

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section number _____ Page _____

SUPPLEMENTARY LISTING RECORD

NRIS Reference Number: 02001391

Date Listed: 11/20/2002

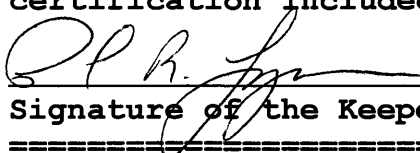
Stevens Trail
Property Name

Placer
County

CA
State

N/A
Multiple Name

This property is listed in the National Register of Historic Places in accordance with the attached nomination documentation subject to the following exceptions, exclusions, or amendments, notwithstanding the National Park Service certification included in the nomination documentation.


Signature of the Keeper

11/20/02
Date of Action

=====
Amended Items in Nomination:

Significance:

Criterion C should be checked and *Engineering* added as an area of significance.
[The trail meets Criterion C as a property embodying the distinctive characteristics of a significant type, period, and method of construction, as documented in the narrative text.]

These revisions were confirmed with the Dr. Burgess, BLM FPO office.

DISTRIBUTION:

- National Register property file
- Nominating Authority (without nomination attachment)

United States Department of the Interior
National Park Service

National Register of Historic Places
Registration Form

1391

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in *How to Complete the National Register of Historic Places Registration Form* (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

historic name **Stevens Trail**

other names/site number **Rutherford's Road**

2. Location

street & number **Starting at Iowa Hill, thence westerly into canyon of North Fork of American River to a crossing of the North Fork of the American River at Secret Ravine, thence westerly to the top of the ridge at Colfax** NA not for publication

city or town **Connects City of Colfax and Town of Iowa Hill** vicinity

state **California** code **CA** county **Placer** code **061** zip code **95713**

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1986, as amended, I hereby certify that this nomination request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property meets does not meet the National Register Criteria. I recommend that this property be considered significant nationally statewide locally. (See continuation sheet for additional comments.)

Robin L. Gurgens Preservation Officer 10 Oct 02
Signature of certifying official/Title Date

Bureau of Land Management
State or Federal agency and bureau

In my opinion, the property meets does not meet the National Register criteria. (See continuation sheet for additional comments.)

W. M. Ellison 2/19/02
Signature of commenting or other official Date

California Office of Historic Preservation
State or Federal agency and bureau

4. National Park Service Certification

I hereby certify that this property is:

- entered in the National Register See continuation sheet.
- determined eligible for the National Register See continuation sheet.
- determined not eligible for the National Register
- removed from the National Register
- other (explain): _____

Signature of the Keeper: *[Signature]* Date of Action: 11/20/02

5. Classification

Ownership of Property

(Check as many boxes as apply)

- private
- public-local
- public-State
- public-Federal

Category of Property

(Check only one box)

- building(s)
- district
- site
- structure
- object

Number of Resources within Property

(Do not include previously listed resources in the count.)

Contributing	Noncontributing	
_____	_____	buildings
_____	_____	sites
1	_____	structures
_____	_____	objects
1	_____	Total

Name of related multiple property listing

(Enter "N/A" if property is not part of a multiple property listing.)

N/A _____

Number of contributing resources previously listed in the National Register

0 _____

6. Function or Use

Historic Functions

(Enter categories from instructions)

Transportation: pedestrian-related _____

Current Functions

(Enter categories from instructions)

Transportation: pedestrian-related _____

Recreation and Culture: outdoor recreation _____

7. Description

Architectural Classification

(Enter categories from instructions)

NA _____

Materials

(Enter categories from instructions)

foundation **NA** _____

roof **NA** _____

walls **NA** _____

other _____

Narrative Description

(Describe the historic and current condition of the property on one or more continuation sheets.)

8. Statement of Significance

Applicable National Register Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing)

- A Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B Property is associated with the lives of persons significant in our past.
- C Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- D Property has yielded, or is likely to yield information important in prehistory or history.

Criteria Considerations

(Mark "X" in all the boxes that apply.)

Property is:

- A owned by a religious institution or used for religious purposes.
- B removed from its original location.
- C a birthplace or a grave.
- D a cemetery.
- E a reconstructed building, object, or structure.
- F a commemorative property.
- G less than 50 years of age or achieved significance within the past 50 years.

Narrative Statement of Significance

(Explain the significance of the property on one or more continuation sheets.)

9. Major Bibliographical References

(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

Previous documentation on file (NPS):

- preliminary determination of individual listing (36 CFR 67) has been requested.
- previously listed in the National Register
- previously determined eligible by the National Register
- designated a National Historic Landmark
- recorded by Historic American Buildings Survey # _____
- recorded by Historic American Engineering Record # _____

Areas of Significance

(Enter categories from instructions)

Transportation

Commerce

Industry

Period of Significance

1871-1906

Significant Dates

1871

Significant Person

(Complete if Criterion B is marked above)

NA

Cultural Affiliation

NA

Architect/Builder

NA

Primary Location of Additional Data

- State Historic Preservation Office
- Other State agency
- Federal agency
- Local government
- University
- Other

Name of repository:

BLM, Folsom Resource Area, Placer Co. Archives

Stevens Trail

Name of Property

Placer County, CA

County and State

10. Geographical DataAcreage of Property **17.2 acres****UTM References**

(Place additional UTM references on a continuation sheet)

	Zone	Easting	Northing	Zone	Easting	Northing	
1	10	677565	4330277	3	10	681591	4331638
2	10	678972	4330920	4	10	682920	4331562

 See continuation sheet.**Verbal Boundary Description**

(Describe the boundaries of the property on a continuation sheet.)

Boundary Justification

(Explain why the boundaries were selected on a continuation sheet.)

11. Form Prepared Byname/title **Shelly Davis-King and Judith Marvin, Jay Shuttleworth, Office of Historic Preservation**organization _____ date **January 2, 2002**street & number **1007 third Street, #9** telephone **530-758-2737**city or town **Davis** state **CA** zip code **95616****Additional Documentation**

Submit the following items with the completed form:

Continuation Sheets**Maps**A **USGS map** (7.5 or 15 minute series) indicating the property's location.A **Sketch map** for historic districts and properties having large acreage or numerous resources.**Photographs**Representative **black and white photographs** of the property.**Additional items**

(Check with the SHPO or FPO for any additional items)

Property Owner

(Complete this item at the request of the SHPO or FPO.)

name **Bureau of Land Management, and various others**street & number **2800 Cottage Way** telephone **916-978-4635**city or town **Sacramento** state **CA** zip code **95825****Paperwork Reduction Act Statement:** This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 *et seq.*).**Estimated Burden Statement:** Public reporting burden for this form is estimated to average 18.1 hours per response including the time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Project (1024-0018), Washington, DC 20503.

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USDI/NPS NRHP REGISTRATION FORM STEVENS TRAIL PLACER COUNTY, CALIFORNIA

7. Narrative Description

Summary: The Stevens Trail is a popular Sierra Nevada hiking corridor connecting the town of Iowa Hill with the city of Colfax (former Illinoistown), both in Placer County, California. Proceeding from the present staging area/parking lot near the headwaters of Slaughter's (or Rice's) Ravine, near Colfax, the trail heads north and generally downslope to about 2100 feet in elevation, where it turns east beneath the renowned Central Pacific Railroad's Cape Horn, crossing Robbers Ravine and entering the North Fork American River Canyon. Numerous drainages and seeps are crossed by the trail before it reaches Secret (or Secrettown) Ravine. Historically, travelers paid a toll to the bridgetender at Secret Ravine, where the trail crossed the North Fork American River via a suspension bridge on the final 2.6 miles into Iowa Hill. The current length of the trail is 6.19 miles, but historically the trail may have varied in length especially when nineteenth century mining operations altered the Iowa Hill end.

The Stevens Trail was surveyed and measured under the ownership and direction of John Rutherford, and Iowa Hill miner and tanner. Rutherford soon brought in a partner, Truman A. Stevens, also a miner who owned an Iowa Hill Ranch. Stevens, ultimately responsible for the completion and actual use of the trail during its main years of historic use, 1870-1895, was the principal individual associated with the trail, and therefore his name has been applied to the trail by historical convention and local folklore.

John A. Shields, former Placer County Surveyor, and his assistants mapped and described the trail at the request of the Placer County Board of Supervisors in 1949. Importantly, in the definition of the trail the supervisors declared the trail to be a "public road" for the use of the public at large.(Ordinance No. 312, Series B, Filed January 11, 1954). The ordinance further stipulated rules for the use of said trails which made it clear the "through passage" on the named and surveyed trails was not to be impeded by "person, firm, partnership, unincorporated association or corporation, whether an owner of land over which said trails and roads pass or not". Unfortunately, in listing the Stevens Trail, the ordinance mistakenly mentions Robbers Ravine when Secret Ravine should have been part of the legal description:

Trail starting at Iowa Hill, thence westerly into the North Fork of the American River to a crossing of the North Fork of the American River at Robbers Ravine [sic], thence westerly to the top of the ridge at Colfax. This trail has been known as the Stevens Trail.

Ordinance 312 notes that the trail described is depicted on the Colfax Quadrangle Sheet of the United States Geological Survey, surveyed from 1885-1887, edition of 1893, as reprinted in 1921 (Harry Gannet, Chief Topographer, A. H. Thompson, Geographer in Charge, and A. F. Dunnigan, Topographer). The trail and bridge are also depicted on the Official Map of Placer County, dated to 1887 (Uren, 1887), which shows the trail coursing from Stevens Ranch, looping through Indian Canyon, crossing the bridge over the North Fork American River, passing Robbers Ravine below Cape Horn, proceeding past a house and road at Burnt Flat, terminating at Colfax. Whitney's (1873) map indicates the trail is under construction at the time the topography was prepared, but the map clearly

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shows the trail leading into the canyon from the vicinity of Stevens' Iowa Hill ranch, crossing the river, and plotted within one mile of Robbers Ravine.

The Stevens Trail is a gently graded, earthen and rock-reinforced alignment, which gradually descends from 1200 feet on the westerly side between Colfax and Secret Ravine, and rises 1600 feet in elevation from the North Fork American River bridge to Iowa Hill. In contrast to many Sierran river trails, such as the Michigan Bluff/Last Chance Trail some eight miles to the east, or the nearby Mineral Bar Road, switchbacks common to historic era trails are absent on the Stevens Trail.

Physical Description of the Trail

Environmental Setting The Stevens Trail is located in the Yellow Pine Belt (Transition Zone; Storer and Usinger 1963) with plant species such as yellow or Ponderosa pine, firs, black oak, broadleaf maple, western azalea, and kit kit dizze. From the trailhead downslope, and paralleling tributaries to Slaughter Ravine, the first mile or so of the trail passes through a park-like canyon live oak woodland, with little beyond wildflowers growing beneath the overstory. Exotic plants, such as blackberry, fruit trees, *Vinca major*, and *Ailanthus* sp. are all non-native indicators of the historical activities which took place adjacent to the trail, especially in the first mile or so.

The trail then passes over Burnt Flat, still in an oak woodland but with more xeric species, including manzanita and ceanothus. Fig and apple trees are located in this area. Passing Robbers Ravine, a perennial drainage with abundant water and food plants, the trail expands to provide a vista of the massive uplift of Cape Horn, described previously. Loose shale from the rocky cliffs above are traversed leaving little in the way of soil for vegetation. Entering into the North Fork American River canyon around the corner, geologic outcroppings of serpentine and quartz suggest that prospecting for gold might be productive, and indeed several mining adits and explorations are soon encountered adjacent to the trail. Most of the remainder of the western trail gradually descends into the river canyon, with the trail itself supported by parent or country rock embankments, sometimes 50 to 60 courses high on the downhill berm and cut, benched granitic faces uphill. The vista from these remarkable rock alignments, based on historic photographs and maps, is virtually unchanged during more than 130 years. Visually there are no houses, roads, overhead wires, or other intrusions into the viewshed from the trail, and those encroachments from the historic area which can be seen were all in place prior to the development of the Stevens Trail. Most importantly, the Central Pacific Railroad grade and the Mineral Bar Road and bridge crossing dominate more than 40% of the trail's perspective.

Eleven major drainages or seeps, and innumerable smaller drainages which feed the American River are crossed by the trail. Vegetation at these crossings is typical riparian or more water-loving, and includes bunchgrass, white alder, broadleaf maple, Douglas Fir, numerous fern species, California Bay, and abundant wildflowers. The water at some of these drainages (13 in late July, 1998) would have provided convenient watering holes and resting spots in the days of the pack trains. Fifteen rock-reinforced culverts along the Colfax side of the trail continue to function, passing uphill water under the trail to the river below. Culverts are not present for two major streams, Slaughter and Secret ravines, and it appears that there may never have been culverts at these locations.

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Much of the trail on the west side of the American River heads easterly, and exposure to sunlight is both south and west facing. This, along with other factors, creates an environment for Blue Oaks, more typical of the Foothill Belt (Upper Sonoran Zone). The opposite side of the canyon and other loop of the trail is on mostly north and northwest facing slopes providing a better environment for less drought tolerant plants. The eastern portion of the trail is somewhat overgrown and would benefit from brush clearing. It nevertheless appears to be in fine condition.

Traveling on the Trail The Stevens Trail is 6.19 miles in length: 3.59 miles are located on the western, Colfax side of the North Fork American River, while 2.6 miles are located on the eastern, Iowa Hill side. The trail varies in width from about 3 ½ feet to more than 7 feet: the greater width is the result of an illegal widening of about 1,000 feet of the trail in the 1970s (Auburn Journal 1978). More than 95% of the total trail observed (40,000 feet) is in excellent condition, with intact rock abutments, functioning rock-lined culverts, cut granitic faces and compacted earth embankments. Intact historic trails should exhibit just these features - operative constructed attributes of the trail which provide a kind of self-maintenance, but also are relatively free from the effects of sheet and water erosion. The trail formerly crossed the North Fork American River slightly west of Secret Ravine, but the bridge crossing has been washed away, diminishing the overall integrity of the trail.

The trailhead is at the Bureau of Land Management parking lot, and based on historic maps (e.g. USGS 1898), is located in roughly the same location as it was historically. Stevens, in transferring title to his granddaughter, noted that the trail commenced "in the town of Colfax at the Central Pacific RR crossing south of and near the round or engine house of said railroad" (Deed Book 64:142). Perhaps the trail connected with the road indicated on the historic map, or perhaps Stevens used the Nevada County Narrow Gauge now overlaid by Interstate 80, but this part of the trail's history will not be easily answered.

From the trailhead, the trail proceeds downhill adjacent to an unnamed drainage which leads to Slaughter Ravine (which interestingly is noted on historic maps as Rice's Ravine). Near this area, between two rock-lined culverts, is the first of many adjacent features which indicate the trail's use through time by homesteaders, miners, and others. The trail crosses Slaughter Ravine, and is intersected by the old miner's trail (now widened into a jeep road) which paralleled the narrow gauge. A dressed granitic block on the trail (apparently one which escaped from Cape Horn during construction), apple trees, possible garden with a large reservoir and rock features are next encountered. Remains of Gonyon's mine include two adits and numerous historic "petroglyphs". Rock features and the side trail attest to the presence of the main alignment in the early period; indeed the side trail may be a pre-1880s alignment of the Stevens Trail. The trail is relatively uniform and uneventful until it reaches the North Fork of the American River. Above Secret Ravine is a bridge footing with cable on the north side of the river. The trail on the opposite bank continues in compacted and rock-lined condition for the portion that was observed. Stevens described his trail as ending in the town of Iowa Hill near Warner's Store, and indeed it does seem to come right up into the town.

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**USDI/NPS NRHP REGISTRATION FORM
STEVENS TRAIL
PLACER COUNTY, CALIFORNIA**

The following measurements are distances from the Stevens Trail trailhead sign in Colfax. Measurements are in feet; calibrations have been rounded to the nearest six inches. Measurements were hand-measured with a wheel-trundle.

Name: Stevens Trail
Location: Colfax to North Fork of American River to Iowa Hill (portion shown: Colfax to North Fork)
Photographer: Jay Shuttleworth
Measurer: Jay Shuttleworth
Date Taken: June 2001
Negatives: 1007 Third Street #9
 Davis, CA 95616

Photographs are labeled according to the "alternate method of labeling" mentioned on page 64 of the National Register Bulletin.

Beginning Stevens Trail Marker, Colfax

<u>Feet from trailhead</u>	<u>Trail feature</u>
419 (1)	Trail begins gradual descent; blackberries line either side of the trail; black oak and ponderosa pines provide canopy
622 (2)	Trail crosses year-round tributary of Slaughter Ravine; creek is 3 inches deep and four feet wide
1007	Trail crosses seasonal creek flowing from left; trace flow visible
1095.5 (3)	Route continues descent amidst overhanging oak and pine forest
1597	To the right is historic dump (now covered); significant findings—oyster shells from early 20 th C. Colfax restaurants
1813	Creek crossing; trace flow visible
1931.5 (4)	Remarkable black oak canopy provide scenic quality and highlists excellent condition of trail
2464 (5)	Excellent grade typified from this point
2780	Crosses creek flowing from left; creek is dry

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- 3217 1969 trailmarker placed by Eric Kiel: railroad tie with "trail" soldered at top and painted yellow
- 3239 Trail appears to join with a historic logging/mining road
- 3439 (6) Brief section on historic road has not damaged trail's scenic integrity
- 3665 (7) Trail approaches significant year-round tributary of Slaughter Ravine
- 3687.5 Trail crosses above-mentioned creek; creek has two to three inches depth, is 11 feet wide
- 3729 Metal-soldered BLM trail sign indicates trail turns to right
- 3771 Trail turns to right and joins non-historic logging road (1920) (trail follows road for 1,417 feet)
- 4619 (8) Trail/road begins brief upgrade—scenic quality not damaged by road; view of railroad in upper left
- 5094.5 Trail/road crests
- 5188 (9)
to left Trail/road begins descent towards Burnt Flat; metal pole at left indicates trail continues in trees
- 5679.5 (10) Oak pine canopy covers trail once again; uniform grade resumes
- 6164.5 Steepest portion of trail begins (314 total feet in section)
- 6480 Metal-soldered BLM trail sign indicates trail turns to left
- 6772.5 (11) Historic fallen masonry from 1866 construction of Cape Horn cut of Central Pacific Railroad
- 7022 Remnants of historic, wing dam at right
- 7280 Robber's Ravine creek crossing (dry); 38 feet wide
- 7660 At left, three beams from 1950s Gonyon Mine
- 8409 Primary tunnel from Gonyon Mine at left
- 8545.5 Rock-supported portions of trail begin (first example of contributing engineering examples)

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- | | |
|--------------|---|
| 8614 (12) | Representative view of rock-supported portion of trail |
| 8735.5 (13) | At left, representative view of rock-supported portion of trail; scenic qualities and views of North Fork canyon at right |
| 9230 (14) | Representative view of restorations (1999) to rock wall supports |
| 11813 | Creek crosses trail from left (dry) |
| 12150.5 | Creek crosses trail from left; two inches deep by three feet wide |
| 12945.5 (15) | View of canyon portion of trail; another representative view of contributing rock engineering |
| (16) | View of scenic qualities of North Fork canyon |
| 13257 (17) | Representative view of sections heavily supported by rock walls |
| 13462 (18) | Creek crosses trail from left (dry); representative example of functioning rock-lined culvert |
| 13522.5 (19) | Trail maintains tremendous vistas of North Fork canyon |
| 14033 (20) | View of restorations (1999, foreground right) and historic rock supports (background left) |
| 14095 (21) | Another example of functioning rock-lined culvert; dry creek crosses trail from left |
| 14428 (22) | Example of rock wall trail support |
| 15614.5 (23) | Another example of functioning rock-lined culvert; dry creek crosses trail from left |
| 17652 | Dry creek crosses trail from left; at right are remnants of hydraulic monitor |
| 18946.5 (24) | Remnants of bridge crossing; hand-spun wire cables still evident (rebuilt summer 1901; destroyed 1914) |
| (25) | Another view of bridge piling |
| 18954 6 | Foundation for toll house is to immediate left of bridge site |

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Total distance from Colfax trailhead to river is 3.59 miles. Trail continues on opposite side of river to Iowa Hill for approximately 2.6 miles. This side of the trail is in similar condition to the Colfax portion. At the time of survey, the author did not have access to a wheel-trundle. However, the author has included several representative photographs of sections of the Iowa Hill side. Included are general descriptions of those photographs:

- (26) Continuing on the other side of the river—a representative view from trail of the Wild and Scenic North Fork American
- (27) Trail rises with a mild grade through tree canopy
- (28) Another view from trail, this time looking upstream
- (29) View of rock walls used to support much of the trail—this wall is over ten feet high and shows no loss of integrity
- (30) To avoid repetition of how the Colfax side was documented, here is another representative view of Giant Gap and a landscape free of any modern intrusions
- (31) This portion of the trail exhibits much of the original hard-packed trailbed; 130 years of travel has not resulted in a loss of integrity
- (32) As the trail reaches the trailhead and diggings in Iowa Hill, the trail winds its way through low-lying manzanita

The terminus of the trail in Iowa Hill occurs near the historic Werner's Store site in the downtown. The trail crossed the outskirts of hydraulic operations known as the Jamison Mine. Typical of the utilitarian nature of footpaths, the trail branched to numerous conclusion points in Iowa Hill. However, the primary route of travel was the section ending near Werner's Store. Werner's Store later changed its name to Smiley's Store; comparison of historic and modern maps show this trailhead to be directly to the northeast of the present Iowa Hill store.

Modern Physical Description

The Stevens Trail remains mostly undisturbed from its original historic construction. With the exception of the Robber's Ravine culverts, all rock-lined culverts remain intact. Also, all rock walls remain remarkably intact. The trail has narrowed because of gradual hillside sloughing, but this has not limited foot travel. The trail remains remarkably free of modern intrusions (Davis-King).

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Approximately 1,400 feet of the upper portion of the trail was replaced by a dirt logging road in 1920. Its location was previously discussed.

Assorted alterations to the trail occurred in 1969 when Eagle Scout candidate Eric Kiel placed three metal trail direction signs along the route. One remains today; it's location was previously discussed.

BLM officials have added a wooden trailhead sign and two metal trail signs along the route; these locations have been previously discussed.

Other manmade elements within distant view of one portion of the trail is the modern bridge replacement at Mineral Bar. This site is more than one-half mile from any portion of the Stevens Trail structure.

Deterioration due to vandalism, neglect, lack of use, and weather caused the Secret Ravine bridge to collapse in 1914. It was not rebuilt. Wading across the river is the only way to cross the North Fork today. During the summer months, the river depth near the bridge site is only a few feet high.

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8. Narrative Statement of Significance

Summary: The Stevens Trail, although not unique in California, is important as a typical example of mid-19th century pack trails in the Mother Lode, coinciding with the construction of the transcontinental railroad. The original route, consisting of an earthen trail, side-hill cuts, rock walls, and alignments, remains essentially unchanged since its construction in the mid-to-late 1860s except for the approximately 1000 feet overlain by the construction of a logging road in 1978 (*Auburn Journal*, 10 March 1978). The trail appears to be eligible for inclusion in the National Register of Historic Places (NRHP) under Criteria A and C, at the local level of significance.

Under Criterion A, the Stevens Trail was associated with communication, transportation, and trade between the communities of Colfax and Iowa Hill, as well as the transcontinental railroad at Colfax. It provided access to the placer bars on the North Fork American River and the mines along its route for over 130 years. The trail also appears to have linked several settlement sites, at least one of which was Chinese, with the community of Illinoistown/Colfax, and possibly tied to a segment of the Central Pacific Railroad at Cape Horn. The Stevens Trail was one of several such toll road/trails which crossed the North Fork American River during the latter half of the nineteenth century, and one of only two which are still in use. The other, the Michigan Bluff/Last Chance Trail, was listed on the NRHP in 1992 (Hall and Winter 1991).

Under Criterion C, the trail appears to be eligible for the NRHP for its engineering and technology characteristics. The trail was surveyed with instruments and thus is direct, even in gradient, and free of switchbacks. While other Sierran trails are evolved through use and need, the Stevens Trail is an engineered alignment. It shares with other such pack trails located in the canyons of the western Sierra Nevada certain features, such as the compacted earthen based constructed with side-hill cuts and supported at drainages and curves by dry-laid rock walls, and at steep, rocky areas by poly-coursed rock retaining walls. At least two segments of the walls are supported by metal bars set into bedrock beneath the trail, cantilevered over the river bed hundreds of feet below. Although the trail was initially laid out by John Rutherford and completed by Truman Stevens, the identity of the actual builders is unknown. Pack trails were ubiquitous in the Mother Lode and constructed by persons of various ethnicities and occupations, all in a rush to complete transportation routes between mining areas and trade centers.

Historical Context

Iowa Hill Gold was discovered in Iowa Hill before 1853, initiating a rush of prospectors and miners to the district, which also included Independence Hill, Roach Hill, Bird's Flat, Monona Flat, and Grizzly Flat. The rich placer diggings in the area caused a large, populous, and flourishing town to be established at Iowa Hill within two short years; it became the principal town in eastern Placer County. The business section of town, built of wooden structures, burned to the ground in February of 1857 but was rapidly rebuilt with better buildings, some of brick and stone.

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By 1856 the output from hydraulic and drift mining was as high as \$100,000 per week (Clark 1970:67), with the principal tunnel diggings located above town and at Roach Hill and Monona Flat. The most productive mines, however, were the hydraulic mines at Iowa Hill: the Jamieson and North Star claims. The town, situated at the top of the Iowa Hill Divide, was rapidly undermined by hydraulicking which consumed vast acreages of ground from both sides as the monitors reached ever farther up the hillsides (Steele, Bull, and Houston 1861:44).

The first commercial access road to Iowa Hill was completed under the supervision of Charles Rice, who constructed a toll road from Illinoistown to Iowa Hill in the mid-1850s. Known as the Mineral Bar Turnpike Company, rates of toll were set for the road by the Placer County Board of Supervisors in 1857, varying from 25 cents for a man on foot to \$6.50 for six yoke of cattle and a wagon (Placer County Board of Supervisors Minute Book A:324). Cost of construction of this road was estimated to be between \$60,000 and \$75,000, but it paid a reasonable profit by dint of being the only access for travel and freighting from Sacramento and other places below to Iowa Hill and all the rich mineral region between the North Fork American River and Shirt Tail Canyon (Steele, Bull, and Houston 1861:52).

One of the best known of the early writers of California, Bayard Taylor, whose narrative description of the Gold Rush, *El Dorado*, remains one of the more important accounts of the first years of that event, returned in 1859 on a lecture tour and revisited several of the places he once knew. On his way to Forest Hill to deliver a talk, he traversed the North Fork American River canyon to Iowa Hill over the Mineral Bar Road and described the trip and the community thusly:

Regaining the summit on the southern side (from Bear Creek), we found a rolling country, ruder and more broken than that we had passed through, and in half an hour more reached a large mining camp, called Illinoistown (Colfax). It was eleven o'clock, and we determined to push on to Iowa Hill, eight or nine miles further, for dinner. As we approached the North Fork of the American, a far grander chasm than any we had yet encountered yawned before us. The earth fell sheer away to an unknown depth (for the bottom was invisible), while a mighty mountain wall, blue with the heated haze of noonday, rose beyond, leaning against the sky. Far to the east, a vision of still deeper gorges, overhung by Alpine peaks, glimmered through the motionless air. We had an uninterrupted descent of two miles, and a climb of equal length on a road hacked with infinite labor along the sides of the steeps, and necessarily so narrow that there were but few points where vehicles could pass. It was not long before we arrived at a pitch so abrupt that the horses, with all their good-will, could not hold back; we alighted and walked, enjoying the giddy views into the abyss, which enlarged with every turn of the road. The muddy river was already in sight, and the bottom seemed not far distant, when three heavy teams emerged from around a corner, dragging their slow length up the height. Our driver selected the widest part of the road, drove to the edge, and ran his near wheels into the outside rut, where they held firm, while the off portion of the vehicle dropped over the edge, and remained thus, half-suspended. There was barely

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space for the teams to graze past. We reached the bottom with tottering knees, and faces plastered with a thick mixture of dust and sweat.

The bridge-toll was two dollars—which, however, included a contribution for keeping the road in good repair, and was really not exorbitant. The road itself, considering the youth of the country, is a marvel. We found the ascent very tedious, as the horses were obliged to stop every fifty yards, and regain their wind. But all things have an end; and at two o'clock, hot, dusty, and hungry, we drove into Iowa Hill.

This was formerly a very flourishing mining town, but has of late fallen off considerably, on account of some of the richest leads giving out. In spite of a broad, planked street, hotels, express offices, and stores, it has rather a dilapidated appearance... [Taylor 1951:91-92].

Two years later, in 1861, when the compilers of the Placer County Directory visited Iowa Hill, they made no mention of its deterioration. At that time the town boasted:

three large grocery stores, four hotels, five drygoods and clothing stores, one fancy store, three variety stores, one brewery and soda factory, two hardware and tinware stores, and two butcher shops; besides the usual number of bowling alleys, billiard, and lager beer saloons. Iowa Hill also has a splendid Catholic Church building, a Methodist Church edifice, a Masonic Lodge, and a lodge of the I.O. of O.F.'s; also a public school, and a theatre [Steele, Bull, and Houston 1861:44].

By 1880 more than \$20 million had been produced from the district and hydraulic mining continued until 1884, when the Sawyer Decision rendered hydraulic mining untenable on the Iowa Hill Divide. Drift mining continued through the early 1900s, however, with another small boom again in the Depression years. Most of the remaining town was destroyed by fire in the early 1920s and never rebuilt (Clark 1970:67; Parker 1995:31).

Colfax Westerly, across the canyon of the North Fork American River, was another Gold Rush-era mining community, known variously as Alder Grove, Upper Corral, and Illinoistown. Although never very productive in terms of mining and lacking any rich developments, the settlement was destined for greater things. Alder Grove, located at the site of the present town of Colfax, was founded in 1849 and by 1851, when it was called Illinoistown, it had become such an important distribution center for mining camp supplies that it was rivaled only by Auburn as the business and trade center of the county. Trading primarily in lumber and miners' supplies, materials were brought in wagons to the town, which were then loaded onto pack mules to be carried over narrow mountain trails, and later wider toll roads, to outlying mining camps and settlements. By 1852 an orchard was producing in Illinoistown and two steam sawmills were cutting lumber for mines and towns in the foothills. "At that time Illinoistown was considered the 'head of wagon navigation,' from which to the mines on the rivers, and between the North Fork and

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Shirt Tail, all the supplies of the inhabitants had to be packed on the backs of mules" (Steele, Bull, and Houston 1861:53).

This booming settlement, however, was soon to be transformed forever by the arrival of the Central Pacific Railroad in September 1865. Building eastward from Sacramento to meet the Union Pacific Railroad at Promontory Point in Utah in 1869, construction of the railroad dramatically enhanced the economy and development at every station and depot along its line and Illinoistown was quickly subsumed. The new town that sprang up around the depot and trackage was named Colfax by Governor Leland Stanford, to honor the United States Speaker of the House of Representatives, Schuyler Colfax, during his visit to the area. Businesses from Alder Grove and Illinoistown were quickly relocated to the newly laid out town and Colfax bustled with activity as an important construction supply depot and stage connection stop (Maniery et al. 1996:4-5).

At the same time, mining provided another boost to the economy. Rich quartz veins were discovered less than two miles east of town in the 1860s, and the resulting district known as the Colfax Mining District, which before had consisted primarily of placer mining deposits along the nearby Yuba, Bear, and American rivers, boasted several important hard rock mines. Considerable mining continued in the district through the early 1900s, with small-scale placer mining continuing until the present (Clark 1970:38).

Much of this center of trade and head of navigation for central Placer County was consumed by fire in the late 1870s, but, by the early 1880s, Colfax had mostly been rebuilt. New businesses opened to serve both the growing population and the east-bound travelers. At the same time, fruit production began developing throughout the foothills of Placer County, with produce such as grapes, prunes, and pears shipped from Colfax. The town's economic base and population continued to be tied to the railroad until recent times, rising and falling with railroad activity. The roundhouse closed permanently in 1949, although the passenger and freight depot continues to serve customers. Colfax today is expanding rapidly, with many commuters traveling daily to Sacramento and other points to the west, and a major multimodal transportation facility is scheduled for completion in the near future (Maniery et al. 1996:5-6).

Stevens Trail Evidently with an eye to the future and the impending importance of a railroad connection for trade with isolated local communities, John Rutherford began construction of a toll pack trail between the communities. Construction of the trail was apparently undertaken to provide an alternative route to pack trains and travelers who had complained about the high rates of toll on the Mineral Bar Road, to provide a relatively direct and effortless route between the two communities, and to take advantage of the increased trade in supplies and produce anticipated with the completion of the transcontinental railroad.

Two other documented toll roads had been completed across the North Fork American River by 1861: Charles Rice's Mineral Bar route between Colfax and Iowa Hill (south of Stevens Trail) and Ford's trail between Iowa Hill and Gold Run. Nine other turnpikes and two other bridges, across Bear River and the Middle Fork of the American River, had also been constructed (Doolittle 1868; Steele, Bull, and Houston 1861:37). By 1887 two other trails were completed in the area: the Colfax to Forest Hill toll road and the Dutch Flat to Humbug Bar and Damascus trail

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(USGS 1910). When the Placer County Board of Supervisors established toll rates on commercial toll roads in the county in 1895, only five remained: the Auburn, El Dorado, and Forest Hill Toll Road; Auburn and Yankee Jim's Toll Road; Colfax and Forest Hill Commercial Toll Road; Truckee and Tahoe Turnpike Road; and the Colfax and Iowa Hill Toll Road (Placer County Board of Supervisors Minute Book G).

Constructed as a pack trail and trade route, the Stevens Trail also served as an important link between mines and river bar placering, as well as the cabins of prospectors and miners along its route. The Gonyon mine, a placer drift mine located in 1933 (Placer County Mining Locations Book 2:232-233), is a conspicuous feature of the present landscape, while at Secret Ravine, across a drainage from the Stevens Trail bridge abutments over the North Fork American River, two abandoned miner's cabins and associated artifacts were extant as recently as 15 years ago (Bob Calendar, personal communication 1998). Both areas of mining activity were depicted on an economic mineral map of the area as recently as the early 1960s, as well as other mines and prospects at Burnt Flat and on the river channel (Chandra 1961).

The trail also provided access to at least three areas of settlement activity located on or near Burnt Flat below Cape Horn, as well as a residential site near its trailhead. The residential site is covered by an extensive area of *Vinca major*, a domestic trash scatter dating from the latter half of the 19th century, and the rock footings of a cabin foundation. Farther along the trail, beneath Cape Horn, an apparent Chinese camp on Burnt Flat was identified and recorded as the result of an archaeological survey conducted in 1978 (Peak and Gerry 1978). Another site, which includes an earthen-bermed reservoir, with partial rock facing, associated structure pads, and an apple tree, was identified easterly from the flat and may have been constructed by early-day placer miners for ground sluicing or box sluicing the gravels below. A fourth settlement area was identified on the north side of the Stevens Trail and consisted of at least two structure pads, associated hearths, a cellar depression, artifacts, and a well-constructed trail which coursed westward towards Cape Horn.

Although Chinese artifacts were identified only on the Burnt Flat site (Peak and Gerry 1978), it appears probable that both the other sites in the vicinity were occupied by Chinese miners, as several hundred of them were working in the North Fork American River Canyon during the 1850s and 1860s (Norm Wilson, personal communication 1998). It is also possible, given the proximity of the sites to the Cape Horn segment of the transcontinental railroad constructed by Chinese between September 1865 and July 1866, that the sites could have been occupied by Chinese railroad workers, or at least that there was some communication between the two. Parker (1995) observed that Stevens most likely hired Chinese workers to construct his trail, although no archival or archaeological evidence of this was located.

The history of the trail after its acquisition by Truman A. Stevens is largely undocumented, but toll was evidently taken on the trail almost continuously from its construction until ca. 1900. One of the few published accounts of the trail was written by a reporter for the *Colfax Sentinel* in 1893, who compared it favorably to the Mineral Bar Road. Entitled "A Trip to Iowa Hill," the columnist graphically described the two routes, noting that he had traveled every road in Placer County except the famous Colfax-Iowa Hill [Mineral Bar] toll road, "...of which we had heard so much

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in our boyhood days.” The tight curves and narrowness of the road were even more difficult at that time, and the author mentioned that they were very thankful to have gone over it in the daytime and on horseback. He also complained about the toll at Mineral Bar Bridge and lamented that it was completely out of line with that on the Forest Hill Road and tending to greatly decrease commerce between Colfax and Iowa Hill. On his return trip, the author took Stevens Trail and “found this trail to have a good grade, and if ever made into a road would bring Colfax and Iowa Hill much nearer” (*Colfax Sentinel*, September 29, 1893, 3:6, as recounted by Gerry 1979).

Although the trail was touted as being “discovered” by a Boy Scout in 1969, it had seen continuous use by miners and hikers since its abandonment as a toll route; it was well-maintained, although the bridge across the North Fork American River disappeared many years ago.

In 1992 the Trust for Public Land, a national non-profit land conservation organization, and the U. S. Bureau of Land Management purchased nearly 260 acres surrounding the historic Stevens Trail, the successful culmination of more than two years of negotiations between representatives of the Trust and Colfax-American Venture, the landowners. The property includes the Stevens Trail trailhead, a substantial portion of the trail, and the property essential to preserving the viewshed of the Wild and Scenic section of the North Fork American River. For over 130 years the Stevens Trail has provided access and a spectacular hike or trail ride into this stretch of the river, thus preserving not only the integrity of a historical resource, but also ensuring the continuation of an important recreational opportunity.

The construction of franchised toll routes provided the basis for American-style commerce in the Sierra Nevada. Without trails and roads, commerce could not occur. Without expensive construction, the roads could not be built, and thus it became quite common for road companies to extract a toll from the travelers. Of the several trails and toll roads constructed in the North Fork American River canyon in the mid-nineteenth century, only the Michigan Bluff/Last Chance Trail and the Stevens Trail appear to retain any integrity. The Stevens Trail is also the only extant trail of the three which originally traversed the steep canyon to Iowa Hill during its boom years. The earliest route between Iowa Hill and Colfax, the Mineral Bar toll road, has largely been overlain by a modern road, while the other trails have been overgrown and allowed to deteriorate and are impassable (Bob Calendar, personal communication 1998). The Stevens Trail, however, appears to retain its location, design, setting, materials, workmanship, feeling, and association to a limited degree.

Many notable professionals regard Stevens Trail as a structure worthy of historical preservation. Former Tahoe National Forest historian, archaeologist, and Northern California trails expert Hank Meals offers these remarks about Stevens Trail: “As far as historical integrity goes, this is one of the best trails in the foothill region.”^a Gordon Ainsleigh, founder of the international Western States 100-mile trail run, remarked that “The Stevens Trail is probably the most spectacular attractions we have.”^b *Sacramento Bee* Outdoors Writer Gary Voet noted that “The route of the entire trail is virtually free of modern intrusions and presents the trail user with an authentically historic landscape.”^c In May 1999, nationally-distributed *Sunset* magazine rated Stevens Trail as one of eight significant historic hikes in California.^d In 1992 Tahoe National Forest historian David Byrd made important comments about Stevens Trail in his

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TNF report, "Roads and Trails in the Tahoe National Forest: A Contextual History, 1840-1940."⁸ Byrd called Stevens Trail notable and compared it to the much-lauded Western States Trail. Such an inclusion in a TNF report is significant considering Stevens Trail does not exist on Tahoe National Forest lands.

Stevens is the best example of a surviving, historically-relevant, and intelligently-engineering foot and horse path. To strengthen the significance of Stevens Trail's remarkable state of preservation, consider comments by Northern California trails author Jeffrey Schaffer. He remarked that almost all similar nineteenth-century trails have disappeared: "If you still decide to explore these elevations, then be prepared to find only a small fraction of their trails in existence." Referring to the long-lost northern portion of the Green Valley trail, Schaffer made this sweeping statement of gold-era routes: "Like virtually all of the old, utilitarian trails that are so typical of the western Sierra canyon country, it is uncomfortably steep. Furthermore, this trail, like so many others, is unmaintained, and it dies out before reaching the river. . . New roads plus logging operations have taken their toll of trails."⁹

Stevens Trail is historically significant for its ability to stand as a remarkable case-study example of the numerous nineteenth-century mining trails of California. It does possess representative qualities associated with rural 19th-century footpaths.

From its completion in 1871 until 1906, the trail served as the most important foot and horse path for Iowa Hill residents traveling to the railroad. The remarkable engineering of the trail allowed the route to cling to some of the most precarious and awe-inspiring canyons of the North Fork of the American River. Despite the deterioration and eventual loss of the suspension bridge at Secret Ravine in 1914, Stevens Trail retains much of its original historic qualities. Its uniquely remote location adds to its historic setting – it provides the best access point to the federally-designated Wild and Scenic North Fork of the American River.

Stevens Trail is remarkable for its distinctive engineering qualities. As mining communities emerged in the Sierran landscape, entrepreneurs built routes to these locations with two things in mind: 1) build the route as quickly as possible to have it open during as much of the flush period of the boom town, and 2) to facilitate a quick completion, the route must be built as directly as possible between the two points—using steep grades or switchbacks whenever necessary. Placer County trails like Euchre Bar, Green Valley, Mumford Bar, Rice's Grade, and sections of the Western States Trail all fit this description. However, Stevens Trail's engineering is remarkably unique.

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The following American River gold rush trails are considered significant by author and former Tahoe National Forest archaeologist and historian Hank Meals. None of them match Stevens Trail's unique combination of preservation, historic value, engineering quality, and significance for connecting two viable communities. Consider some of Meals' statistics:

<u>Trail</u>	<u>Engineering qualities</u>	<u>State of trail preservation</u>	<u>Trailhead accessibility</u>
<u>Stevens Trail</u> Iowa Hill to Colfax	no switchbacks, descends 1,100 feet in 3.6 miles (averages 6% grade)	No significant problems	year-round from paved roads
<u>Euchre Bar Trail</u> Iron Point peak to North Fork American.	relies heavily on switchbacks; descends 1,600 feet in 2 miles. ^g (averages 15% grade)	Much of upper portion is eroded.	9-months from dirt roads.
<u>Mumford Bar Trail</u> Former townsite of Westville to Sawtooth Ridge.	almost entirely switchbacks; descends 2,720 feet in four miles. ^h (averages 13% grade)	Sawtooth Ridge trailhead has been obliterated by logging.	6-months from dirt roads—4wd may be needed.
<u>Green Valley Trail</u> Moody Ridge trail network to Iowa Hill Road.	almost entirely switchbacks; descends 2,400 feet in 3.5 miles (averages 13% grade)	Moody Ridge trailhead is unmaintained.	6-months from dirt roads—4wd may be needed.
<u>Italian Bar Trail</u> Humbug Road to North Fork American.	descends 2,300 feet in 3.8 miles (averages 11% grade)	Upper portion has been heavily logged.	5-months from dirt roads—4wd may be needed.
<u>Sailor Flat Trail</u> Sailor Flat to North Fork American	almost entirely switchbacks; descends 3,120 feet in five miles (averages 12% grade)	Upper portion has been heavily logged	5-months from dirt roads—4wd is required.

Fifty-two years after the completion of Stevens Trail, enigmatic aviator Lyman Gilmore described the route (which had received no recent maintenance). In spring of 1923, Gilmore said:

The Stevens Trail, as it is today, represents some wonderful work done by the old timers. It is a trail having a uniform grade of 5 to 8 and not to exceed 10 per cent maximum grade, and averages 5 to 6 feet wide. The walls are well-built and . . . the bed of the trail is well preserved in most places.ⁱ

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The significance of such a broadly- graded nineteenth-century toll trail is evident when it is compared to other toll-roads and trails of the area. In 1923, Iowa Hill resident Harold Henderson described Rice's Grade. Rice's Grade was famous for its climb in and out of the North Fork canyon. Completed in 1853, the mile-long ascent to Iowa Hill averaged 20% in grade—the steepest portions were 29%. To demonstrate the near impassibility of this route to practical foot or horse travel, Henderson recounted an episode when a horse died on Rice's Grade:

Last week a prominent cattleman of Placer County lost a fine saddle horse on the Iowa Hill grade. The horse, saddled and bridled, but without a rider, plunged headlong over a high precipice near the American River. Stories differ as to just how the accident occurred . . . a third option, which seems highly probable, is that the case is purely one of suicide, and that the horse, after gazing at the almost vertical road before him, just naturally became discouraged. Those who have been over the road will know that we are making no attempt at humor. . . .¹

During its period of historical use, Stevens Trail travelers frequently commented on its practical construction. In fall 1875, one observer noted that the trail was well-known for its "light grades and no curves that will interfere with rapid travel."^k A correspondent in fall 1878 said that "the trail is over a comparatively level grade, and is always in first class condition, and there is never any dust there."^l

Efforts to build and maintain Stevens Trail offer a significant glimpse of the lengths rural California residents' would go to to improve their physical and social isolation. As a well-formed stock company stalled in its attempts to improve the route, working class residents vocalized their eagerness to volunteer in the construction. As almost all modes of transportation in the gold fields were started by wealthy individuals, Stevens Trail witnessed unusual episodes of volunteerism.

In December 1887, one observer noted that "poor men and men of family, many of them dependent on their daily wages, have offered, I am told, to grade from two to ten rods each of the contemplated news road over Stevens Trail."^m

In January 1888, one Iowa Hill correspondent covering construction plans noted, "So anxious are the people of this divide for the new road that many have offered to grade from 5 to 10 rods each, and others to give one or two weeks' labor without charge."ⁿ

Period of Significance

Stevens Trail was the most important foot and horse path connecting Iowa Hill and Colfax from 1871 to 1906. Carriers for the rural star mail delivery route serving Iowa Hill used the toll route from 1877 to 1887. Iowa Hill residents used the trail in a diminished fashion until 1914 when the bridge at Secret Ravine collapsed and was never repaired.

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Integrity

The trail's integrity is the most compelling consideration for the trail's inclusion on the National Register. It's integrity is arguably undiminished since its period of historic use. The loss of the bridge is an obvious detractor from its integrity, but the trail has remained untouched in two key ways: the actual trail nor its physical location has been compromised.

1) The Stevens Trail has been only slightly altered in its 130-year history. Placer County work teams cut a road over 1,300 feet of the upper portion of the trail in the late between the end of World War II and 1920. This road did widen the trail, but it remained a dirt road and was never improved. As was demonstrated in the physical description of the trail, this modern improvement did not diminish the historic and wild feel of the trail.

The trail is also in remarkably good condition. Thoughtful engineering has allowed the trail to withstand travelers and weather without any significant damage to the trail. As mentioned in the physical description, two sections of the trail have been rebuilt—by Alan Shuttleworth in 1997 and 1998. However, these sections were reconstructed in a way to mimic previous engineering styles; the appearance and strength of the trail are not compromised.

2) Folsom archaeologist Dean Decker argues that the physical appearance of Stevens Trail is better than it was during its time of historic use. Because much of the landscape was denuded for its timber, the rural feel of the area has been enhanced by tree regrowth.

Uniqueness

Stevens Trail is among only a few known toll trails in Northern California. The route remains significant because it was never upgraded to accommodate evolving modes of travel. It has retained its rural and simplistic feel. The majority of similar toll trails in Northern California fell into disrepair after the trails' period of significance lapsed. Overgrowth or erosion of these trails signaled the loss of the public's knowledge of their physical location. Stevens Trail has not experienced these problems.

Stevens Trail seems frozen in time—its soaring vistas of the American River canyon are unspoiled. With the exception of modern hiking apparel, a visitor on the Stevens Trail could easily imagine a wild landscape of one hundred years ago.

Even the mighty Last Chance to Michigan Bluff section of the Western States Trail (National Register, 1991) has been somewhat diminished by modern repairs, logging spurs, and preventative earthen berms. Stevens Trail has none of these characteristics. While the sheer size of the Western States trail is not comparable to the relatively short Stevens, it cannot match its tremendous state of preservation.

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^a Hank Meals, *Yuba Trails 2* (Nevada City: Hank Meals, 2001), 221.

^b *Sacramento Bee*, February 22, 1996.

^c *Sacramento Bee*, October 22, 1997.

^d *Sunset*, May 1999, 122.

^e David S. Byrd, *Roads and Trail in the Tahoe National Forest: A Contextual History, 1840-1940* (Tahoe National Forest: 1992), 18.

^f Jeffrey P. Schaffer, *The Tahoe Sierra: A Natural History Guide to 106 Hikes in the Northern Sierra* (Berkeley: Wilderness Press, 1987), 111.

^g Meals, 215-216.

^h Meals, 214.

ⁱ *Colfax Record*, March 16, 1923; 6,3-4

^j *Colfax Record*, May 15, 1923; 1,1

^k *Placer Argus*, December 4, 1875; 3,2

^l *Placer Argus*, November 9, 1878

^m *Placer Herald*, December 3, 1887

ⁿ *Placer Republican*, January 4, 1888

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var. Deed Books

var. Land Claim Books

var. Road Record Books

var. Court Case Books

var. Mining Claim Books

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10. Geographical Data

UTM references (Zone 10, Foresthill 7.5' 1949, Photorevised 1973 and the Colfax 7.5' 1949, Photorevised 1973) are as follows:

Western end of Stevens Trail (Trailhead), 2380' amsl: 677539 Easting 4330277 Northing
Robbers Ravine Trail Crossing, 2181' amsl: 678972 Easting 4330920 Northing
Bridge crossing west of Secret Ravine, 1200' amsl: 681591 Easting 4331638 Northing
Ascent to Iowa Hill, 1680' amsl: 682920 Easting 4331562 Northing
Connection with road into Iowa Hill, 2800' amsl: 685068 Easting 4330903 Northing

Verbal Boundary Description The Stevens Trail is a linear corridor approximately 7.1 miles in length. The boundary for the nomination is considered to be the top of cuts on the uphill bank to the bottom of the fill or rock alignment on the down slope berm, which varies from 8 feet to 25 feet in width. The width of the trail in most locations is 4-7 feet, and slight sloughing of the uphill soils onto the trail surface has decreased the measurable width in areas by about one foot.^o

The Colfax trailhead of the Stevens Trail occurred at Stevens' Livery Stables. The livery stables existed across the street from the historic and modern location of the Colfax Elementary School. The trail crossed the historic Nevada County Narrow Gauge Railroad, turned left and ran parallel to the south of the NCSRR tracks. After ¼ mile, the route turned right through two stone pillars and soon connects with the present location of the trailhead.

However, the construction of Interstate 80 in the early 1960s rendered this .75 miles of trail inappropriate for public use because of the problems associated with crossing a highway.

For the purposes of this nomination, the nomination recommends the inclusion of the more practical trailhead currently maintained by the BLM. This present trailhead is located .75 miles from the historic site at the north end of Canyon Way in Colfax.

The Iowa Hill trailhead occurs at the present location of the Iowa Hill store. Historic newspaper accounts place the start of the trail at "Werner's Store." This store later became known as "Smiley's Store." Included is a map sketched from the recollection of a former resident of Iowa Hill – Michael Gleeson. He sketched it in 1986; it diagrammed the location of residences and businesses relevant to 1906 as he recalled it.

The approximate acreage of the trail, based on calculations performed by Maptech 1.0 (a digital mapping program), equals 17.19 acres. Acreage was further calculated at 18,500 linear feet on the western trail plus 19,000 linear feet on the Iowa Hill side, multiplied by 20 feet as an average width of the trail including construction features, divided by 43,560 which is the number of square feet in one acre. The total area then is about 750,000 square feet, equalling 17.2 acres.

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The trail is depicted on the Colfax Quadrangle Sheet of the United States Geological Survey, with a survey date of 1885-1887, Edition 1898. Starting near Colfax in Township 15 North, Range 9 East, in the northwest ¼ of the southwest ¼ of Section 35, Mt. Diablo Base & Meridian, the trail remains in that township through Section 36. It continues into Township 15 North, Range 10 East, in Sections 30, 29, 32, reaching Iowa Hill in the Northwest ¼ of Section 33.

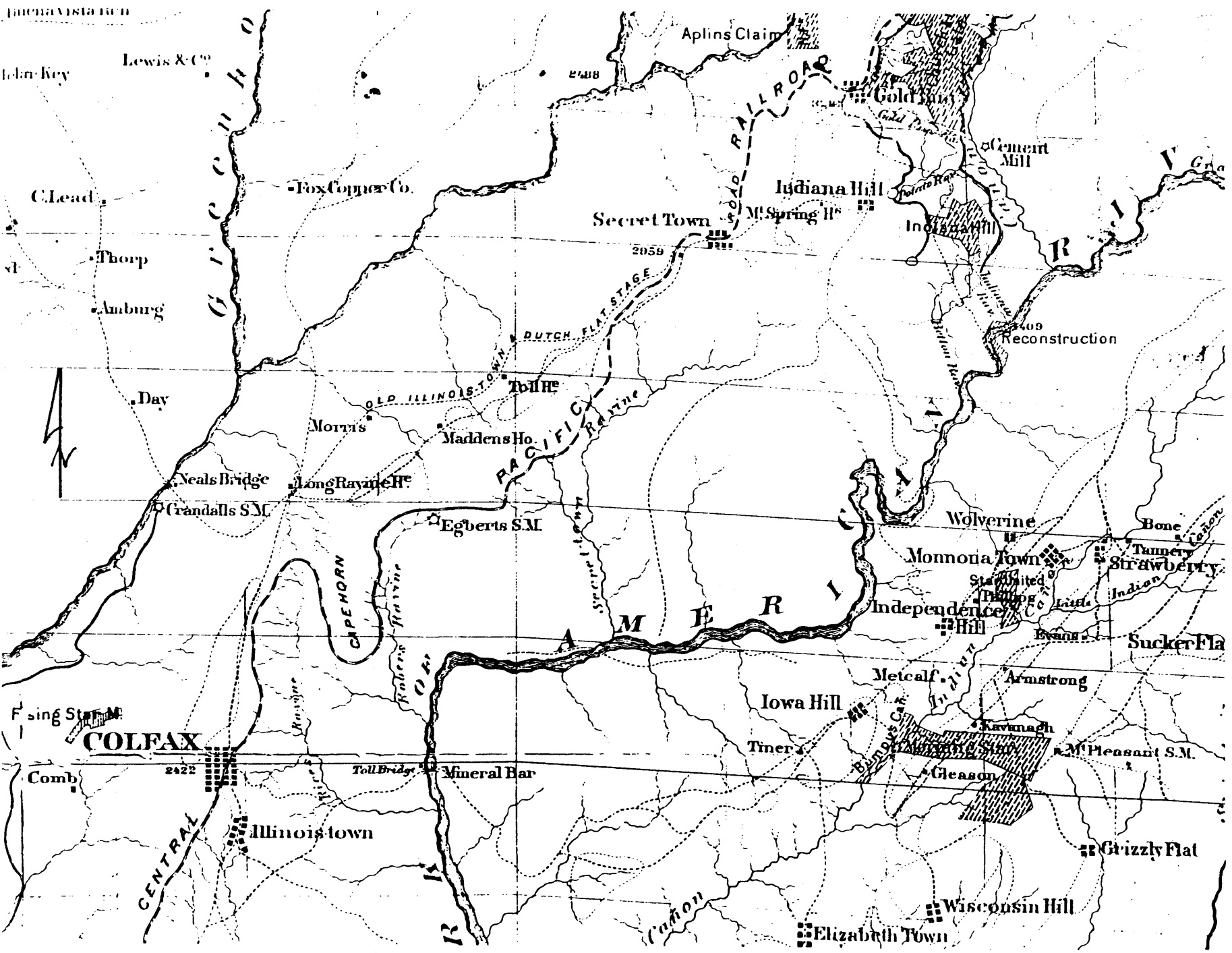
Most of the lands of the Stevens Trail are held in public ownership and administered by the Bureau of Land Management, Folsom Resource Area. The currently used trail on the western side of the river passes through one parcel of privately owned land; the eastern segment of the trail passes through several parcels of private land.

Boundary Justification: The property's western (Colfax) boundary corresponds within 100 feet or so to the trail as depicted on historic maps, and the eastern (Iowa Hill) boundary is defined based also on the historic boundary. These two points, connected for about seven miles, encompass the resource on the uphill, downslope, and linear extent; with few exceptions, these have not changed since the time of the property's period of significance. Additionally, all of the trail-specific features identified in the field are included in the boundary along with observed historic land alteration (borrow areas for trail construction) and historic landscape features.

While the setting of the trail beneath Cape Horn and overlooking the North Fork American River canyon has tremendous integrity, it was not considered to be exclusively related to the Stevens Trail, and so therefore was not included in the boundary definition. Also excluded from the boundary definition are those resources, such as archaeological sites and secondary trails, which are related to, but separate from the trail proper. No trail-specific archaeological deposits or artifacts were observed.

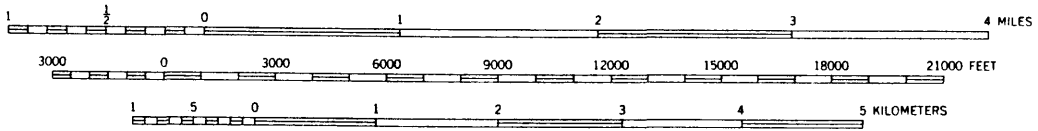
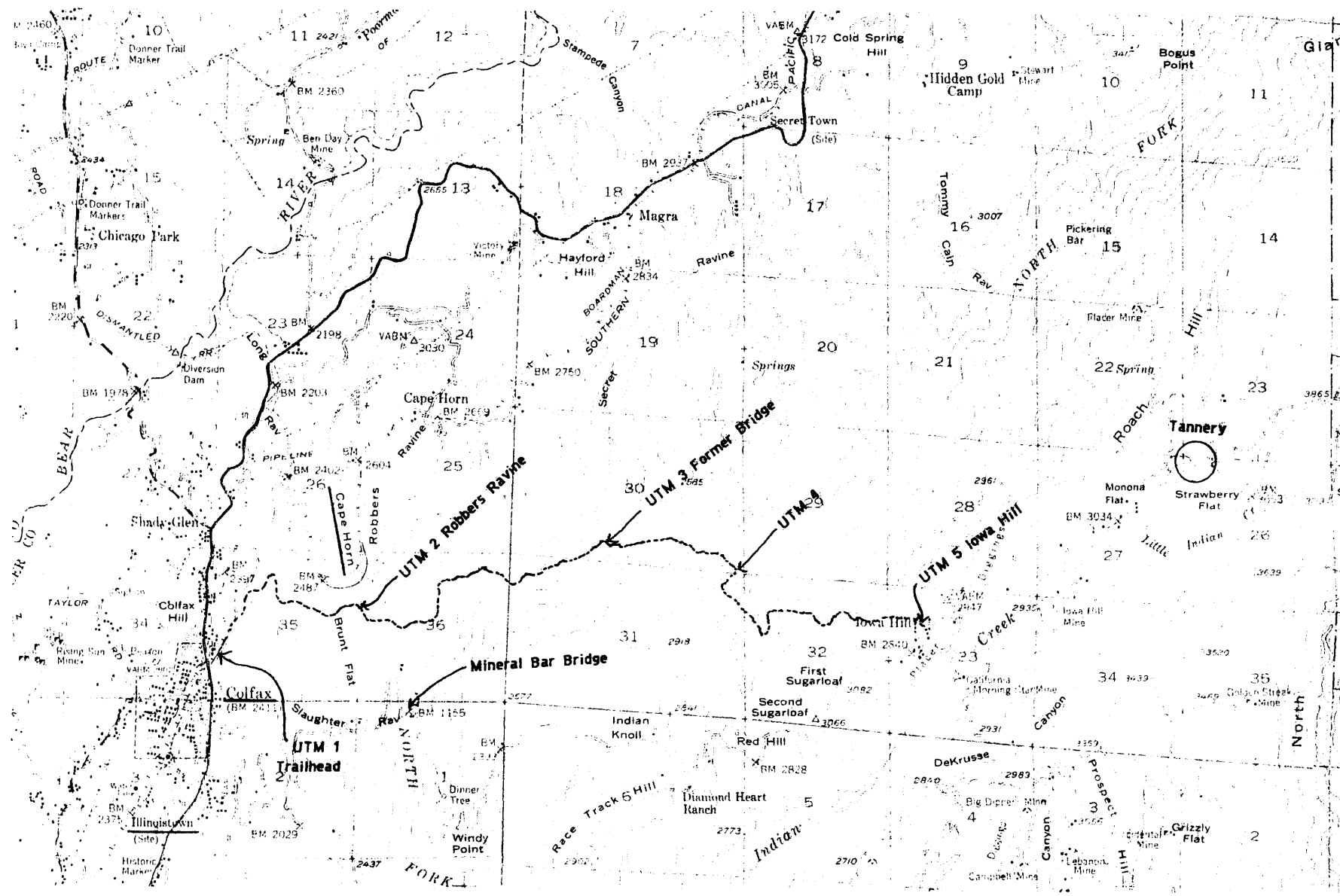
J. D. Whitney

1873 Map of the Tertiary Auriferous Gravel Deposits Lying Between the Middle Fork of the American and the Middle Yuba Rivers, Scale 1 mile to 1 inch.

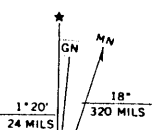


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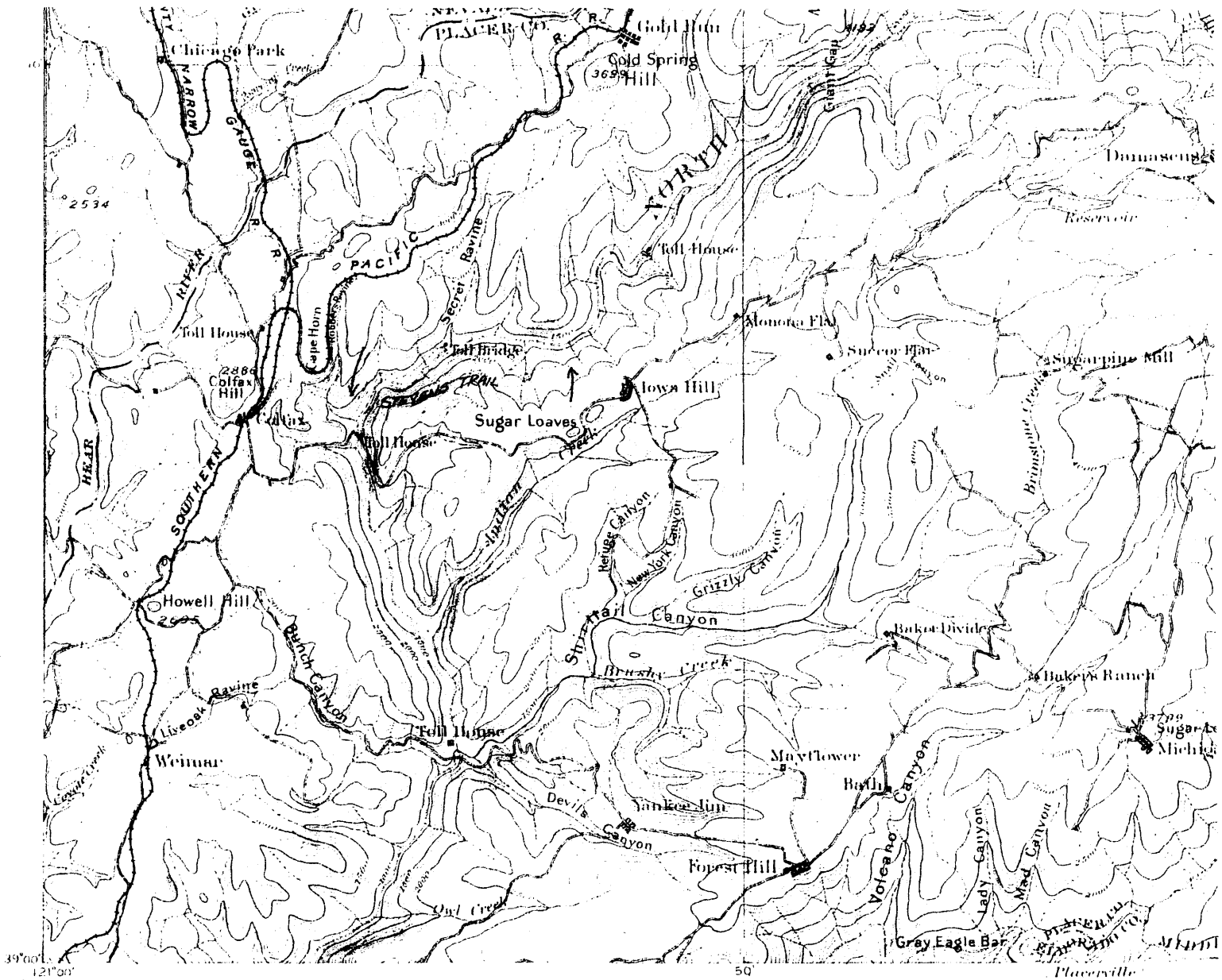
United States Geological Survey
 1950 Colfax, California 15 minute series Quadrangle (portion)



CONTOUR INTERVAL 80 FEET
 DATUM IS MEAN SEA LEVEL



UTM GRID AND 1950 MAGNETIC NORTH
 DECLINATION AT CENTER OF SHEET



39°00' N
 121°00' W

Henry Gannett, Chief Topographer.
 A. H. Thompson, Geographer in charge.
 Triangulation by H. M. Wilson.
 Topography by H. M. Wilson and A. F. Dunnington.
 Surveyed in 1885-6-7

