

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

**NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM**

FOR FEDERAL PROPERTIES

PH 0667676

FOR NPS USE ONLY	
RECEIVED	APR 26 1978
DATE ENTERED	MAY 15 1978

SEE INSTRUCTIONS IN HOW TO COMPLETE NATIONAL REGISTER FORMS
TYPE ALL ENTRIES -- COMPLETE APPLICABLE SECTIONS

1 NAME

HISTORIC
Jacksonville-to-Ft. Klamath Military Wagon Road

AND/OR COMMON Rancheria Road (or Trail), Fourmile Lake Road, Butte Falls-to-Pelican Bay Road, Mt. Pitt Road, Col. Drew's Road.

2 LOCATION

See Attached Continuation Sheet

STREET & NUMBER
a linear feature

NOT FOR PUBLICATION

CITY, TOWN
Butte Falls

CONGRESSIONAL DISTRICT
2/4

VICINITY OF

STATE
Oregon

CODE
41

COUNTY
Jackson/Klamath

CODE
029/035

3 CLASSIFICATION

CATEGORY	OWNERSHIP	STATUS	PRESENT USE
<input type="checkbox"/> DISTRICT	<input checked="" type="checkbox"/> PUBLIC	<input type="checkbox"/> OCCUPIED	<input type="checkbox"/> AGRICULTURE
<input type="checkbox"/> BUILDING(S)	<input type="checkbox"/> PRIVATE	<input checked="" type="checkbox"/> UNOCCUPIED	<input type="checkbox"/> MUSEUM
<input type="checkbox"/> STRUCTURE	<input type="checkbox"/> BOTH	<input type="checkbox"/> WORK IN PROGRESS	<input type="checkbox"/> COMMERCIAL
<input checked="" type="checkbox"/> SITE	PUBLIC ACQUISITION	ACCESSIBLE	<input type="checkbox"/> EDUCATIONAL
<input type="checkbox"/> OBJECT	<input type="checkbox"/> IN PROCESS	<input checked="" type="checkbox"/> YES: RESTRICTED	<input type="checkbox"/> ENTERTAINMENT
	<input type="checkbox"/> BEING CONSIDERED	<input type="checkbox"/> YES: UNRESTRICTED	<input type="checkbox"/> RELIGIOUS
		<input type="checkbox"/> NO	<input type="checkbox"/> SCIENTIFIC
			<input checked="" type="checkbox"/> TRANSPORTATION
			<input type="checkbox"/> OTHER:

4 AGENCY

REGIONAL HEADQUARTERS: (If applicable)
U.S. Forest Service, Region Six (Recreation Section)

Bureau of Land Management

STREET & NUMBER
319 SW Pine St.

P. O. Box 2965

CITY, TOWN
Portland

STATE

VICINITY OF

Oregon

5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE,
REGISTRY OF DEEDS, ETC. Lands and Minerals Section, Rogue River National Forest

STREET & NUMBER
P. O. Box 520

CITY, TOWN
Medford

STATE
Oregon

6 REPRESENTATION IN EXISTING SURVEYS

TITLE 1 through 3, see attached continuation sheet

DATE
1. Nov. 1977 2. March 1973 3. Oct. 1977 FEDERAL STATE COUNTY LOCAL

DEPOSITORY FOR SURVEY RECORDS
See Attached Continuation Sheet

CITY, TOWN
1. Medford 2. Klamath Falls 3. Medford

STATE
Oregon

7 DESCRIPTION

CONDITION		CHECK ONE	CHECK ONE
<input type="checkbox"/> EXCELLENT	<input type="checkbox"/> DETERIORATED	<input type="checkbox"/> UNALTERED	<input checked="" type="checkbox"/> ORIGINAL SITE
<input checked="" type="checkbox"/> GOOD	<input type="checkbox"/> RUINS	<input checked="" type="checkbox"/> ALTERED	<input type="checkbox"/> MOVED DATE _____
<input type="checkbox"/> FAIR	<input type="checkbox"/> UNEXPOSED	(minimal, from recent era use)	

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

The entire route of the Military Road from Brownsboro junction (OR Hwy 160) to Fort Klamath is known. However, much of the mileage is under private ownership and is not being nominated here. Other segments, which are under Federal ownership, have been modified to such an extent in the recent past (timber haul roads, county highways, etc.), that they are not considered eligible to the National Register.

The segments nominated here are felt to retain their integrity of workmanship (unaltered construction), association (original "wagon-width" wheel tracks), location, feeling and natural setting (existing vegetation communities are fairly representative of the late-nineteenth century environment).

The physical character of the nominated portion(s) is that of a road trace with obvious soil compaction (wheel ruts are visible in some places), modification/elimination of vegetation, with an average width of 8' at outer edges of the road grade.

The nominated segments of the Military Road are as follow:

Obenchain Segment:

- administered by Bureau of Land Management - Medford District;
- located entirely within Sec. 35, T35S, R1E, WM;
- approximate length: 1.5 miles.

This segment generally follows (although diverging from it in some places) the so-called Obenchain Road. The route is north-northeast to south-southwest. It passes through an open oak woodland vegetation type. The old road grade is easily discernable and cut-and-fill slope modification is evident in certain places.

Fourbit Ford-to-Camp Two Segment:

- administered by Forest Service - Rogue River National Forest
- passing through: E $\frac{1}{2}$ NE $\frac{1}{4}$ Sec. 25, T35S, R3E, W.M.; SW $\frac{1}{4}$ NW $\frac{1}{4}$, NE $\frac{1}{4}$ SW $\frac{1}{4}$ Sec. 30, T35S, R4E, WM;
- approximate length: 0.8 mile.

This segment begins on the west at the original fording place (Fourbit Ford) on the north bank of Fourbit Creek, crosses the creek and trends east-southeast and then southeast to the site of a c.1920-40 logging/CCC camp ("Camp Two"). The road trace is clearly visible south of Fourbit Creek; in several places the old grade has been excavated (or worn) several feet below the surrounding ground. Evidence of construction/maintenance (rocks piled out of the road grade) is found adjacent to the Military Road at one place. The old road is crossed (north-south) by Forest Service road 3317, to the southeast of this intersection, the Military Road ascends 40' directly up a +10% slope, as is characteristic of other early wagon roads (e.g., the Applegate Trail). No switchbacking or slope modification is evident. The road then follows a straight, level course to the Camp Two site. Vegetation is mixed-conifer with some deciduous tree species. Although this area underwent timber harvest in the 1920's-1930's, a number of medium-to-large diameter ponderosa pine and Douglas-fir are located adjacent to the road grade.

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PAGE 1

- Sec. 35, Township 35 South, Range 1 East, Willamette Meridian
- Sec. 25, Township 35 South, Range 3 East, W.M.
- Sec. 26, 27, 30, 35 and 36, Township 35 South, Range 4 East, W.M.
- Sec. 31, Township 35 South, Range 5 East, W.M.
- Sec. 5, 6 and 8, Township 36 South, Range 5 East, W.M.

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TITLE:

1. "Inventory and Evaluation Report, Jacksonville-Ft. Klamath Military Wagon Road, C.R. Job RR-195 (LaLande).
2. "2360 SIA, Jacksonville-Ft. Klamath Military Wagon Road" (Calvi).
3. "Field Notes - Obenchain Section of Military Wagon Road" (Deich).

DEPOSITORY FOR
SURVEY RECORDS:

1. Rogue River National Forest, Cultural Resource Files .
2. Winema National Forest, " " "
3. Medford District - BLM, " " "

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Camp Two-to-Twin Ponds Road Segment :

- administered by U.S. Forest Service - Rogue River National Forest;
- passing through SW $\frac{1}{4}$ SE $\frac{1}{4}$, SE $\frac{1}{4}$ SE $\frac{1}{4}$ Sec. 30, T35S, R4E, WM;
- approximate length: 0.6 mile

This segment begins just east of F.S. road 3520 (a north-south route which passes along the eastern margin of Camp Two). The Military Road trends east-southeast to the point where it is overlain by F.S. road 350 ("Twin Ponds Road"). The old road is quite visible. The western portion of this segment shows recent use, the eastern portion appears to have been abandoned for a number of years. The course is level and with a few broad curves. The vegetation type is similar to that of the previous segment.

Twin Ponds Trailhead-to-Fourmile Lake:

- administered by U.S. Forest Service - Rogue River and Winema National Forests;
- passing through E $\frac{1}{2}$ Sec. 27; SW $\frac{1}{4}$ SW $\frac{1}{4}$ Sec. 26; NE $\frac{1}{4}$ NW $\frac{1}{4}$, N $\frac{1}{2}$ NW $\frac{1}{4}$, SE $\frac{1}{4}$ NE $\frac{1}{4}$ Sec. 35; W $\frac{1}{2}$, SW $\frac{1}{4}$ SE $\frac{1}{4}$, SE $\frac{1}{4}$ SE $\frac{1}{4}$ Sec. 36, T35S, R4E, WM; SW $\frac{1}{4}$ SW $\frac{1}{4}$ Sec. 31, T35S, R5E, WM; NE $\frac{1}{4}$ NW $\frac{1}{4}$, NW $\frac{1}{4}$ NE $\frac{1}{4}$, NE $\frac{1}{4}$ NE $\frac{1}{4}$, SE $\frac{1}{4}$ NE $\frac{1}{4}$ Sec. 6; SW $\frac{1}{4}$ Sec. 5, T36S, R5E, WM;
- approximate length: 4.5 miles.

This segment (currently utilized as the route of F.S. trail 993, the "Twin Ponds Trail") begins at the trailhead at the end of F.S. road 350 and trends southeast. It ascends the South Fork - Fourbit Creek drainage to the watershed divide between the Rogue and Klamath basins (this summit is located at the boundary between the two National Forests, on the northeast slope of Mt. McLoughlin) and continues southeast to the shoreline of Fourmile Lake (where it has been submerged by the higher lake level, resulting from 20th century dam construction).

From the trailhead west of the Twin Ponds (two shallow, snow-melt ponds), the old road ascends directly up a +12% slope for nearly .5 mile. The steepness of the slope gradually lessens above this point. Much of the original soil of this steep portion has been eroded away (probably the result of concentrated surface runoff following the devegetation caused by the 1910 Cat Hill Fire), leaving numerous large boulders exposed within the old grade. East of the Twin Ponds, the road negotiates several less steep slopes in the same direct (i.e., no switchbacking) manner. A pile of rocks (evidence of original clearing/maintenance) was found adjacent to the road; this is located in Sec. 35, about 100' from Fourbit Creek. The road is visible in some places. The vegetation is dense, evergreen brush in the Cat Hill Burn; other portions pass through stands of lodgepole pine (Twin Ponds and Fourmile Lake areas). The highest portions are within true fir forest (Shasta red fir, white fir, mountain hemlock).

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In conclusion, the Military Wagon Road relates directly to the events and trends described above due to its character as either (a) the physical site where those activities occurred; or (b) the site where "support" activities (e.g., transportation of war supplies, communication of important events between adjacent areas, etc.) took place.

8 SIGNIFICANCE

PERIOD	AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW			
<input type="checkbox"/> PREHISTORIC	<input type="checkbox"/> ARCHEOLOGY-PREHISTORIC	<input type="checkbox"/> COMMUNITY PLANNING	<input type="checkbox"/> LANDSCAPE ARCHITECTURE	<input type="checkbox"/> RELIGION
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> ARCHEOLOGY-HISTORIC	<input type="checkbox"/> CONSERVATION	<input type="checkbox"/> LAW	<input type="checkbox"/> SCIENCE
<input type="checkbox"/> 1500-1599	<input checked="" type="checkbox"/> AGRICULTURE	<input type="checkbox"/> ECONOMICS	<input type="checkbox"/> LITERATURE	<input type="checkbox"/> SCULPTURE
<input type="checkbox"/> 1600-1699	<input type="checkbox"/> ARCHITECTURE	<input type="checkbox"/> EDUCATION	<input checked="" type="checkbox"/> MILITARY	<input type="checkbox"/> SOCIAL/HUMANITARIAN
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> ART	<input type="checkbox"/> ENGINEERING	<input type="checkbox"/> MUSIC	<input type="checkbox"/> THEATER
<input checked="" type="checkbox"/> 1800-1899	<input type="checkbox"/> COMMERCE	<input checked="" type="checkbox"/> EXPLORATION/SETTLEMENT	<input type="checkbox"/> PHILOSOPHY	<input checked="" type="checkbox"/> TRANSPORTATION
<input type="checkbox"/> 1900-	<input checked="" type="checkbox"/> COMMUNICATIONS	<input type="checkbox"/> INDUSTRY	<input type="checkbox"/> POLITICS/GOVERNMENT	<input type="checkbox"/> OTHER (SPECIFY)
		<input type="checkbox"/> INVENTION		

SPECIFIC DATES 1863 - circa 1909 BUILDER/ARCHITECT built by men commanded by Col. Charles Drew, Oregon Volunteers, U.S. Army

STATEMENT OF SIGNIFICANCE

The Jacksonville-Fort Klamath Military Road, built in 1863, is significant as the earliest trans-Cascadian wagon route to connect the Rogue River Valley and the upper Klamath Basin. It is believed to follow the path of a well-used Indian trail.

Its construction and first use was by the military during the establishment and maintenance of Fort Klamath. Fort Klamath was developed during the Civil War (by the Oregon Volunteers) in order to protect emigrants on the Southern Wagon Road. It was used to oversee the Klamath Indian Reservation (est'd. 1864), as well as serving as the base of operations during the mid-1860's campaign against the "Snakes" (Northern Paiute) in south-central Oregon. Later, it became the headquarters post for the regular Army troops during the Modoc War of the early 1870's. During this time, the Military Road served as a seasonal route for the transport of men and supplies from Jacksonville. The higher portions of the road were impassible from winter through spring due to the heavy snowpack.

After their capture, Modoc leader "Captain Jack" and several followers were tried and sentenced to death at Fort Klamath in 1873. On the day of the execution, three horsemen were dispatched to bring news of the hanging to the Rogue Valley settlements. Each took a different route. A man named Matthews is said to have followed the Military Road and to have been the first to arrive in Jacksonville.

The road was used to transport the first sawmill (1863) into the Klamath Basin, setting the stage for large-scale utilization of this region's immense stands of ponderosa pine in later years.

Although abandoned by the military (in favor of less snow-bound route which passed to the north), the road continued in use during the closing decades of the nineteenth century. Various users included Klamath county ranchers herding their cattle to market in the Rogue Valley; agricultural settlers moving from the Rogue Valley into the Wood River Valley of Klamath Basin (after the opening of the Military Hay Reservation to settlement); groups of berry-pickers from the present Eagle Point area traveling to the huckleberry patches at Twin Ponds; and young men going for seasonal work in the Klamath Basin hay ranches.

The last wagon is believed to have rolled over the full length of the road in 1909. The devastation and subsequent erosion caused by the 1910 Cat Hill Fire may have precluded further use of the higher elevation portions for wagon travel.

The nominated segments of the Military Road retain their historical integrity of location, design, natural setting, association and feeling. The old road grade is quite visible; has had only minor recent disturbance; the vegetational character, although modified in places, is representative of the original setting; and in some places, there are visible features which are probably associated with construction or early use of the road (i.e., small piles of rocks cleared from the grade).

9 MAJOR BIBLIOGRAPHICAL REFERENCES

See continuation sheet

10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY 154

UTM REFERENCES See continuation sheet and USGS Quad, attached

A	_____	_____	_____	B	_____	_____	_____
	ZONE	EASTING	NORTHING		ZONE	EASTING	NORTHING
C	_____	_____	_____	D	_____	_____	_____

VERBAL BOUNDARY DESCRIPTION The boundaries for the nominated segments enclose the acreage shown above. The boundary of each segment is 100' out from either (outer) edge of the road grade (i.e., 208' width, centered in the middle of the road). These boundaries are displayed (with the UTM reference points) on the attached USGS Quad sheets. The purpose of this boundary concept is to provide a protective buffer zone along the nominated segments. Resource uses (e.g., timber harvest) where not already prohibited, will be modified or restricted within this zone. In addition, most segments are or will be closed to vehicular traffic. The BLM segment is under a county-owned right-of-way and occasional use will continue.

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE	CODE	COUNTY	CODE
Oregon	41	Jackson	029
STATE	CODE	COUNTY	CODE
Oregon	41	Klamath	035

11 FORM PREPARED BY

NAME / TITLE

Jeffrey LaLande Historian/Writer-Editor

ORGANIZATION

Rogue River National Forest

DATE

STREET & NUMBER

P. O. Box 520

TELEPHONE

779-2351, Ext. 384

CITY OR TOWN

Medford

STATE

Oregon

12 CERTIFICATION OF NOMINATION

STATE HISTORIC PRESERVATION OFFICER RECOMMENDATION

YES NO NONE

H. E. Hauls BLM CR PROGRAM LEADER 5/10/79 *Charles G. Talbot*
 STATE HISTORIC PRESERVATION OFFICER SIGNATURE

In compliance with Executive Order 11593, I hereby nominate this property to the National Register, certifying that the State Historic Preservation Officer has been allowed 90 days in which to present the nomination to the State Review Board and to evaluate its significance. The evaluated level of significance is State National State Local

FEDERAL REPRESENTATIVE SIGNATURE

Wm. J. ...

TITLE

Acting Director Recreation Dept

DATE

4-14-78

FOR NPS USE ONLY	
I HEREBY CERTIFY THAT THIS PROPERTY IS INCLUDED IN THE NATIONAL REGISTER	
<i>Charles G. Talbot</i>	DATE 5-15-79
DIRECTOR, OFFICE OF ARCHAEOLOGY AND HISTORIC PRESERVATION	KEEPER OF THE NATIONAL REGISTER
ATTEST: <i>W. Ray Luce</i>	DATE 5/15/79
<i>for</i>	KEEPER OF THE NATIONAL REGISTER

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ASH, Brittain H.

1956 "Butte Falls District - Recreation Unit Plan", U-Plans, Rogue River National Forest, Medford, Oregon.

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1960 "Fourmile Lake Road" (unpublished research paper), Department of History, Southern Oregon State College, Ashland, Oregon.

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1968 "Fort Klamath Issue", Klamath Echoes, Klamath County Historical Society, Klamath Falls, Oregon.

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1900 The Cascade Range and Ashland Forest Reserves and Adjacent Regions, U.S. Department of Interior, U.S. Geological Survey, Washington, D. C.

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UTM Reference Points

MT. MCLOUGHLIN QUAD (USGS): (continued)

TWIN PONDS TRAILHEAD-TO-FOURMILE LAKE

<u>Point</u>	<u>Zone</u>	<u>Easting</u>	<u>Northing</u>
a-3	10	554778.13	4704605.37
b-3	10	555491.73	4704792.97
c-3	10	557246.11	4703756.07
d-3	10	560788.64	4701571.34
e-3	10	561536.68	4700692.22
f-3	10	561441.40	4700674.63
g-3	10	559281.71	4702118.70
h-3	10	557815.92	4703049.09
i-3	10	556269.13	4704057.73
j-3	10	554810.81	4704558.14

RUSTLER PEAK QUAD (USGS):

FOURBIT FORD-TO-CAMP TWO (northwest segment)

<u>Point</u>	<u>Zone</u>	<u>Easting</u>	<u>Northing</u>
a-4	10	549037.62	4705359.67
b-4	10	549116.40	4705263.70
c-4	10	548989.23	4705264.65
d-4	10	548958.26	4705376.15