexton Mount to descend to Rat Creek."

The following quote, in relevant part, is from Lester G. Hulin, 1847 emigrant. The terrain on the north part of the ox bow would have necessitated side hilling or sidling.

“W 19th. Upon leaving camp soon came to a fine creek [Jump Off Joe Creek], then bad roads entered (rough, hilly and sidling), but by night we were in a valley with good camping ground at hand [On Grave Creek in Sunny Valley]; distance 8 miles.”

The ox bow was a result of emigrants blazing wider an existing trace or trail (i.e., western portion of ox bow up ridge course northeast) and their inclination to avoid seasonal muddy ground in low land (e.g., Maple Creek in middle part of the ox bow) that could hinder them and side hilling that could tip wagons. A major effort was expended in energy and time to widen the Trapper’s Trail at the unnamed Sexton Mountain Pass and north along unnamed Rat Creek to unnamed Grave Creek, but not as much as if the emigrants had hacked a brand new trail in the brush and trees.

KEY CODE

LH – Lester Hulin – 1847 Oskaloosa Train (see Oskaloosa below)
LS – Levi Scott – 1846 train, (see Collins below)
TB – Tabitha Brown – 1846 train, letter in Morgan’s book (see Overland below)
TC – Tolbert Carter – 1846 train
VP – Virgil Pringle – 1846 train, diary in Morgan’s book (see Overland below)

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