

---

National Park Service  
Cultural Landscapes Inventory  
2017



Howland Hill Road  
Jedediah Smith Redwoods State Park  
Redwood National and State Parks

---





**DEPARTMENT OF PARKS AND RECREATION  
OFFICE OF HISTORIC PRESERVATION**

Lisa Ann L. Mangat, *Director*

Julianne Polanco, State Historic Preservation Officer  
1725 23rd Street, Suite 100, Sacramento, CA 95816-7100  
Telephone: (916) 445-7000 FAX: (916) 445-7053  
calshpo.ohp@parks.ca.gov www.ohp.parks.ca.gov

March 14, 2018

In reply to: NPS\_2018\_0205\_001

Kevin McCardle  
Historic Landscape Architect  
Redwood National Park  
121200 Highway 101  
PO Box 7  
Orick, CA 95555

**RE: Section 110 NHPA Compliance, Determination of Eligibility—Howland Hill Road Landscapes**

Dear Mr. McCardle:

The Office of Historic Preservation has been asked to review a determination of eligibility of the above identified property, prepared as a Cultural Landscape Inventory, per Section 110 of the National Historic Preservation Act.

This office concurs with the NPS review of the Howland Hill Road Landscapes. The property appears eligible for the National Register of Historic Places under Criterion A at the state level of significance, with a period of significance from 1887 to 1949. The cultural landscape of Howland Hill Road includes natural systems and features, reflecting its origins as a road for slow-moving wagons and early automobiles. The road is a gravel surfaced two way road of variable width, with connected hiking trails. There is only one contributing structure, the Jack Breen Bridge. A plaque dedicated to Jesse Metcalf in 1942 is a contributing object. The Cultural Landscape Inventory documents the significance and integrity of the property in detail.

If you have any questions about our assessment of this document, please contact William Burg of my staff at (916) 445-7004 or [william.burg@parks.ca.gov](mailto:william.burg@parks.ca.gov).

Sincerely,

Julianne Polanco  
State Historic Preservation Officer  
California Office of Historic Preservation



## Table of Contents

Inventory Unit Summary & Site Plan	
Inventory Unit Description .....	2
Site Map.....	3
Property Level, CLI Number, Park Information.....	4
CLI Hierarchy Description .....	4
Concurrence Status	
Inventory Status .....	4
Concurrence Status .....	4
Geographic Information and Location Map	
Inventory Unit Boundary Description .....	5
State and County .....	5
Size.....	5
Boundary UTM's .....	5
Location Map.....	6
Management Information	
General Management Information.....	7
Adjacent Lands Information .....	7
National Register Information	
Existing National Register Status .....	8
National Register Eligibility .....	8
Period of Significance.....	8
Area of Significance .....	8
NRIS Information .....	8
Statement of Significance .....	9
National Historic Landmark Information .....	10
World Heritage Site Information .....	10
Chronology & Physical History	
Cultural Landscape Type and Use .....	10
Current and Historic Names.....	10
Chronology .....	11
Physical History.....	13
Analysis and Evaluation of Integrity	
Summary .....	33
Natural Systems and Features.....	34
Spatial Organization.....	37
Land Use .....	38
Circulation .....	38
Views and Vistas .....	45
Buildings and Structures .....	45
Small Scale Features.....	50
Vegetation.....	53
Archeological Sites.....	56
Condition	
Condition Assessment and Impacts .....	58
Treatment.....	60

Bibliography and Supplemental Information

Bibliography .....	61
Supplemental Information .....	65
Appendix A:	
California Department of Parks and Recreation Site Record Form (DPR 523A)	

## **Inventory Unit Summary & Site Plan**

### **The Cultural Landscapes Inventory Overview:**

#### Purpose and Goals of the CLI

The Cultural Landscapes Inventory (CLI), a comprehensive inventory of all cultural landscapes in the national park system, is one of the most ambitious initiatives of the National Park Service (NPS) Park Cultural Landscapes Program. The CLI is an evaluated inventory of all landscapes having historical significance that are listed on or eligible for listing on the National Register of Historic Places, or are otherwise managed as cultural resources through a public planning process and in which the NPS has or plans to acquire any legal interest. The CLI identifies and documents each landscape's location, size, physical development, condition, landscape characteristics, character-defining features, as well as other valuable information useful to park management. Cultural landscapes become approved CLIs when concurrence with the findings is obtained from the park superintendent and all required data fields are entered into a national database. In addition, for landscapes that are not currently listed on the National Register and/or do not have adequate documentation; concurrence is required from the State Historic Preservation Officer or the Keeper of the National Register.

The CLI, like the List of Classified Structures, assists the NPS in its efforts to fulfill the identification and management requirements associated with Section 110(a) of the National Historic Preservation Act, National Park Service Management Policies (2006), and Director's Order #28: Cultural Resource Management. Since launching the CLI nationwide, the NPS, in response to the Government Performance and Results Act (GPRA), is required to report information that respond to NPS strategic plan accomplishments. Two GPRA goals are associated with the CLI: bringing certified cultural landscapes into good condition (Goal 1a7) and increasing the number of CLI records that have complete, accurate, and reliable information (Goal 1b2B).

#### Scope of the CLI

The information contained within the CLI is gathered from existing secondary sources found in park libraries and archives and at NPS regional offices and centers, as well as through on-site reconnaissance of the existing landscape. The baseline information collected provides a comprehensive look at the historical development and significance of the landscape, placing it in context of the site's overall significance. Documentation and analysis of the existing landscape identifies character-defining characteristics and features, and allows for an evaluation of the landscape's overall integrity and an assessment of the landscape's overall condition. The CLI also provides an illustrative site plan that indicates major features within the inventory unit. Unlike cultural landscape reports, the CLI does not provide management recommendations or treatment guidelines for the cultural landscape.

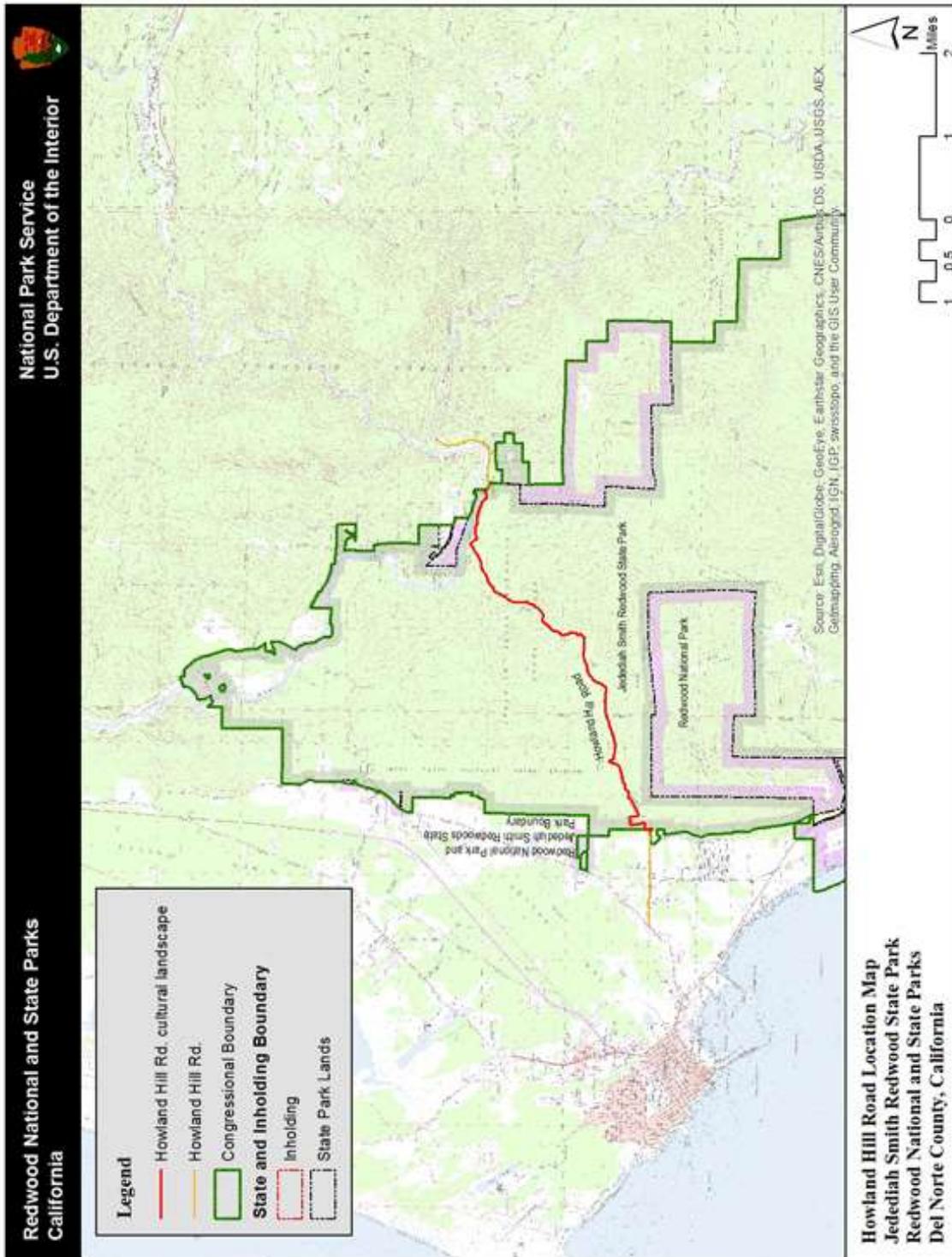
### **Inventory Unit Description:**

Howland Hill Road is a 5.9-mile-long unpaved, scenic road through Jedediah Smith Redwoods State Park within Redwood National Park in Del Norte County east of Crescent City, California (Figures 1). The road today follows the historic alignment of the Crescent City to Grants Pass Road. Built as a more reliable alternative to the Crescent City Plank Road, it connected the inland mining operations to the harbor of Crescent City. Howland Hill Road was initially surveyed in 1881 and based, in least in part, on older trails leading through the forest between Crescent City and the interior of the state and north to Oregon. The western one-third of the road within Redwood National Park originally passed south of Howland Hill Road and then north along Mill Creek until it met the current road alignment near the present Mill Creek crossing. The road realigned, most likely in the 1920s, after logging operations abandoned a rail line built part way to Mill Creek.

The road provides convenient access to old-growth redwoods and allows visitors to come close to the giant trees. This exposure spurred preservation of the redwoods along the road beginning in 1929 when Frank Stout, President of Del Norte Lumber Company, working with Save the Redwoods League, donated Stout Grove to the State of California. The last donation of land came in 1949 with the 500-acre National Tribute Grove. The road today is a popular destination for park visitors with numerous pullouts and trailheads leading to noted sites, including Stout Grove and the Boy Scout Tree Trail.

The road has local significance under criteria A. It is locally significant with its association to the early development of Crescent City and as the main route to Oregon until the completion of US Highway 199 and the Redwood Highway (1887 to 1926). It is also significant in its association to early conservation efforts (1919-1949) when the uniqueness and value of the surrounding Mill Creek area was recognized by Madison Grant and Stephen Mather of the League and was identified as an important area for preservation in 1919, two years after the founding of the Save the Redwood League. Stout Grove was the first grove along the road donated to the State of California in 1929, and the Memorial Grove land was the last to be donated in 1949.

### Site Map



Site Map, Howland Hill Road

## Property Level and CLI Numbers

**Inventory Unit Name:** Howland Hill Road (State Park)  
**Property Level:** Landscape  
**CLI Identification Number:** 725490

## Park Information

**Park Name and Alpha Code:** Redwood National Park - REDW  
**Park Organization Code:** 8480

## CLI Hierarchy Description

There are no parent or component landscapes.

## Concurrence Status

**Inventory Status:** Incomplete

### Completion Status Explanatory Narrative:

Fieldwork was completed by Emilie Uemura and Kevin McCardle in August 2016. Background research and historical context was completed by PAR Environmental in September 2016. Final report was completed and entered by Kevin McCardle in October 2017. The current landscape inventory will be complete when it receives park and SHPO concurrence.

**Park Superintendent Concurrence:** Yes  
**Park Superintendent Date of Concurrence:** 1/29/2018  
**State Park Region Superintendent Concurrence:** Yes  
**State Park Region Superintendent Date of Concurrence:** 1/29/2018  
**National Register Concurrence:** TBD  
**Date of Concurrence Determination:** TBD

## Geographic Information & Location Map

### Inventory Unit Boundary Description:

#### Boundary Description

The boundary for Howland Hill Road is 50 feet to either side of the centerline of the road, beginning at the park boundary approximately 2 miles east of Crescent City, follows the road for 5.9 miles, and ends at the eastern park boundary, west of Douglas Park.

#### Boundary Justification

The boundary includes Howland Hill Road within the boundaries of Jedediah Smith Redwoods State Park and Redwood National Park. Generally there are few constructed features along the road, except for the roadbed itself. The principal experience of Howland Hill Road is a slow, meandering journey through Coastal Redwood (*Sequoia sempervirens*) forest on a road that has experienced few alterations over the past one-hundred years. The 50-foot boundary to either side of the road centerline includes features such as memorial plaques and small-scale features that note the preservation efforts of Coastal Redwood groves, which give the road much of its current character and fame.

#### State and County:

**State:** California  
**County:** Humboldt

**Size (Acres):** 71.5 acres

#### Boundary UTMS:

Source	Type of Point	Datum	Zone	Easting	Northing
<i>GPS-Differentially Corrected</i>	<i>line</i>	<i>NAD 83</i>	<i>10N</i>	<i>404683</i>	<i>4623565</i>
<i>GPS-Differentially Corrected</i>	<i>line</i>	<i>NAD 83</i>	<i>10N</i>	<i>404895</i>	<i>4623946</i>
<i>GPS-Differentially Corrected</i>	<i>line</i>	<i>NAD 83</i>	<i>10N</i>	<i>405068</i>	<i>4623800</i>
<i>GPS-Differentially Corrected</i>	<i>line</i>	<i>NAD 83</i>	<i>10N</i>	<i>407571</i>	<i>4624435</i>
<i>GPS-Differentially Corrected</i>	<i>line</i>	<i>NAD 83</i>	<i>10N</i>	<i>408534</i>	<i>4624845</i>
<i>GPS-Differentially Corrected</i>	<i>line</i>	<i>NAD 83</i>	<i>10N</i>	<i>410328</i>	<i>4627052</i>
<i>GPS-Differentially Corrected</i>	<i>line</i>	<i>NAD 83</i>	<i>10N</i>	<i>411397</i>	<i>4626787</i>

**Location Map:**

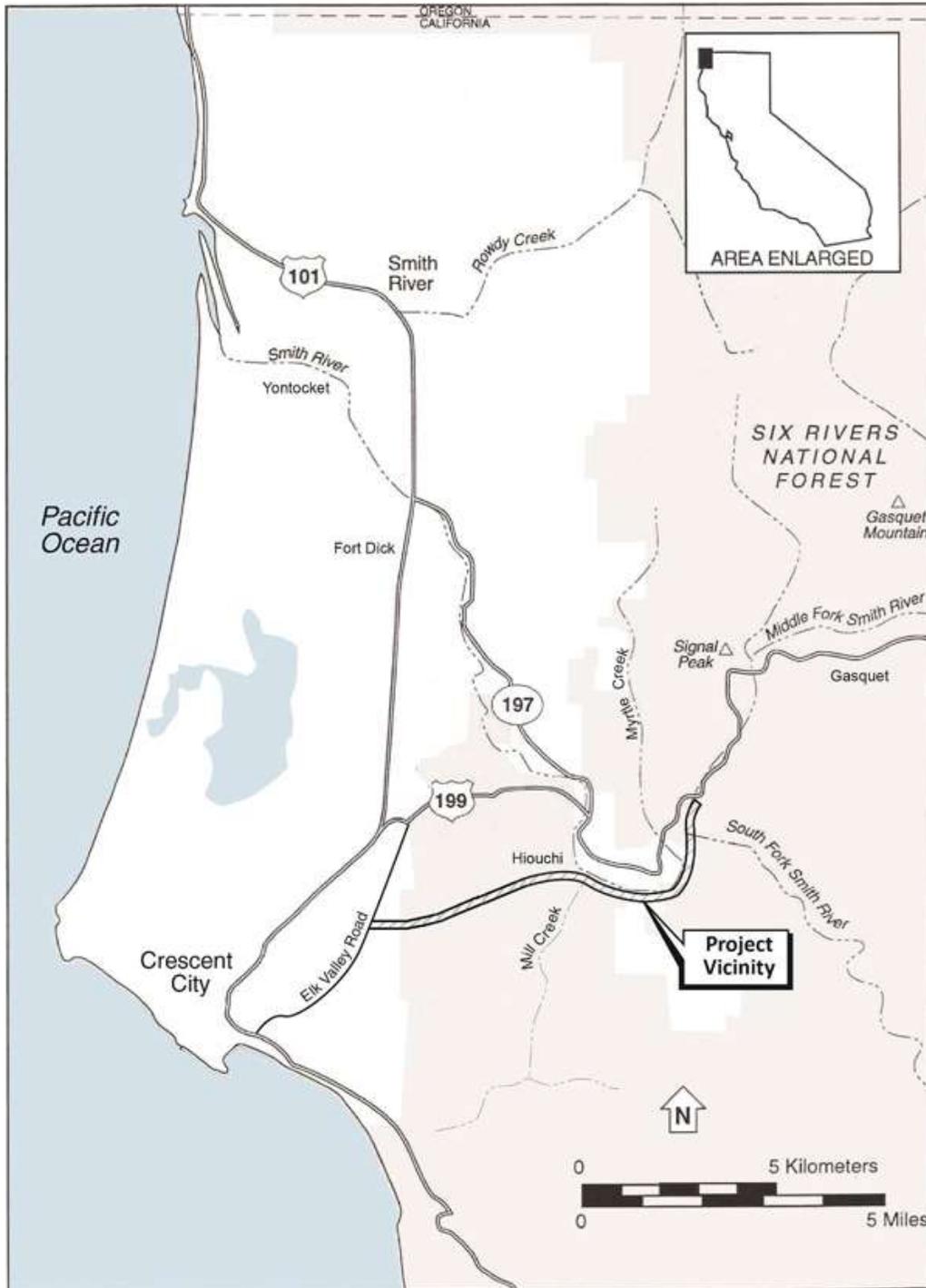


Figure 1. Vicinity map.

## Management Information

### General Management Information

**Management Category:** B - Should be preserved and maintained.

**Management Category Date:** 4/6/2000

**Management Category Explanatory Narrative:**

The management category for Howland Hill Road is “B - Should be preserved and maintained” since it less than nationally significant, was not specifically cited in the legislation in the creation of Redwood National Park, but is compatible with the parks’ management.

### Management Agreement

**Type of Agreement:** Cooperative Agreement (NPS Agreement No. P12AC30861)

**Expiration of Agreement:** 4/30/2019

**Management Explanatory Narrative:**

A cooperative management agreement between the National Park Service and the California Department of Parks and Recreation was entered into on 8/31/2012 for a term of five years. The agreement was renewed on 2/14/2017 until 4/30/2019. The cooperative agreement allows Jedediah Smith Redwoods State Park, Del Norte Coast Redwood State Park, Prairie Creek Redwoods State Park, and Redwood National Park to be cooperatively managed by both agencies.

### NPS Legal Interest

**Type of Interest:** None – State Government Owned

**Other Agency or Organization:** State of California

### Public Access

**Type of Access:** Other Restrictions

**Public Access Explanatory Narrative:**

The road is generally open, but gates can be closed and access restricted during hazardous weather and maintenance.

### Adjacent Lands Information

**Do Adjacent Lands Contribute?** Yes

**Adjacent Lands Description**

Lands outside the park are visible in a limited area but do have a potential to alter the visitors experience, east of Stout Grove when the road parallels the Smith River. The north bank is visible and homes along the river near the town of Hiouchi can be seen.

## National Register Information

### Existing National Register Status

**National Register Landscape Documentation:** Undocumented

**National Register Explanatory Narrative:** NA

### National Register Eligibility

**National Register Concurrence:** TBD

**Contributing/Individual:** Individual

**National Register Classification:** Site

**Significance Level:** State

**Significance Criteria:** A – Associated with events significant to broad patterns of our history

**Period of Significance:** 1887 to 1949

**Historic Context Theme:** Developing the American Economy  
**Subtheme:** The Mining Frontier  
**Facet:** Northwest: Oregon, Washington, Idaho, and Western Montana

**Historic Context Theme:** Supporting Institutions  
**Subtheme:** Transportation by Land and Air  
**Facet:** Wagons and Wagon Roads

**Historic Context Theme:** Transforming the Environment  
**Subtheme:** Conservation of Natural Resources  
**Facet:** The Conservation Movement Matures 1908-1941

### Area of Significance:

#### Area of Significance Category

Transportation

Conservation

## Statement of Significance

Howland Hill Road is significant for its historic use as an early transportation route connecting the harbor of Crescent City to the Illinois Valley communities of southern Oregon from 1887 to 1926. With most goods being brought in from ships, Howland Hill Road became a vital link through difficult terrain in supplying the mines in southern Oregon. The initial road was commissioned by the Del Norte County Board of Supervisors to connect Crescent City to Gasquet on the Smith River. From there Horace Gasquet had begun construction of a toll road in 1881 to the mining areas to the north. A plank road and stage route from Crescent City to Sailors Diggings already existed, but the Howland Hill/ Gasquet toll road proved to be the principle route inland. The route eventually connected to Grants Pass, Oregon, and the trains to Portland or Sacramento. In 1929 the Redwood Highway was built (currently US Highway 199), and bypassed Howland Hill Road. Howland Hill Road has seen only minimal improvement since that time and is one of the few, popular roads that still retain the feeling and character of travel on a dirt road from the 1920s, as it weaves through the giant trees.

It is also significant for its association with the early redwood conservation and the conservation movement. The road winds through impressive old-growth redwood forest and the area was identified by Stephen Mather and Madison Grant in 1919 as an important area of conservation, and the Save the Redwoods League made it an early preservation priority.<sup>1</sup> The Save the Redwood League, begun in 1918, adopted the area in 1925 as the fourth of its major park acquisition projects. Frank Stout, President of Del Norte Lumber Company, donated the first grove along Howland Hill Road - Stout Grove - in 1929 and became Jedediah Smith Redwood State Park. The road continued to play a role in the conservation of the Mill Creek basin, and the final 5,000-acre parcel along the road was purchased in 1949 by the Save the Redwoods League with funds raised by the Garden Club of America, the Daughters of the American Revolution, and thousands of other donors for a Memorial Grove for the fallen soldiers of World War Two. This acquisition completed public ownership of the redwood groves along Howland Hill Road. The road's continued use and popularity is a manifestation of the cultural phenomenon of redwood trees. Howland Hill Road represents a continuous use of a road first constructed for commercial value, and now as a road that promotes ecological preservation and recreation.

Howland Hill Road is historically significant at the local level for the period beginning in 1887 and ending in 1949. It is significant for its association (Criteria A) to the economic development of Del Norte County, California as a supply port for inland mining, particularly the gold mines around Sailors Diggings, Oregon; as the primary route inland until the creation of the Redwood Highway; and for its role in conservation highlighting the uniqueness of the redwood forests to the greater public and in the preservation of the redwood groves found along the road.

The period of significance covers the time from when the road was first open in 1887 to 1949 when the last of the redwood groves along the road was purchased through the Save the Redwood League and donated to the State of California.

---

<sup>1</sup> *Cultural Resources of Jedediah Smith Redwoods State Park*, California Department of Parks & Recreation, December 1983, CR-79

### National Historic Landmark Information

**National Historic Landmark Status:** No

### World Heritage Site Information

**World Heritage Site Status:** Yes

**World Heritage Site Date:** 9/5/1980

**World Heritage Category:** Natural

## Chronology & Physical History

### Cultural Landscape Type and Use

**Cultural Landscape Type:** Historic Vernacular Landscape

### Current and Historic Use/Function

**Primary Historic Function—Major Category:** Transportation

**Primary Historic Function—Category:** Road-related

**Primary Historic Function:** Other (Wagon and Automobile)

**Primary Current Use—Major Category:** Recreation

**Primary Current Use—Category:** Outdoor Recreation

**Primary Current Use:** Other (Scenic Drive)

### Current and Historic Names

<b>Current and Historic Name</b>	<b>Type of Name</b>
Howland Hill Road	Current and Historic
Grants Pass Road	Historic
Crescent City to Grants Pass Road	Historic
Trail to Sailors Diggings	Historic

## Chronology

<b>Year Begin</b>	<b>Year End</b>	<b>Event</b>	<b>Annotation</b>
1852	1852	Established	Crescent City established as tent city.
1853	1853	Established	House lots in Crescent City surveyed and sold. Cold Springs Trail in use between Crescent City and Sailors Diggings, Oregon.
1854	1854	Established	Crescent City Harbor developed. First road from Crescent City to Sailors Diggings (Plank and Turnpike Road) surveyed.
1855	1855	Maintained	Kelsey Trail between Crescent City and Yreka mining areas cleared of brush.
1856	1856	Maintained	Crescent City Plank Road and Turnpike cleared of brush.
1858	1858	Built	Crescent City Plank Road and Turnpike completed and stage traffic starts.
1881	1881	Built	Horace Gasquet building new road between his inn at Gasquet toward Waldo/Sailor Diggings.
1881	1881	Surveyed	J. S. Howard surveys possible route from Waldo to Crescent City, including future route of Howland Hill Road.
1887	1887	Established	Del Norte Board of Supervisors hires Christensen brothers to build road to connect Crescent City with Gasquet's toll road.
1887	1887	Surveyed	Christensens begin surveying a seven-mile-long road branching off of the old Cold Springs Mountain Trail at Mill Creek before continuing west over Howland Hill.
1887	1887	Built	Road opens to the public. Becomes western portion of the Crescent City to Grants Pass Road.
1888	1888	Maintained	Board of Supervisors hires contractors to improve road with gravel and redwood slabs or puncheon.
1891	1892	Maintained	Board of Supervisors hires contractors to add more redwood puncheons.
1897	1897	Developed	Sunset Telephone Company runs telephone line parallel to road between Crescent City and Gasquet.
1904	1904	Established	First known car drives east over Howland Hill Road.
1908	1908	Built	Del Norte and Southern Railroad built by timber company logging the western slope of Howland Hill and part of the Mill Creek watershed. Railroad parallels western end of Howland Hill Road.
1913	1916	Maintained	Board of Supervisors hires contractors to improve the road for automobile traffic by altering the alignment in locations and removing the puncheon from road.
1917	1917	Maintained	Board of Supervisors hires contractors to lay 5,000 yards of gravel on road.
1920	1920	Maintained	Board of Supervisors hire contractors to add more rock.

1926	1926	Built	Highway 199 completed, providing better regional transportation route.
1929	1929	Established	Jedediah Smith Redwoods State Park established. Franklin D. Stout Memorial Grove established.
1932	1932	Abandoned	Gasquet Road/Howland Hill Road largely unused.
1939	1939	Purchased	Save the Redwoods League enters purchase agreement with Del Norte Lumber Company to purchase 5,000-acre stand of old growth redwood over 10 years with 500 acres per year. Some of this land will include Howland Hill Road.
1943	1943	Transferred	Board of Supervisors transfers section of road in Mill Creek area to State of California.
1949	1949	Purchased	Save the Redwoods League make a 500-acre purchase of redwoods, the last redwood grove purchased along Howland Hill Road, with the final donation from the Daughters of the American Revolution.
1950	1950	Dedicated	Boy Scouts dedicate Mill Creek Bridge on Howland Hill Road to former troop leader and sheriff Jack Breen, locator of the Boy Scout Tree.
1968	1968	Established	Redwood National Park established. Board of Supervisors discuss transferring road to Federal Government within the park.
1976	1976	Donated	Save the Redwoods League donates 10-acre grove of old growth redwood to State of California, including portions of Howland Hill.
1977	1977	Maintained	California State Parks closes road temporarily for improvements, including layer of aggregate road base, grading, compaction and drainage control over six miles.

## Physical History

### Howland Hill Road

Howland Hill Road is a 5.9-mile-long scenic road through Redwood National Park in Del Norte County east of Crescent City, California (Figures 1 and 2). The road today closely follows the historic alignment of the Crescent City to Grants Pass Road, which was initially surveyed in the 1880s and based, in least in part, on older trails leading through the forest between Crescent City and the interior of the state (Figure 3). An unpaved portion of the road allows park visitors to come close to old-growth redwoods with numerous pullouts and trailheads leading to noted sites, including Stout Grove and the Boy Scout Tree Trail.

Information about the precise location of the road and, in fact, all the early roads and trails in the region is difficult to come by. Descriptions of early roads are often only narrative and not platted on maps. They provide start and end locations and occasional river crossings or passes, but little else to help determine their exact route. Early pre-1900 maps also tend to be generalized and lacking in detail. The best maps within the project area are those prepared by government surveyors for the General Land Office (GLO). These GLO maps were created before construction of the Howland Hill Road, see Figure 4 for a composite map showing trail and road locations from historic maps.) Trails in the project area are noted with descriptions, but not always with an associated name. To complicate research, Del Norte County records were largely lost to a destructive fire in the twentieth century. Those records that remain, including the majority of the Board of Supervisors' minutes, are incomplete, so much of the early documentation for this region has been lost. As a result, it is nearly impossible to determine the precise location and age of all segments of the Howland Hill Road.

### Early Transportation Routes

#### *Early Trails*

Early travelers in the region during the 1850s used primitive trails if they were on horseback or with pack trains. The Cold Springs Mountain Trail was in use between Crescent City and Sailor Diggings in southwest Oregon as early as 1853. The trail left the coast and, according to local trail historian Jerry Rohde, passed over Howland Hill into the Mill Creek basin and crossed Mill Creek, then crossed the Smith River at Catchings Ferry. Another early trail just to the south was the Kelsey Trail between Crescent City and the gold mining areas to the east, including Yreka (Figure 5). Both of these trails consisted of little more than a horse or foot path cleared of brush. In 1855 Ben Kelsey under subscription from citizens from the area worked to improve his trail. The trail was used heavily during the active mining years, and later used for the transhumance of cattle to summer pastures below Harrington Mountain on the boundary between Six Rivers and Klamath National Forests (*Crescent City American* 1964).

Narrative descriptions of the Kelsey Trail describe it as beginning south of Crescent City and heading east up Howland Hill, crossing Mill Creek near the site of the former Nickerson Ranch. At that point it converged with the Bense Trail from Crescent City and climbed Bald Hill, proceeding southeast along a ridge paralleling the South Fork of the Smith River (Evanow 1980:4).

The Kelsey Trail, as depicted on GLO maps from the 1870s, existed just south of the Howland Hill Road's alignment today, crossing Mill Creek at the corners of sections 17, 18, 19, and 20 in T 16 N, R 1 E (GLO 1878) (Figure 3). Early survey maps for this particular area have questionable reliability, owing to lax and even fraudulent practices by government surveyors platting the GLOs in this region. The 1870s GLO map depict portions of a trail heading east toward the location of Cornelius Gray Nickerson ranch

on Mill Creek, the probable site of a mill by the 1850s (Rohde 2005) (Figure 3). From that point one trail led north along Mill Creek, labeled “Trail from Crescent City to Sailor’s Diggings,” crossed Mill Creek and continued northeast along portions of the current Howland Hill Road alignment. Another trail labeled “Trail from Crescent City to Kelsey” headed east at the ranch into the mining regions nearby (GLO 1877) is likely the Kelsey Trail. The Kelsey Trail fell into disuse in 1909, until partially cleared in 1930 for a Forest Service fire access.

Another road through the area from a narrative description circa 1870 is from the Hiouchi Flat area and crossing Smith River at a wooden bridge upriver near the forks, and continuing on through Gasquet (Lesna 2007). The 1878 GLO map indicates a “Cushing’s Ferry” at Hiouchi Flat and the “trail to Sailor’s diggings” [sic] crossing Myrtle Creek to the east (Figure 3). There appear to be several other trails that connected the larger trails together.

### ***Puncheon Roads***

Roads were often paved with redwood planks in segments in redwood forest or where the soil was soft. In the powdery forest soil, wheels dug immediately beneath the surface and became stuck. The planks, called “puncheon,” were used elsewhere in the redwood region as well (Figure 6). The road was graded and then the planks were laid on top with dirt solidly packed between. The road was excellent as long as the packing remained in place. Winter rain, however, often washed dirt away and water collected under the puncheon. As the vehicles drove over them, muddy water squirted up. In summer, dust on these roads was thick, with clouds trailing the stages through the woods. Vegetation along the sides was coated for months with a thick layer of road dust. Passengers often arrived coated in dust themselves (*Del Norte Triplicate* 1976:91).

In these early years, the original roads were steep, dangerous, rough, dusty and muddy. In many places the grades were narrow with few turnouts to let another team pass. In spring, holes and ruts were filled with small rocks, cedar bark, and brush (Smith Tomini 1989:29).

### **Wagon Trails**

#### ***Crescent City Plank Road & Turnpike***

While horses and pedestrians could manage a simple trail, travel with wagons was problematic on undeveloped trails through the dense forest. Teams were limited to the Crescent City Plank Road and Turnpike, the earliest road in the region.

The plank road left Crescent City heading north six miles up Elk Valley crossed the Smith River at Peacock’s Ferry and then climbed the ridge between the Smith River and Myrtle Creek watersheds, to High Divide and Altaville, then on to Jacksonville, Oregon.

Throughout the mining years at Sailor Diggings, the Crescent City Plank and Turnpike Road was heavily traveled by stages and freighters (see Figure 5). In addition, pack trains also ran between Crescent City and many other the mines, over the Kelsey Trail and the road to Gasquet (Howland Hill Road) (Chase 1959:36-37).

#### ***Gasquet Toll Road***

By 1880, demand grew for a new road from the coastal settlements to the mining regions and interior of the state. W. T. Wimer in Waldo (the old Sailor Diggings mining area) and Horace Gasquet in Del Norte County became the two biggest proponents and eventually competitors to build a new road (*Del Norte Triplicate* August 14, 1958:2). Gasquet built a toll road from his lodgings on the Smith River to Waldo, by way of the east fork of Patrick Creek, Shelley Creek, and the Illinois Valley, chiefly by employing

Chinese labor (Chase 1959:41) (see Figure 5). Gasquet then built a section road free for public use that extended from his property to the south fork of the Smith River to encourage use of the toll road to Waldo (Hood 1983:60; Soulliere 1983).

Citizens in Crescent City were excited by the new construction and wanted their own connection to the new road. In 1881, petitions were circulated by W. H. Hamilton, Frank Burtschell, J. G. Wall, J. K. Johnson, Peter Darby, R. S. McLellan and James E. Murphy seeking endorsement of a plan for the new public road between Gasquet's toll road and Crescent City and approval by the Board of Supervisors. In July 1881, the editor of the *Del Norte Triplicate* wrote, "While the Crescentic citizens are discussing the probability of the new Wagon Road, Hon. Horace Gasquet is quietly building and pushing ahead, and his restless energy will have it completed in the shortest possible time" (*Del Norte Triplicate* 1976:150).

### **Howland Hill Road Development**

Howland Hill Road provided the final link from Crescent City to the toll road system initiated by Gasquet between his inn at Gasquet to Waldo.

#### ***Origins of Howland Hill***

Howland Hill was named for the Eli and Mary Howland family, who settled a ranch there in the 1860s (Smith Tomini 1989:158). Some historians, based on Howland family history, have suggested that a trail (possibly the Cold Springs Mountain trail) was in place along the current Howland Hill Road alignment by 1866 to 1868 as part of the Gasquet Road. They suggest that Mary Howland gave birth to their son Robert on the trail as they arrived in the county on September 21, 1866 (Chase 1959). It is possible they were traveling on the eastern portion of trail depicted on the GLO map.

#### ***Road Construction***

Del Norte County Board of Supervisors (BOS) records have been partially destroyed by fire, so much of their history is lost. However, it is clear that the BOS hired J. S. Howard to survey a proposed road between Waldo and Crescent City. Howard traveled the route in 1881. He described the proposed route for the Howland Hill section as follows,

From a bridge on the South Fork of the Smith River, the road would travel along the left bank on the side hill grade. . . where we leave Smith's River and ascend by an easy grade along the right bank of Mill Creek, through the heavy redwood flats [until] we cross Mill Creek at the site of the present trail bridge, main span 86 feet, thence along the redwood flats [until] we start up the last hill on a grade of 3 and one half degrees [until it reached a summit 500 feet above sea level and [then descended to the foot of the hill on the prairie about three miles from and east of Crescent City (Bledsoe 1881:171-172).

Work on the road did not begin until seven years later when in 1887 the BOS hired brothers Nels and Soren O. Christensen to construct (as opposed to improve) a seven-mile-long road from Crescent City to the south fork of Smith River. Their path crossed over Howland Hill (south of the current alignment) through the Mill Creek drainage basin and connecting the northeast end of Horace Gasquet's road with Crescent City.

The Christensens had arrived in Del Norte County in 1884 and were active in the community. Nels had a ranch near the South Fork Bridge. Horace Gasquet, having recently completed his toll road, was one of the Supervisors at that time. The new route started at the northeast at Gasquet's road above Douglas Park on the South Fork of the Smith River, then continued west through the Mill Creek Basin and over Howland Hill, connecting with what is now Elk Valley Road into Crescent City (Chase and Helms 1959:46; Soulliere 1983:12).

The Christensens faced challenges along the way. While they likely followed old trail routes east of Mill Creek, they appear to have crossed Mill Creek further north than the Kelsey Trail in order to take a more direct route southwest from Mill Creek over Howland Hill (possibly following portions of the Cold Spring Mountain Trail), rather than continuing south to Nickerson Ranch. It is uncertain if they blazed an entirely new trail or followed an existing trail through this area. They also built bridges crossing both Mill Creek and Cedar Creek. They struggled with a troublesome slide close to the South Fork of Smith River on the approach to Nels Christensen's place. Soils were powdery and loose and the giant old growth redwoods often left little more than a narrow one-lane path between them. Still, they pressed on and completed the job (Chase and Helms 1959:46).

The Christensens overall followed the Cold Springs Mountain trail until they reached the Smith River where, instead of continuing to the ferry crossing near the access road to Stout Grove, they surveyed east toward Douglas Park.

An 1887 account of a trip (cited in Chase and Helms 1959:20) from Crescent City to Gasquet's Station described the nearly completed road:

Leaving Frantz' Stables behind a good pair of bays soon on the road leading from Crescent City; that portion of the road leading from the beach to Howland lane in fine condition, thanks to George Walton [a possible local contractor]. Road through Howland Lane to hill needs work. Through redwoods along Mill Creek bottom, work needed badly but mud drying fast and road will soon be good. Bridge needed across Mill Creek. After crossing South Fork bridge good gravel road continues to Gasquet's – three hours, 108 degrees in the shade. Supper.

### ***Using the New Road***

Citizens were eager to start using the newly opened road, starting in 1887. Stage lines between Gasquet and Crescent City were set up very quickly. One stage made the roundtrip every day, while another stage carried the mail (Chase and Helms 1959:45-46). The route took the stage over the Howland Hill Road to Berteleda, a relay stop formerly known as Burgett's Station (also known as Adams Station). The road passed within a mile of the Nickerson ranch and would also be used in the twentieth century by logging trucks working in the area (Hearth n.d.).

The Howland Hill section of the road was the steepest. Wagons hauling equipment to the mining areas were often pulled with six-horse teams. The road was also narrow in some places, owing to the closeness of redwood trees to the lane, as well as steep inclines and hillsides route (Endert 1963:8) (Figure 7). That first year took its toll on wagons and passenger stages alike. Dick Adams drove the stage route daily between Crescent City and Gasquet. In one account, one day he was driving down grade into Mill Creek when his stage's brake beam broke. To prevent a runaway stage, he pulled into the dirt bank along the roadside. This caused the coach to overturn, throwing his passengers out. Luckily no one was injured in the incident (Chase and Helms 1959:46).

Stage coaches also traveled the road between Crescent City and Oregon. Stops to change horses were located at Patricks Creek, Shelly Creek, Andersons, and the Monumental Mines Company two miles from Shelly Creek, where passengers could also purchase meals (Endert 1963:7). The Grants Pass and Crescent City Stage Line, managed by J. C. Harper operated a daily service between the two cities (Figure 7). The charge for the 200-mile-long round trip was \$6 per person (*Rouge River Courier* August 2, 1900).

The original dirt road was improved for wagon traffic in 1888, primarily with the addition of gravel and redwood. One account described the conditions as follows, "When the road enters the redwoods, wheels

cut into the moist and soft soil, so that it is necessary to build a roadway of slabs over much of the route through the redwoods. These slabs are split from the redwood and are almost as smooth and uniform as though they were sawed. The road paved by them is fairly smooth and remarkably picturesque” (*Rogue River Courier* 1900).

The road section from the top of Howland Hill through the redwoods was covered with redwood planks for a distance of five miles using the finest grained trees along the route. According to a 1960s newspaper article, the original plank section ran near the current location of the Nickerson Ranch trail sign. By the 1980s, a century after they were installed, roughly 1,300 linear feet of plank road remained. These planks have been described as eight feet long, four inches thick and six to twelve inches wide and also as seven feet long, six inches thick and 20 inches wide. In all accounts, they were laid crossways to the road (Endert 1963:1-2; Hearth n.d.; Hood 1983:60). A report in 1982 describes this section in part stating, “The southwest end of the plank road intersections the present Howland Hill Road at an angle, coming to an abrupt halt at the top of an embankment approximately five feet above the roadbed” (Hood 1983:61). The Board of Supervisors had contractors add more redwood planks (puncheon) in 1891 and 1892, largely to keep wheels from sinking into the frequent muddy road (Figure 8). With these improvements and continued use, the road became an important and reliable link for Crescent City. In 1897, a telephone line between Gasquet and Crescent City was installed by the Sunset Telephone Company parallel with the road as well, insuring repairs could be made and communications improved (Endert 1963:8; Hood 1983:60-61) (Figure 8).

In 1894, a promotional brochure described a trip on the road as a scenic ride. They wrote,

Let us make the trip from Crescent City to Gasquet. We board the stage at eight o'clock in the morning and in a few minutes are whirling along through Elk Valley, where thrifty farms and dozy cottages can be seen on either side. Soon we commence climbing Howland Hill, winding up its sides. Glimpses of the valley can be caught through the openings of the forest, but in a short distance, all view is shut out, nothing but trees; not trees to the eyes of eastern people, fresh to the coast, but giants. Wonderment increases as we travel on toward the summit, but it is bewildering when we roll down the other side to the Mill Creek bottoms. We wonder can the supply ever be exhausted. Soon we cross the Mill Creek bridge and reach the banks of Smith River, which we will follow till we arrive at Gasquet. Shortly after we reach the Smith River, we pass out of the redwood belt and open mountains meet our view. At the South Fork, we cross a fine wire suspension bridge, towering high above the stream it crosses” (*Del Norte County As It Is* 1894:126).

While less common, pedestrians also used the road. In 1905, for instance, Harry Phillips and John Valen walked roundtrip from Waldo to sight-see in Crescent City carrying only a quilt and a backpack of food. They traveled the stage road passing over eight miles of plank road through the redwoods and over Howland Hill, sleeping along the road at night. In 1908, Valen came again riding horses and a third time ten years later, that time with a Model T Ford (Valen 1967).

Valen was not the first to drive a car on Howland Hill Road. Automobiles began traveling the road by 1904 when Jack Williams, a resident of Grants Pass, purchased a “White Steamer,” taking delivery of the car in Crescent City where it was unloaded from a ship. While he managed to get over Howland Hill Road, the rest of the journey proved too much for his car. The trip almost shook the car to pieces and it had to be hauled home on a springless lumber wagon where it was repaired in the local blacksmith shop (Chase and Helms 1959:14). Car travel was fairly restricted to the summer months because ruts and mud made it impassable for the heavy vehicles during the wet season.

In 1907, Fred Beam bought a Studebaker car in Crescent City and used it for an auto stage, also known as an auto livery service. In 1919, he was hired by a couple to drive them from Crescent City to Grants Pass for \$40. Driving in daylight hours only, it took them a day and a half to make the trip, struggling with the Howland Hill grade as the steepest and worst he encountered on the entire trip. While he was among the first, many other motor stages and “jitneys” became common between these two cities from 1915 until the late 1920s, when Highway 199 was completed and provided a safer easier route (Chase and Helms 1959:55-56).

A 1911 account of a trip from Grants Pass to Crescent City by automobile stage described the Howland Hill road section, stating,

Crescent City is reached by wagon road from Grants Pass. This road is a scenic wonder, seeming to cling to the mountain sides and zig zagging back and forth . . . For seven miles the “puncheon” or corduroy road winds in and out of the redwood forest until finally, the bright sky seems to indicate a clearing and in a few minutes, in the distance, the broad Pacific spreads before an enraptured gaze [*Rogue River Courier*, Grants Pass, Oregon, September 1, 1911].

Automobile tires appeared to travel better on the soft soil than they did on the rough redwood planks of the old road. The Board of Supervisors decided to remove the puncheon from Howland Hill around 1913, leading to a certain nostalgia among the local residents of Crescent City. One local published a poem on a circular in its honor titled, *The Old Broken Puncheon*:

How dear to my cart at those jolts through the redwood,  
with Howland Hill puncheon presented to view –  
The selfsame old puncheon (I’ve know it from childhood)  
That everyone cusses when traveling through.  
With a flat punctured tire and a broken spring by it,  
The car of my neighbor I found on my way,  
And the language I heard when having got high it,  
Concerning that puncheon I’d best not portray.  
The old broken puncheon,  
The Howland Hill Puncheon,  
The mud-covered puncheon,  
That’s served out its day.

That moss-back old puncheon we hailed as a treasure  
In the time when we had all such stuff on our backs  
And the cost of those slabs was then the full measure  
Of revenue gained from our limited tax.  
But now we have money for use and for burning,  
If we but burn it where the ashes will count;  
And sure ‘twould be profit quite well of discerning  
To burn that old puncheon on the Howland Hill mount.  
The old broken puncheon  
The Howland Hill puncheon,  
The mud-covered puncheon  
Of no more account.

How charming the scene from the bridge over Mill Creek –  
The stream that meanders its green banks between;

Though jolted he be who persistently will seek  
    To pleasure there find in his auto-machine.  
And though on to Gasquet or further along, where  
    Should he have purpose his car to propel,  
He will on that puncheon be jolted so strong there  
    That where he feels sorest he scarcely may tell.  
    That old broken puncheon  
    The Howland Hill puncheon.  
    The mud-covered puncheon  
    That ought be in – well,  
    That ought to be somewhere else than in the road.

The Jabberwock, n.d.

Between 1913 and 1916, the redwood planks were removed and, according to BOS records, the road was realigned north off of Howland Hill to ease passage for the new automobiles then starting to travel the roads of the county. While there are no records of where these changes were made, they likely occurred in areas with very sharp turns or narrow passages between trees. According to local trail historian Jerry Rohde, the Christensens' original 1880s route may have been modified at this time, especially at the site of the former Stage Coach Trail just west of the western end of the Nickerson Ranch Trail (Del Norte County 1917; Hood 1983:61; Rohde and Rohde 1994; Soulliere 1983:12).

“The Del Norte Southern Railroad was a subsidiary of the Hobbs, Wall and Company, which controlled large land and timber holdings throughout the region during the late 19<sup>th</sup> and 20<sup>th</sup> centuries. The railroad was constructed into the Mill Creek drainage to transport lumber over Howland Hill to the Hobbs, Wall Company mill in Crescent City. Two of the former railroad's large redwood trestles are along the Trestle Loop Trail, near the Red Alder Campground. A portion of a skid road is also in the campground, with wooden puncheons visible for about three feet. Originally a dirt road, it was improved with puncheons for wagon traffic between 1891 and 1892. The road was regraded and the puncheons removed between 1913 and 1916 to allow for automobile traffic.” (Hood 1983)

In 1917, the Board of Supervisors approved the purchase of 5,000 yards of rock to be laid on the road starting at the South Fork Smith River Bridge and moving toward Crescent City to improve traction and slow erosion (Del Norte County 1917; Hood 1983:61; Soulliere 1983:12). In 1920, additional road base was blasted out of a quarry near the site of historic Camp Lincoln in Elk Valley. John Valen, who had walked the route in 1905 as a much younger man, blasted the rock material and loaded it into trucks to haul to the needed spots along the route (Valen 1967:2).

In 1926, the completion of Highway 199 provided a modern alternative to the old pioneer roads and led to limited use of the old Howland Hill Road (Chase and Helms 1959:36-37) (Figures 9, 10). To celebrate the history of the pioneering 1850s roads (of which Howland Hill Road was an 1880s addition), the official mail was carried the length of the route from Oregon to Crescent City using a combination of jeep, horseback and horse-drawn spring wagon (Del Norte County Historical Society 1999). This 1950s-era commemorative trip included Howland Hill Road as part of that journey.

In the 1920s, California was establishing a series of parks to provide for public recreation and protect the natural beauty in the region. In 1929, the Frank D. Stout Memorial Grove was established as the first grove donated on the newly established Jedediah Smith Redwoods State Park along what was then the old stage coach route (including the Howland Hill Road) (Save the Redwoods League 2016).

### ***Road Management Within the Park***

While the Del Norte County BOS originally built the road on county land, management gradually transferred to the State of California after the formation of the park. Road maintenance is always an expensive and on-going responsibility. The repair and replacement of bridges is even more so. One bridge on the Howland Hill Road was constructed in 1936 and was likely built by the County. As land was being acquired by the California State Park System between 1942 and 1976, maintenance was also being shared on the road. In 1942, the Del Norte County BOS approved a motion that stated that the county would, “in consideration of the benefits to be derived, relinquish, set over, grant and transfer unto the State Park, a Commission of the Department of Natural Resources, those portions or sectors of the county road commonly known as the “Old Grants Pass Wagon Road” (Del Norte County Board of Supervisors June 19, 1942).

The management transfer was finalized in September 1943 over the section of the road known as the Mill Creek Road. This portion of the old Grants Pass road over Howland Hill traversed what was sometimes locally known as Mill Creek State Park, an area within the Jedediah Smith Redwoods State Park. The state by that time owned over 6,000 acres in the Mill Creek Basin, including some of the finest redwood stands in the region. Supervisor George Tryon felt that the bridges along the road in that area were in poor condition and urged his fellow supervisors to accept an offer from the state to take over control of this section of the road since the bridges were expensive to repair. The local District Attorney declared at the road was of great scenic value to the county and that the agreement should include a provision that the road would be kept open for public travel at all times. This was approved and passed (*Del Norte Triplicate* 1943).

While the agreement in 1943 specified the Howland Hill Road, it is possible that not all of it was relinquished to the State of California at that time. In 1968, some 25 years later, Del Norte County Road Commissioner La Verne Nelson spoke at a public meeting, reporting that he believed the roads now within the State Park lands should be turned over to the Federal government for maintenance (*The Times Standard/Eureka* October 16, 1968).

In the 1960s, tragedy brought new importance to the road and amplified the need to keep it maintained and functional. The catastrophic tsunami that hit Crescent City in 1964 caused residents to consider their options in case of a similarly destructive event. Howland Hill Road was viewed as an important escape route. The road is the fastest way to gain elevation for local residents. Newspaper accounts at the time recounted the reports of two native American women who were the sole survivors of a similar tidal wave in pre-contact periods. These two women had been gathering basket-making materials on Howland Hill when the ocean swept in all the way to the foot of the hill, wiping out much of their village below (*Del Norte Triplicate* May 1, 1964:15).

The Parks Department did manage and maintain the road. In 1977, they closed the road for a major project, including adding a 3/4-inch-thick layer of aggregate road base, as well as grading, compaction and drainage control over six miles of its length (*Times Standard* 1977:5).

It appears little was done to change the seven-mile-stretch within the project area after the state started maintaining the road. The simple road is dirt and often narrows to one-lane and is driven at fairly slow speeds. The intent is to keep its feeling natural and similar to its original 1880s to 1920s development. It may have been widened in certain areas, improved with twentieth century bridges and pull-outs, and marked with trailhead signs, but it remains a scenic route through an untouched natural setting.

### ***Preserving the Redwoods: The Del Norte Lumber Company Agreement***

Since the early twentieth century, citizens recognized the importance and increasing loss of the ancient redwood forests in the region. The Save the Redwood League was formed in 1918 with the intent of preserving groves of trees before they could be purchased for logging. Since 1921, the League has established more than 1000 redwood memorial groves in thirty of California's redwood parks (Save the Redwoods League 2016).

In 1939, the Save the Redwoods League entered into a purchase agreement with the Del Norte Lumber Company to gradually acquire old-growth stands within the park. The agreement allowed 500 acres to be purchased each year for 10 years from the company's extensive holdings. The resulting grove is the National Tribute Grove, a 5,000-acre redwood grove dedicated to the men and women who have served in the U. S. Armed Forces. It encompasses all of the Howland Hill Road within the park (Save the Redwoods League 2016).

In 1949, the Daughters of the American Revolution (DAR) made the final donation for 500-acres of redwoods as part of an agreement with the Del Norte Lumber Company. The Garden Club of America began a fundraising campaign to buy the land through donations from family members and veterans who had served in WWII, pooling the funds to buy the land. The National Tribute Grove was dedicated in 1949, with a large ceremony attended by members of the DAR and the Save the Redwoods League, as well as State Parks representatives. The site for the mossy stone dedication monument was located near the park's entrance, so it was visible to travelers on Highway 199. Over time, Highway 199 became a busy road with 55 mph speeds, making it difficult to see the stone (*Curry Coastal Pilot* 2014). In 1963, the Stout Grove (originally dedicated to Franklin D. Stout in 1929) was officially re-dedicated to men who served in World War II (*Daily Independent Journal* 1963:8).

In 1950, the bridge over Mill Creek located near the trailhead to the Boy Scout Tree was dedicated to Jack Breen, a local sheriff who helped establish the Boy Scouts in Crescent City (*Del Norte Triplicate* 2007). Breen was also famous for locating the double-trunk specimen redwood tree. Breen was very familiar with Howland Hill Road, having driven it in his youth. John "Jack" Breen and his brothers Joseph and William arrived in Crescent City in 1881 with their parents, John and Margaret Lacy. The parents purchased a dairy on the Smith River. The brothers bought a livery stable in Crescent City in 1908 and Jack drove the horse-drawn mail delivery stage to Grants Pass, a three-day round trip. In 1912, Jack became a guide for a survey party checking the actual mileage of the Gasquet toll road, and possibly part of Howland Hill Road. Breen was elected Del Norte County sheriff in 1919 and held the position until 1935. In 1922, Breen and a few local men started Boy Scouts of America Troop 10. It is likely the bridge was built during this period, although no County, State or Federal records exist to document its date of construction.

In addition to the work of the DAR and the Save the Redwoods League, other purchases of timber holdings have been donated to the State Parks to enhance Jedediah Smith State Park along Howland Hill Road. Other groves dedicated within the park include the Ferrell Grove, the Metcalf Grove and the Simpson-Reed Memorial Grove (Figure 11). The Metcalf Grove was donated to the Parks Department in 1942 and dedicated with a plaque reading, "This grove is given to the State of California for the preservation of these ancient trees by Mr. and Mrs. Jesse H. Metcalf of Rhode Island." A plaque in the latter grove reads, "Simpson-Reed Grove for the perpetual enjoyment of all--This grove was presented to the State of California by the Simpson Timber Company in memory of Mark E. Reed, its president from 1914 to 1955" (Historical Marker Database n.d.).

### ***Redwood Preservation***

Since 1921, the Save the Redwoods League has acquired and dedicated more than 1,000 redwood groves in California redwood parks and reserves, with 97 of those groves currently in Jedediah Smith Redwoods State Park. In 1925, the Save the Redwoods League adopted the Mill Creek watershed as the fourth of its major park acquisition projects. Because of Howland Hill Road's route through the Coastal Redwoods, the groves in the Mill Creek watershed were known to many, and provided a launching point for preservation. The uniqueness and value of this area had been recognized earlier when Madison Grant and Stephen Mather of the League had pinpointed this as an important area for preservation in 1919.<sup>2</sup> The first land acquisition came in 1929 with the donation of the Stout Grove, and the last along Howland Hill Road came in 1949 with funds raised by several organizations including, the Garden Club of America and the Daughters of the American Revolution, for the 500-acre National Tribute Grove.

#### *Frank D. Stout Memorial Grove*

The donation of the Frank D. Stout Memorial Grove to the State of California in 1929 holds special significance in that it marked the creation of Jedediah Smith Redwoods State Park and the first grove in the Mill Creek basin to be preserved from logging interests. In his initial correspondence with the Save the Redwoods League, Frank Stout, President of Del Norte Lumber Company, expressed his interest in donating "a small but beautiful tract of redwood of about 45 acres, in Del Norte County, California, located at the junction of Mill Creek and Smith River." He also suggested that the grove was already being used by the people of Crescent City "in a small way." While it was Frank Stout's intention to name the grove after his late son, Henry L. Stout, Mr. Stout died shortly after contacting the Save the Redwoods League, and when his wife resumed the donation process, she requested that the grove be named after her late husband, Frank. D. Stout. Though the type and extent of grove use prior to its donation is unknown, the grove would have been accessed by Howland Hill Road.

#### *National Tribute Grove*

The National Tribute Grove, more than 5,000 acres in the heart of Jedediah Smith Redwoods State Park, is the largest of the memorial groves and is dedicated to those who served in the armed services during World War II. The Garden Club of America proposed dedicating a large redwood grove within Jedediah Smith Redwoods State Park in May 1944 and made an initial \$5,000 donation to the Save the Redwoods League toward this cause. Many donations from individuals and organizations followed. The area was surveyed by prominent landscape architect Frederick Law Olmsted, Jr., and he made recommendations as to its boundaries. In a 1948 article by Aubrey Drury of the Save the Redwoods League, he writes, "This grove selected as the National tribute is noble and majestic, a true wilderness area, yet notable also for its accessibility...A scenic rambling route, the old county road, winds into the southern part of the grove from Crescent City over the Howland Grade, and follows along a branch of Mill Creek."<sup>3</sup>

#### *Jesse H. Metcalf Grove*

The Mr. and Mrs. Jesse H. Metcalf Grove includes approximately 960 acres and was donated in 1939 by Senator Jesse Metcalf of Rhode Island and his wife. The grove is marked with a bronze plaque that is secured to a bolder placed along Howland Hill Road.

#### *Mr. and Mrs. J. R. Ferrell and Mr. and Mrs. David Ferrell Grove*

---

<sup>2</sup> *Cultural Resources of Jedediah Smith Redwoods State Park*, California Department of Parks & Recreation, December 1983, CR-77

<sup>3</sup> Drury, Aubrey. "National Tribute Grove of Ever-Living Redwoods." *American Forests* May 1945: n. pag. Web. 22 June 2017.

The Ferrell Grove was donated in 1946 by Caryl P. Haskins, an ecologist in New York City, in honor of Mr. and Mrs. J.R. Ferrell and Mr. and Mrs. David Ferrell. In early discussions regarding his interest in purchasing a memorial grove, Haskins requested a grove which crossed both Mill Creek and Howland Hill Road, so it might be accessible to his family. He also requested to build a cabin on site, that he might perform experiments within the grove, but the cabin was never constructed.<sup>4</sup>

#### *C.F. Krauss Grove*

The C.F. Krauss Grove, established in 1946, was donated by Mr. C.F. Krauss, a businessman in San Francisco. The grove is located southwest of the Stout Grove. He served as a counsel for the Save the Redwoods League in the 1940s.<sup>5</sup>

#### *Daughters of the American Revolution Bicentennial Grove*

The 10-acre Bicentennial Grove was donated by the Daughters of the American Revolution in 1973 in celebration of the nation's bicentennial. It is within the National Tribute Grove.

#### ***Howland Hill Road Today***

Howland Hill Road is considered a scenic backroad from Highway 199 over the Smith River through the redwoods into Crescent City. Today, a short distance of Howland Hill Road is located within the Redwood National Park. At the Nickerson Ranch trailhead (5.3 miles from the start of Howland Hill Road), a path leads off the north side of the road 30 feet to the remnants of the old road (see Figure 6, Figure 11).

In 1982, State Archaeologist Joe Hood described the road in a cultural resources report for State Parks. He wrote:

The road is dirt, covered with gravel and is slightly larger than the width of one car. Turnouts are spaced frequently along the road. A plank road, the oldest section of the Howland Hill Road, parallels the gravel road 3.5 miles from the northern end of the state park boundary, directly across from the trailhead for the Nickerson Ranch trail. The extant plank section measures 1,300 feet. The northeast end of the plank fades into lush vegetation and becomes an earth footpath. The southwest end of the plank road intersects the present Howland Hill Road at an angle, coming to an abrupt halt at the top of an embankment approximately five feet above roadbed. The planks average seven feet in length, six inches in thickness and 20 inches in width. The planks are laid perpendicular to the direction of the roadbed. The planks have been eroding into the forest floor, although they retain remnants of wagon ruts (Hood 1983:61).

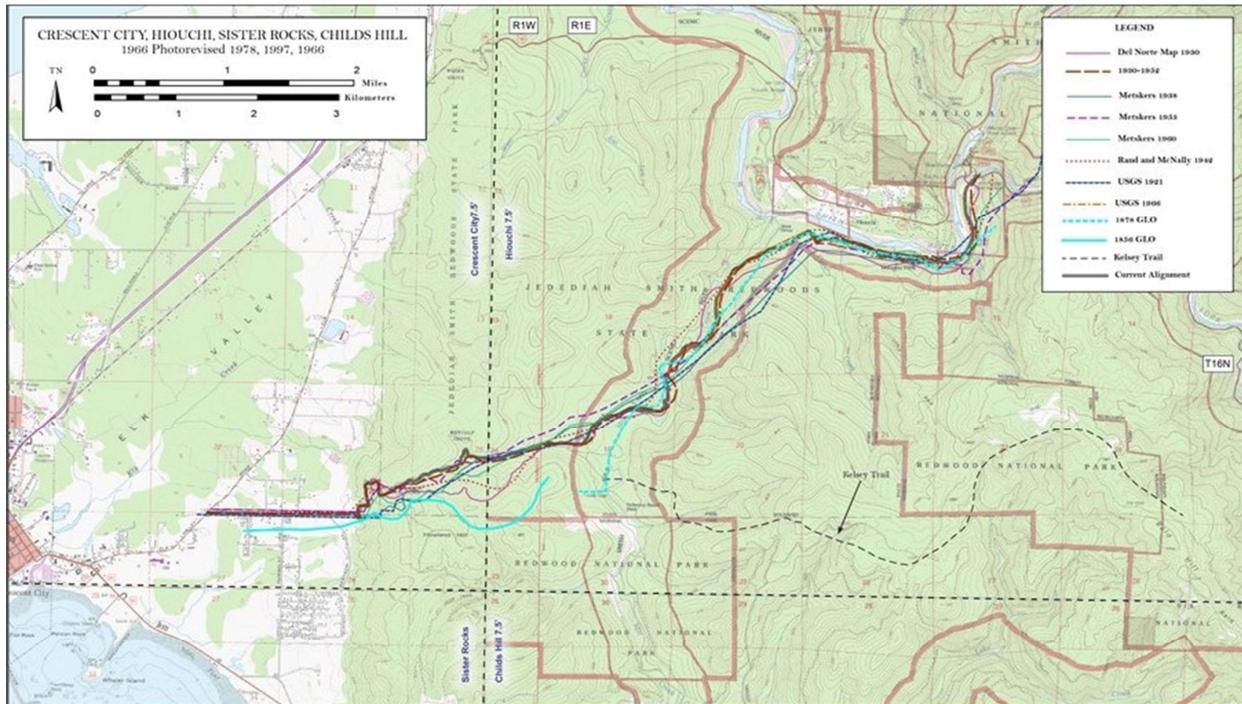
Stops for visitors along the road provide access to some of the most beautiful trails in northern California. Trailheads found on the road from west to east today include the Boy Scout Tree Trail, the Nickerson Ranch/Mill Creek Trail, the Jack Breen Bridge over Mill Creek, the Stout Grove Loop Trail and the access road to Little Bald Hills Trail (Figure 11).

Howland Hill Road is a timeless experience for those seeking the natural beauty of the redwoods and escaping the hectic pace of the modern world. Its history and scenic wonder is a testament to the hard work of those who recognized and preserved this simple road through an ageless setting (see Figure 12).

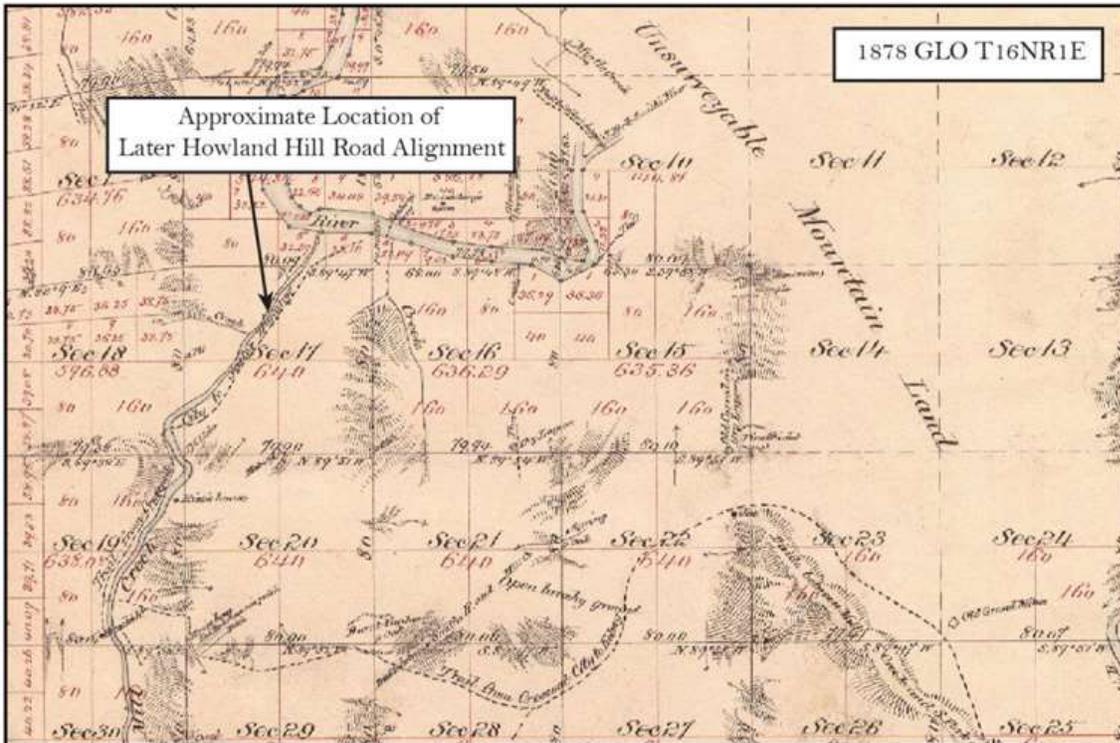
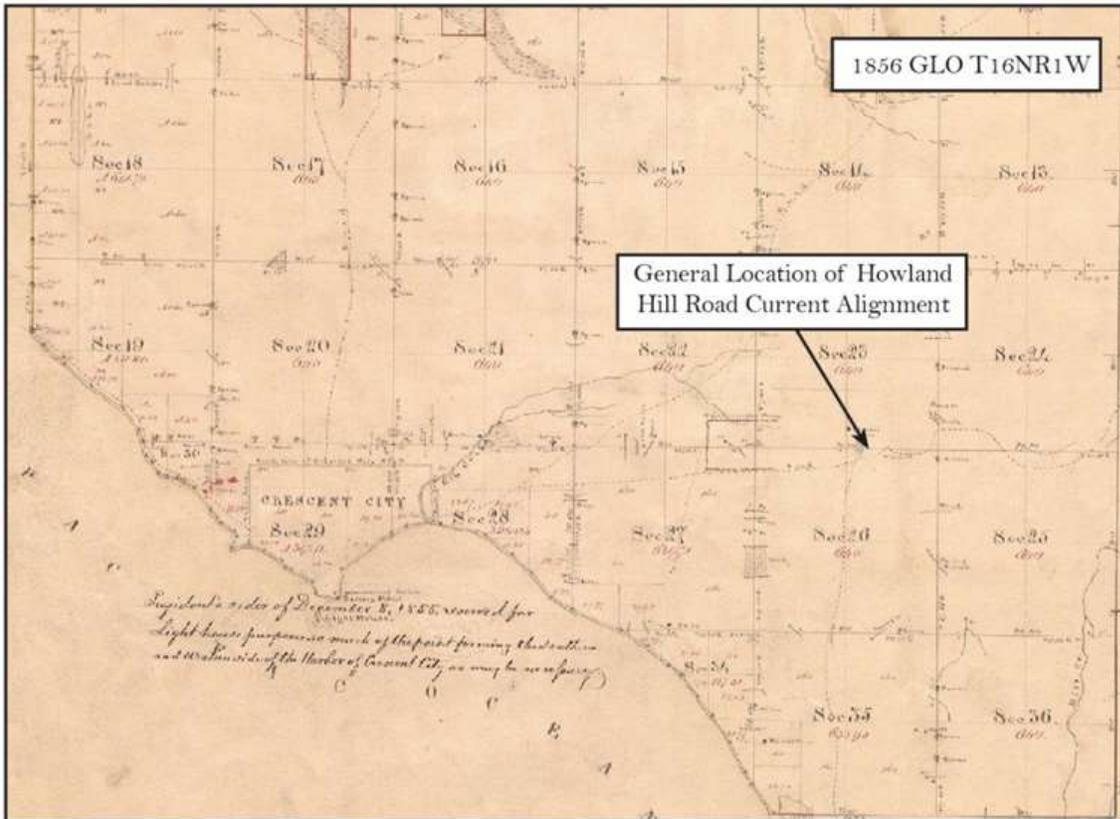
---

<sup>4</sup> Drury, Aubrey. Letter to Dr. Caryl P. Haskins. 4 Dec. 1944. MS. N.p.

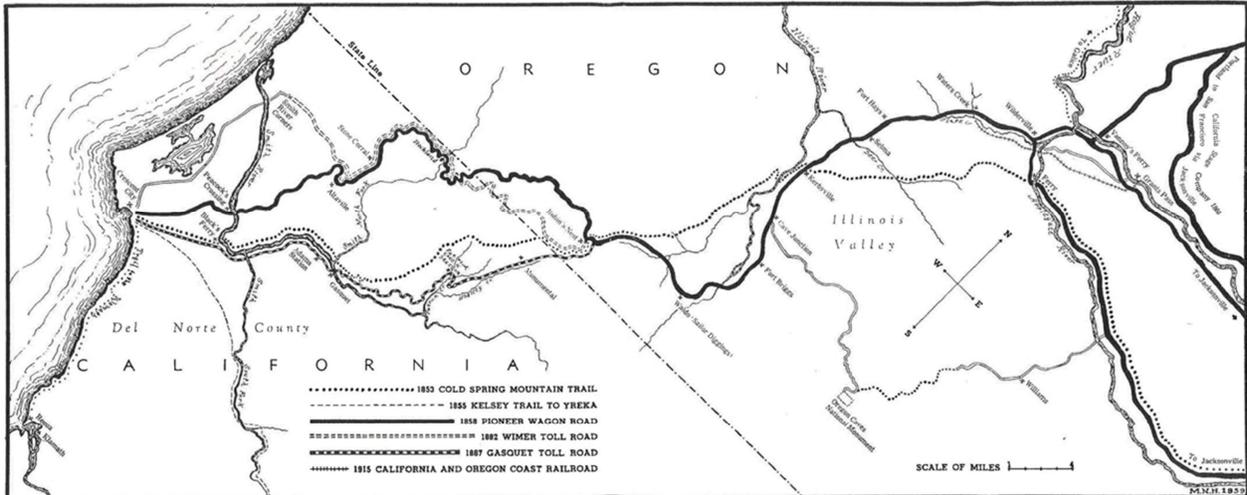
<sup>5</sup> French, Enoch P. Letter to Aubrey Drury. 5 Feb. 1946.



*Composite Map Showing Trail and Road Locations from Historic Map Overlays. This map compiles road locations on maps drawn between 1856 and as late as 1966. While most deviations east of the Mill Creek crossing in the northeast corner of Section 19 can be attributed to cartography variations, the GLO road location to the west show clear differences based on fairly accurate survey landmarks. Maps plotted after the road was completed in 1887 are not accurate enough to show any minor efforts at realignment of the road by the County or the State of California, the only two entities responsible for its maintenance.*



GLO Maps of Howland Hill Road, 1878 (top) and 1856 (bottom).



*Main Routes from Crescent City to the Waldo/Sailor Diggings and Grants Pass (Del Norte Historical Society).*



*Howland Hill Road, circa 1890 (Del Norte Historical Society).*



*Howland Hill Road today.*



*Puncheon (Redwood Plank) Road, possibly part of the Howland Hill Road, date unknown (Del Norte Historical Society).*



*Howland Hill Road, view east, circa 1907. Note Telephone Poles Along Soutside of Road Alignment (Del Norte Historical Society).*



*Stage on the Grants Pass Crescent City Road, circa 1900 (Del Norte Historical Society).*



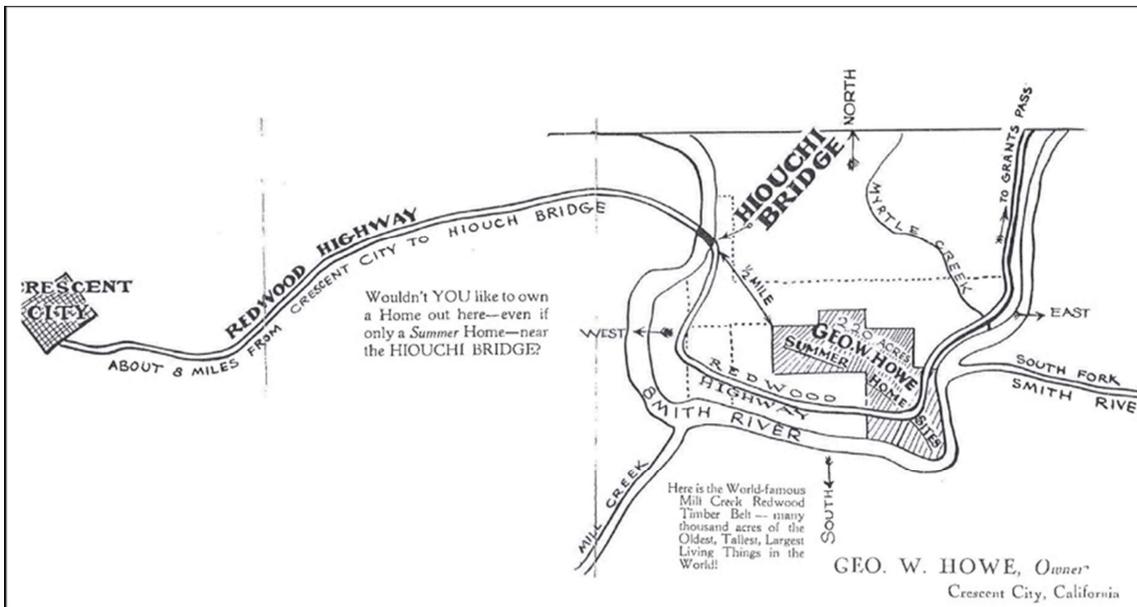
*Section of abandoned puncheon road near Nickerson Ranch Trailhead, 1976 (NPS 1976).*



*Howland Hill Road with Wagon tracks* (Del Norte Historical Society).



*Crescent City Road Work, Showing Improvements in Local Transportation within the City around 1920* (Del Norte Historical Society).



The completion of Highway 199 in the late 1920s replaced Howland Hill Road as a main transportation corridor to the interior of the state (Del Norte Triplicate).

Howland Hill Road  
Jedediah Smith Redwoods State Park and Redwood National Park



Redwoods National Park Map showing Groves and Trails along Howland Hill Road.

## Analysis & Evaluation of Integrity

### Analysis and Evaluation of Integrity Narrative Summary

Howland Hill Road allows convenient access to the Coastal Redwood forest along its length and an opportunity to experience the character of an early California road that has seen very little alteration since the 1920s. Located within Jedediah Smith Redwood State Park, its primary use is a scenic route through massive redwoods that align and intrude into the road. While these trees have always been the dominant character of the road, its origins were as a wagon route to supply inland mines from the coast.

The road now stands as a largely intact relic of the early roads cut through redwood forest. While there are several roads within Redwoods National and State Parks that navigate through impressive redwoods, Howland Hill Road has the most historic integrity, having undergone no substantial modifications since its early management in the 1920s, and back to the 19<sup>th</sup> century east of Mill Creek. Its unpaved surface, narrow navigation through old-growth redwoods and fern-carpeted slopes, and clouds of dust following passing cars capture the spirit of what travel would have been like before highways and interstates came to California. As visitors drive along Howland Hill Road at 5-15 miles per hour, away from the sights and sounds of modern traffic, there is little to distract them from the awe-inspiring redwood forest setting.

#### *Natural Systems and Features*

The vegetation and numerous waterways that surround Howland Hill Road are the most obvious and critical character defining elements of the road. The road still exists primarily because of the preservation of the surrounding redwood forests, much of it is old-growth Coastal Redwoods, some of which have existed for over 2,000 years. The river and creeks have shaped the still evolving landform and created the basins of lush understory vegetation seen from the road. Steep cuts of a few feet seen along the road are often colonized with banks of ferns.

#### *Spatial Organization*

The spatial quality of Howland Hill Road reflect its origins as a road for slow-moving wagons and early automobiles. The road winds among the trees and follows the meandering river and creeks. With few segments having views down the road, most views are out to one side over creek basins. The road often narrows as it winds among the giant Coastal Redwoods, and opposing traffic is force to pull off and wait for cars to pass.

#### *Circulation*

The road is a gravel surface, two-way road, but greatly varies in width from eleven-feet wide between redwood trees to sixteen-feet where it meets county roads at either end. Frequent shallow turnouts have formed over the years where space has allowed traffic to pass. The road eventually connects to US Highway 199 further to the east, and Crescent City to the east. Several very popular hiking trails connect to trailheads along the road including Boy Scout Tree and Mill Creek Trails. These trails access the old-growth groves found within the Mill Creek watershed.

#### *Views and Vistas*

The road was originally developed as a transportation route inland, and prior to any scenic highway standards. Formal vistas and overlooks do not appear to have been considered in the construction of the road. Nonetheless, it is the almost continuous scenic viewing opportunities of giant redwoods, creeks and forest that make the road a continuing popular draw.

#### *Buildings and Structures*

There is only one contributing structure along the road due to its construction within the period of significance. The Jack Breen Bridge over Mill Creek was constructed in 1949 and dedicated to the long-

time Boy Scout leader that popularized the Boy Scout Tree and Trail. All culverts and one other bridge are modern and many have been replaced in the past twenty years.

#### *Small-Scale Features*

Memorials in the form of plaques, a bench, and wooden signs marking the groves appear along the road. While compatible with the road, most of them were added after the period of significance. Trail signs, fences and other trailhead features are also of modern construction.

#### *Vegetation*

Howland Hill Road lies within Jedediah Smith Redwoods State Park, a park established for the conservation of Coast Redwood, *Sequoia sempervirens*. As such, the vegetative communities of the road play an essential role in defining its character. The road served as a means for tourism into the groves. The first grove of redwoods donated for preservation in what became Jedediah Smith Redwoods State Park was along Howland Hill Road. The final grove was donated in 1949. The preserved groves have in turn, given Howland Hill Road another purpose as a scenic road.

### **Natural Systems and Features**

Natural Systems and Features are the natural aspects that have influenced the development and physical form of a landscape. Among other aspects, it can include climate, geomorphology, hydrology, soils, and native vegetation. The natural systems that collectively form the environmental context of Howland Hill Road have played an integral role in its development and evolution.

#### *Geomorphology*

Northern California is tectonically very active, and its complex geology and topography are controlled by movement along faults and crustal plates. Earthquakes of magnitude 9 have occurred on an approximately 500-year interval, triggering landslides and tsunamis.<sup>6</sup> The topography is influenced by several north-northwest trending faults, and the province is characterized by many elongated valleys and ranges that are roughly parallel to the Pacific coast. Drainages are structurally controlled and generally to the northwest. The principle drainage is the Smith River, which Mill Creek and Cedar Creek are tributaries.

Most of Jedediah Smith Redwoods State Park is underlain by rocks of the Franciscan Formation (also called a Group, Series, assemblage, or complex). The Franciscan is composed of greywacke, shale, altered volcanic rocks, chert, some limestones and metamorphic rocks including greenstone (altered submarine volcanics), glaucophane schist, chlorite schist and serpentized peridotite. The Franciscan Formation is over 50,000 feet thick and no top or bottom has been recognized. The age of the Franciscan extends from Upper Jurassic to Upper Cretaceous (Bailey, *et. al*, 1964). Much of the Franciscan assemblage consists of rock that has been sheared and lifted from the ocean floor as a result of the plate action along the Cascadia subduction zone.

#### *Hydrology*

The entirety of Howland Hill Road lies within the Smith River watershed, the northernmost of the three large river systems within Redwood National and State Parks, the Smith River, the Klamath River, and Redwood Creek. Like many early transportation routes, Howland Hill Road loosely follows the alignment of the region's waterways. At its west end, the road briefly follows Mill Creek, before crossing and turning east where the creek meets the Smith River, and then follows the river until it crosses and meets

---

<sup>6</sup> Covington, Sid. "Redwood National and State Parks Geological Resources Management Issues Scoping Summary." Geological Resources Division, 27 Aug. 2014. Web. 20 June 2017.

US Hwy 199. Howland Hill Road crosses Mill Creek and Cedar Creek, both tributaries of the Smith River.

The Smith River is not listed as an impaired water body; however, due to the timber harvest history of the Mill Creek drainage, and the extensive road network for timber access and removal, sediment production is a concern. The Smith River and tributaries are valued for their substrate habitats which support spawning conditions for anadromous fish and their food sources. Excess sediment and turbidity (from both natural and human-caused events) are the water quality issues of most relevance.<sup>7</sup>

### *Topography*

The topography of the road is generally rolling with elevations between one and five-hundred feet. The road is often perched above a creek or river it is following. The drop to the waterway can be a few feet to about a hundred feet.

### *Grade*

The grade of the road has likely changed over the years as road maintenance practices has evolved from labor and wagons to power machinery; the continued addition of surface gravel for maintenance. It is probable the road grade was more variable historically, rougher, and steeper in some locations. Overall these change have some effect, but are relatively minor. The road, in its present condition, maintains a generally even to rolling grade. There is a significant grade between 5% and 10% at the west end of the road as it rises from the level plain up to the forested hills around Howland Hill.

The road is often on cut banks perched above waterways. The banks can be several feet high on the uphill side and often a 2:1 grade. Downhill banks are often much longer, but slightly less steep. The largest and more dramatic banks are along the Smith River when the road is approximately one-hundred feet above the river on a steep bank. Despite the grades of the banks, they are often densely vegetated with understory shrubs and ferns.

The portion of the road west of Mill Creek is likely an adaptation of a section of a 1907 railroad that had been created to transport lumber over Howland Hill to the Hobbs, Wall Company Mill in Crescent City.<sup>8</sup> The earlier segment west of Mill Creek went to the south of Howland Hill and was noted for being very steep.

### *Climate*

Howland Hill Road is located within a temperate coastal climate with temperature range averaging between 40-60 degrees year-round. Annual rainfall in the region ranges from 60 to 140 inches per year, with most precipitation occurring in November through April. The intensity and seasonality of precipitation is unique to the region and made traveling along Howland Hill Road nearly impossible in the winter months, as the rainy season brings hazards such as landslides, minor slumps, and flooding to roads in the area.

Responses to these environmental challenges of travel included modular redwood planks placed on top of the road to allow travel during the margins of the wet season, and bridges allowing passage over waterways with flows that varied with the seasons.

---

<sup>7</sup> Representative Keystone Watersheds, California State Parks, Natural Resources Division April 2007

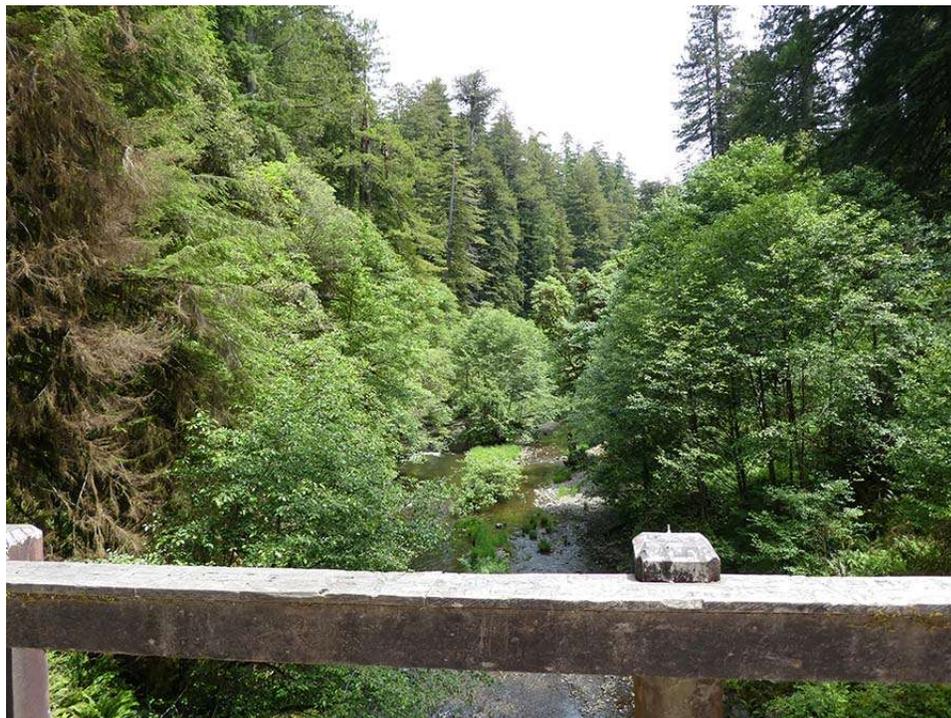
<sup>8</sup> *Cultural Resources of Jedediah Smith Redwoods State Park*, California Department of Parks & Recreation, December 1983, CR-108

### *Vegetation*

Howland Hill Road crosses through the eastern margin of the Coast Redwood belt and a wider variety of trees and shrubs than many of the other northern redwood parks. Both coastal and interior species are represented, including Ponderosa pine and incense cedar.

Coast Redwood, *Sequoia sempervirens*, forests occur in a narrow area of the northern California coast, extending from the southwest corner of Oregon and terminating in the south in California's Monterey County. It is estimated that the Coast Redwood was originally approximately 1,970,000 acres, located in coastal hills and valleys, and by 1965 had been reduced to approximately 300,000 acres as land was cleared for a variety of reasons, but primarily due to logging and agriculture, as well as urban and suburban land use.<sup>9</sup> Today, nearly ninety-six percent of the old-growth redwoods have been logged.<sup>10</sup> The Coast Redwood is the tallest known tree in the world, and grows in very dense monoculture stands. The tree's bark tannin allow the trees to be extremely resistant to fire, decay, and insect infestation. The trees average 200 feet tall and sixteen to twenty feet wide at breast height. The tallest known tree to be measured was nearly 370 feet high and twenty feet wide at breast height. The average age for Coast Redwood is between 500-700 years, although some trees haven been dated to 2200 years.<sup>11</sup>

### **Natural Systems and Features Graphics:**



*Mill Creek and the Coastal Redwood forest from Jack Breen Bridge (NPS 2016)*

---

<sup>9</sup> 12, *North Coast Redwood Master Plan*, 1965, Redwood National Park

<sup>10</sup> *Frequently Asked Questions*, Redwood National Park, 2014

<sup>11</sup> 14, *North Coast Redwood Master Plan*, 1965, Redwood National Park

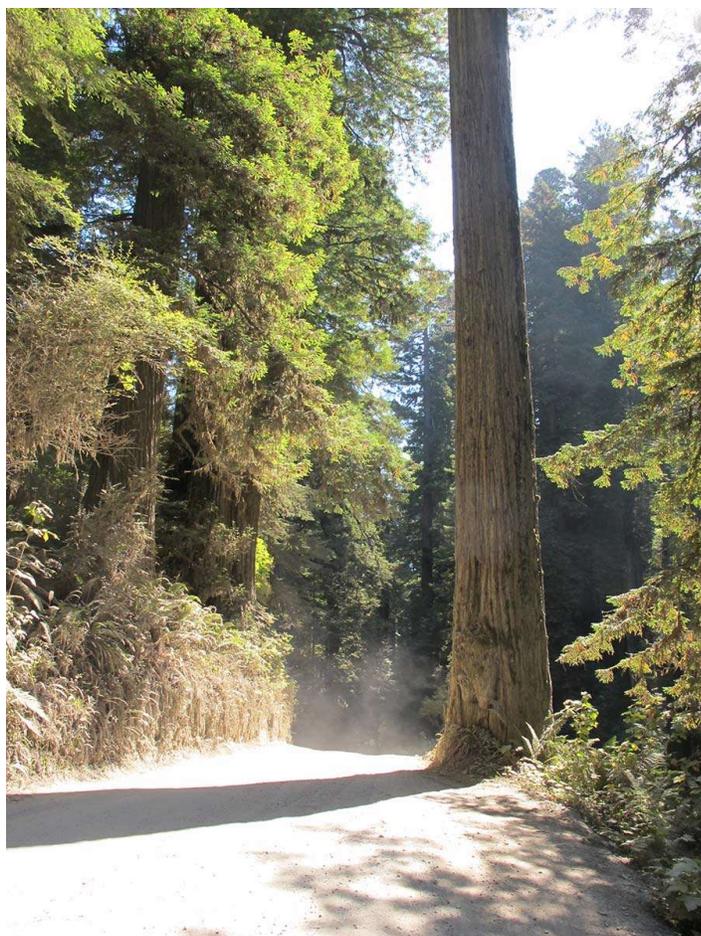
## Spatial Organization

The road is a linear feature 5.9 miles long that winds through large redwoods that often encroach on the road, periodically forming narrow passageways along its length. The trees, varying vertical alignment and winding alignment often limit the view down the road to only a few hundred feet.

Variations in vegetation and topography create the space surrounding the road. The typical spatial composition is the road cut into a hillside with a sloping wall of fern understory on one side of the road, and ferns and understory sloping away to a stream or river on the other side. Old-growth forests are punctuated with well-spaced, imposing redwood trees which form a dense, canopy overhead. The trees shade out most competing tree species and shrubs, leaving a low understory layer which emphasizes the vertical prominence of the redwoods. The lack of many tall understory trees allows for open views across the creek and river to the redwoods on the opposite bank.

The spatial quality of the road reflects its late 19<sup>th</sup> and early 20<sup>th</sup> century origins as a road for horses and early automobiles, not modern traffic speeds. Modern automobiles and modern maintenance have gradually widened the road in many locations to allow passing traffic. Although the giant trees along the road ensure some areas will always remain narrow, winding paths.

### Spatial Organization Graphics:



*Typical section of road with limited visibility, a fern covered bank to the uphill side, the opposite side sloping to a creek, and a redwood encroaching on the road (NPS 2016)*

## Land Use

The slow, meandering road was first created to accommodate horse wagons going into the mines of southern Oregon. Wagons were the only means at the time to bring goods in and ore out. The meandering route is one that was more practical to construct since removing the numerous giant trees near the road, by hand, would have taken a considerable amount of time, with likely little benefit to the speed of the wagons. The most difficult obstacle to overcome was the mud after frequent rains. Redwood puncheons across the road kept wheels out of the mud, but made for a bumpy ride. The puncheons were eventually removed and replaced with gravel. After the construction of the Redwood Highway, the road no longer functioned as a through route, but by that time Stout Grove had been set aside, and preserving other groves along the road had begun.

Howland Hill Road is now a tourist destination as a scenic road through an old-growth Coastal Redwoods forest. With modern cars a road built for horse-wagon speeds might be otherwise hazardous, but it provides an opportunity for visitors seeking to slowly drive and gaze up at the giant trees that line the road. The road is also used to access recreation with numerous trails along the route. Trailheads provide formal parking area, but informal parking takes place throughout the road on turnouts at the side of the road that have developed.

## Circulation

Historically, the road connected Crescent City with the Gasquet toll road, which allowed transportation to the inland communities of northern California and southern Oregon. Today, Howland Hill Road connects with U.S. Highway 199 on the east side of the state park. The road within the boundaries of Redwood National and State Park is 5.9 miles long and runs roughly east to west. It crosses through the southern third of the Jedediah Smith Redwoods State Park. Elk Valley Road connects to Howland Hill Road on the eastern boundary, then climbs above a tributary of Mill Creek near Howland Hill Outdoor School and follows the creek until the road crosses Mill Creek. The road roughly parallels the Smith River after the crossing and the river can be seen from the road after it passes Stout Grove. Several of the park's hiking trails are accessible from the road and allow visitors to experience unique redwood specimen trees and groves of the park.

It is a gravel surface road, two-way road, but greatly varies in width from eleven-feet wide between redwood trees to sixteen-feet where it meets county roads. Howland Hill Road's navigation through large, imposing redwood trees results in varying road widths, with narrow, one-lane access in places where two of the massive trees frame the road. There are frequent turnouts have formed along the road to allow cars to pass. The relatively narrow, winding road slows traffic, helping to maintain a sense of what early automotive travelers would have experienced. The close proximity to old-growth redwoods, along with the leisurely pace and simple construction, cultivate a sense of immersion within the forest, and it is this character that makes Howland Hill Road unique among existing vehicular roads in the region.

Howland Hill Road was built as an early link from Crescent City to the inland mining areas around Sailors Diggings, Oregon. Del Norte County contracted with Nels Christensen to construct this link through the Mill Creek drainage basin and over Howland Hill, and connecting Crescent City at the southwestern end to Gasquet's toll road at the northeast end on the Smith River. The toll road continued on up to Sailor's Diggings, and eventually to Grants Pass, Oregon. It continued to serve as the primary

navigation route until 1926, when Highway 199 was completed, providing a more efficient regional transportation route. Three years after US-199 superseded Howland Hill Road, the Jedediah Smith Redwoods State Park was created, and Howland Hill Road found a second life as an access route to the park's earliest established groves. The road became a part of the growing movement to conserve old growth redwood trees by giving the public convenient access to the preserved groves on a road whose primary purpose was enabling redwood tourism.

#### *Howland Hill School Road*

The area has been the subject of previous historical investigations. The road origins as it exists have been difficult to determine and likely an access road modified over time. The western slope of Howland Hill was logged by Hobbs, Wall & Co. beginning in 1908 and active until about 1920. Portions of this road likely date to that time as logging roads and access to the logging camp where the outdoor school is today. The area was later ranched beginning in the 1930s until acquired by the Federal Government in 1968. The school was established in 1979.

#### *Road to Stout Grove*

The Frank D. Stout Memorial Grove, established in 1929, was the first dedicated redwood grove in Jedediah Smith Redwoods State Park. In his letter to Duncan McDuffie, Frank Stout notes that the grove had been historically used for recreation by the people of Crescent City,<sup>12</sup> and there may have been a footpath leading to the grove. Today, a paved road branches east from Howland Hill Road, granting access to the Stout Grove parking lot. This trail brings visitors through an old-growth forest, with impressive views of colossal redwoods. There is no evidence that the access road is particularly distinguished or historic, or in the same location as previous paths.

#### *Trails and Trailheads*

Five hiking trails have trailheads along or intersect Howland Hill Road: the Nickerson Ranch Trail, the Boy Scout Tree Trail, the Stout Grove Trail, the Mill Creek Trail, and the Little Bald Hills Trail. While most associated trails are reserved for hikers, the Little Bald Hills Trail is also open to horseback riding and biking.

The Nickerson Ranch Trail is a one mile hike leading to a former ranch site established between 1878 and 1890 which at one point featured a small garden, orchard, and sluiced mine along the creek.<sup>13</sup> The original road crossed the trail coming over Howland Hill and continued on to Mill Creek, where it followed the creek. The trail is accessed from two unpaved parking areas, about ¼-mile apart, that accommodate two to three cars, each.

The Boy Scout Tree Trail, named for local Boy Scout troop leader John Breen who is credited with discovering the Boy Scout Tree, is a 2.8 mile trail leading to an exceptionally wide double trunked redwood tree. The trailhead is located two miles from the western park entrance at Howland Hill Road. The parking area at the trailhead is unpaved, 140' long by 16' wide, and provides head-in parking for approximately fifteen vehicles.

The Mill Creek Trail is a 2.6 mile trail that parallels the western bank of Mill Creek. Portions of trail are likely former wagon roads and may be related to an earlier alignment of Howland Hill Road, but clear evidence of what segments are related to the road were not found. The trail is accessed from numerous points along the road.

---

<sup>12</sup> Stout, Frank D. Letter to Duncan McDuffie. 8 Oct. 1927.

<sup>13</sup> *Cultural Resources of Jedediah Smith Redwoods State Park*, California Department of Parks & Recreation, December 1983, CR-77

The Stout Memorial Grove Trail is a 0.5 mile loop through the 45-acre scenic Frank D. Stout Memorial Grove. A trail through the grove probably existed before the park was established and the current trail formalized, but any previous routes and their relationship with the current road alignment are unknown. The trail is accessed via a paved road that branches off of Howland Hill Road about 1.25 miles from the eastern park entrance.

The Little Bald Hills Trail is a steep 4.8 mile segment of an old pack trail ascending through redwood forests up into cedar, fir, and pine forests, and finally to open prairies that sit atop the ridge. The trail is accessible from a trailhead located at the eastern end of Howland Hill Road with space for about four or five cars.

#### *Turnouts*

Seventy-four vehicle turnouts are located along the length of the road in regularly spaced intervals, on both sides, to accommodate two-way traffic on a narrow road. Turnouts are generally 7-12' wide, and 30-80' long. They are finished with a crushed aggregate, the same material used on the road, and they appear as an extension of the roadway. There is no record of when these turnouts were constructed and are the likely result of increased automobile traffic and modern mechanical maintenance. Their presence is not essential or unique to Howland Hill Road in terms of practical transportation or of scenic value.

#### *Parking Lots*

The paved parking lot for the Stout Grove is about 1/4-mile east of Howland Hill Road. It is paved and has a capacity of about twenty vehicles, with a restroom facility west of the parking lot.

### **Character Defining Features:**

Feature Name:	Turnouts (74)
Contributing Status:	Non-contributing

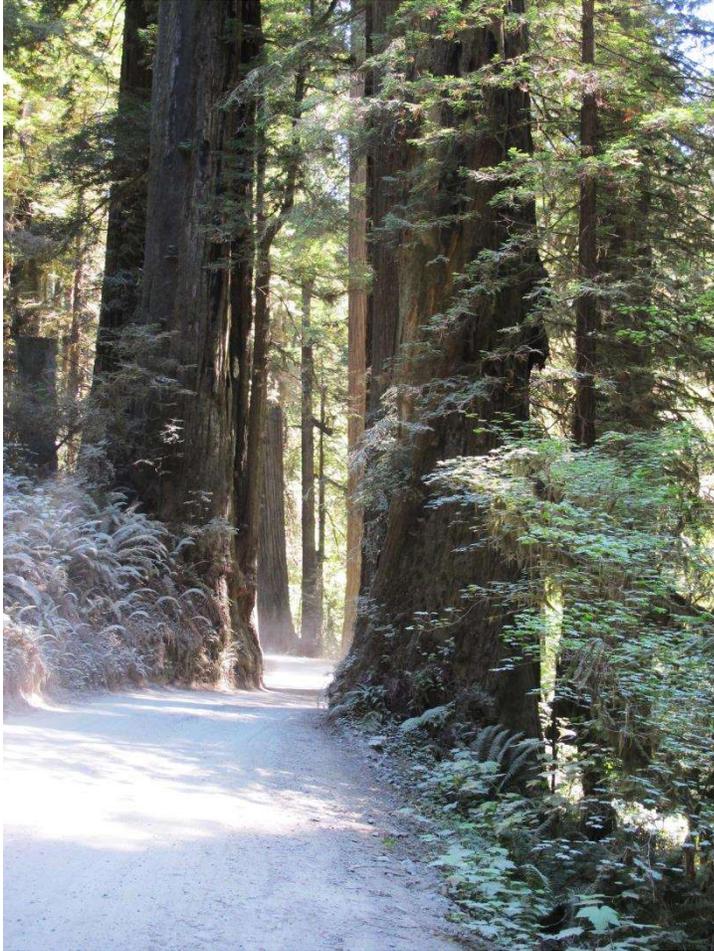
Feature Name:	Stout Grove parking lot
Contributing Status:	Non-contributing

Feature Name:	Howland Hill School Road
Contributing Status:	Non-contributing

Feature Name:	Road to Stout Grove
Contributing Status:	Non-contributing

Feature Name:	Trails and trailheads(5)
Contributing Status:	Non-contributing

**Circulation Graphics:**



*Narrow point in Howland Hill Road (NPS 2016)*



*Howland Hill Road (NPS 2016)*



*Road to Stout Grove (NPS 2017)*



*Nickerson Ranch Trail meets Howland Hill Road (NPS 2016)*



*Typical turnout (NPS 2016)*



*Parking at Boy Scout Tree Trailhead (NPS 2016)*



*Parking at Stout Memorial Grove Trailhead (NPS 2016)*

## Views and Vistas

The scenic views from the road are a creation of the surrounding landform and vegetation. Howland Hill Road offers a continuous scenic experience of a redwood forest. Views are most often to one side, across a creek drainage, below the heavy canopy of the tall redwoods. These views are usually no more than a quarter mile, and often closer. Because the tall trees come up to and even within the road, views up the trunks and into the canopy are also an important characteristic. The only modern development seen along the road is at the eastern end when the road meets the Smith River and homes near the town of Hiouchi can be seen along the opposite bank. These homes are not dominating, but future development should be considerate of views from the road.

The road was originally developed as a transportation route inland, and prior to any developed highway scenic standards. Formal vistas and overlooks do not appear to have been considered in the construction of the road. Nonetheless, it is the almost continuous scenic viewing opportunities of giant redwoods, creeks and forest that make the road a continuing draw.

### Views and Vistas Graphics:



*Typical view from road across creek and into the surrounding forest (NPS 2016)*

## Buildings and Structures

Buildings are features constructed for sheltering any form of human activity. Structures are features constructed for purposes other than sheltering human activity, and may include mechanical and structural engineering systems. There are no buildings associated with the Howland Hill Road cultural landscape. Associated structures include two bridges located at the Mill Creek and Cedar Creek crossings.

### *Jack Breen Bridge*

The 147' long concrete span bridge over Mill Creek was built in 1949 and in 1950 was dedicated to Jack R. Breen, a local sheriff and Boy Scout troop leader in Crescent City who was well-known for locating

the double-trunked Boy Scout Tree. It was constructed toward the end of the period of significance. Through its dedication, it also has an association with the Boy Scout Tree and Grove.

#### *Cedar Creek Bridge*

The Cedar Creek Bridge replaced an old road culvert that had been a barrier to fish migration since 1947. Removal of the old culvert allowed salmon to access over one mile of excellent spawning and rearing habitat upstream of the culvert. This project was identified as a priority in the 2002 *Smith River Anadromous Fish Action Plan* by the Smith River Advisory Council and the 2004 *Recovery Strategy for California Coho Salmon* by the California Department of Fish and Game. Work was completed in the fall of 2007.<sup>14</sup>

#### *Culverts*

One-hundred and ninety culverts exist along the road to facilitate proper drainage of the site. The water management features of the road have been maintained by state parks since 1943 when Del Norte County deeded the road to the State of California. The culverts are not uniform; instead they include a variety of metal, concrete, and plastic culverts. Only a few have any masonry headwalls, and all of those are concrete and modern. In 2013 at two locations along tributaries of Nickerson Creek, standard culverts were replaced with large culverts to provide unimpeded access for Coho and Chinook Salmon, Steelhead and Cutthroat Trout, to approximately 5,600 feet of stream.<sup>15</sup> These drainage features are generally hidden from view.

### **Character Defining Features**

Feature Name:	Jack Breen Bridge
Contributing Status:	Contributing

Feature Name:	Cedar Creek Bridge
Contributing Status:	Non-contributing

Feature Name:	Culverts (190)
Contributing Status:	Non-contributing

---

<sup>14</sup> "The Smith River, a Salmon Stronghold." *Watershed | Smith River Alliance Newsletter*. Smith River Alliance, Winter 2009. Web. 20 June 2017.

<sup>15</sup> "Project: Mill Creek Tributaries Fish Passage Design." *CNRA: Bond Accountability*. California Natural Resources Agency, n.d. Web. 22 June 2017.

**Building and Structures Graphics:**



*The Jack Breen Memorial Bridge spans Mill Creek (NPS 2016)*



*Dedication on Jack Breen Bridge (NPS 2016)*



*Cedar Creek Bridge (NPS 2016)*



*Typical corrugated steel culvert (NPS 2016)*



*Corrugated steel culvert with modern concrete wall (NPS 2016)*



*Recent culvert replacement with larger stone-bottom culverts to allows better fish habitat (NPS 2016)*

## Small-Scale Features

There are a number of small scale features found along the road, many of which are directly related to the dedicated groves. Memorials in the form of plaques, a bench, and wooden signs marking the groves appear along the road. While compatible with the road, all of them were added after the period of significance. Trail signs and other trailhead features are also of modern construction.

### *Fences*

A stack rail, double post, split redwood fence stands along the entrance to the Boy Scout Tree Trail, separating the parking lot from the pedestrian trail. The fence is constructed of roughly 6"x6" square split redwood posts. Its date of construction is unknown.

### *Gates*

Three modern steel post gates have been installed along the road to restrict access when necessary. Reflective signs are affixed to the gates to denote limited access. Similar steel gates also mark the beginning and end of Howland Hill Road as it passes through Jedediah Smith Redwoods State Park. These gates are steel and of simple, functional design.

### *Memorial Grove Identification Signs*

Wooden signs mark the dedicated groves along Howland Hill Road, including the Ferrell grove, the National Tribute Grove, the Jensen grove, the Krauss grove, and the Stout grove. These signs are of recent construction, roughly three feet high by four feet wide. They are typically of simple design, made of two wooden posts framing a cross plank featuring the name of grove. Signs are usually painted brown with yellow lettering signifying the grove's name.

### *Memorial Grove Plaques*

The Jesse H. Metcalf Grove is marked with an 11"x16" cast bronze plaque and attached to a large boulder at the edge of Howland Hill Road. This plaque was installed in 1942 and reads:

*This grove is given to the State of California for the preservation of these ancient trees by  
Mr. and Mrs. Jesse H. Metcalf of Rhode Island.*

A bronze plaque in honor of Eleanor Richards Lyon, Honorary State Regent of the California State Society of the Daughters of the American Revolution, has been placed on a redwood bench near Howland Hill Road in the Daughters of the American Revolution Bicentennial Grove. The bench was added in 1975 and is located behind a large tree, not visible from the road. The plaque reads:

*Honoring Eleanor Richards Lyon (Honorary State Regent) and the California members  
of the National Society Daughters of the American Revolution who made possible the  
preservation of this redwood grove.*

### *Trailhead signs*

Trailheads are marked with signs detailing the name and length of trails. These signs were installed by the California State Parks and Recreation and are of recent construction. Generally, they are of simple design, usually made of wood and painted a dark brown.

### *Gabion wall*

To stabilize the road bedding adjacent to a particularly sheer drop off, a chain-link gabion wall was added beneath the road near the Nickerson Ranch trailhead. The wall is approximately 100' long and is not visible to people using the road. Its date of construction is unknown but likely modern.

### Character Defining Features

Feature Name:	Jesse Metcalf plaque
Contributing Status:	Contributing

Feature Name:	DAR Eleanor Richards Lyon plaque
Contributing Status:	Non-Contributing

Feature Name:	Memorial Grove identification signs
Contributing Status:	Non-Contributing

Feature Name:	fences
Contributing Status:	Non-Contributing

Feature Name:	gates
Contributing Status:	Non-Contributing

Feature Name:	Trailhead signs
Contributing Status:	Non-Contributing

Feature Name:	Gabion wall
Contributing Status:	Non-Contributing

### Small-scale Features Graphics:



*Gate near eastern boundary (NPS 2016)*



*Metcalf Grove Memorial Plaque (NPS 2016)*



*DAR Memorial bench (NPS 2016)*



*Fence at Boy Scout Tree Trailhead (NPS 2016)*

## Vegetation

Howland Hill Road lies within Jedediah Smith Redwoods State Park, a park established for the conservation of Coast Redwood, *Sequoia sempervirens*. As such, the vegetative communities of the road play an essential role in defining its character. The groves of old-growth redwood create a dense, shady canopy that towers above. The redwood forest is dominated by coast redwood and Douglas-fir. Associated tree species depend on local conditions, but generally include western hemlock and Sitka spruce. Meanwhile, the lower understory is comprised of oxalis, rhododendron, huckleberry, and a variety of ferns, most commonly *polystichum munitum*, or sword ferns. These species flourish in the damp, shady environment below the redwood canopy.

The first grove of redwoods donated for preservation in what became Jedediah Smith Redwoods State Park was along Howland Hill Road. The final grove was donated in 1949. The intent of these donations is the preservation of the surrounding forests. There has been little to no change to the vegetation communities since that time.

### *Dedicated Redwood Groves*

Madison Grant and Stephen Mather of the League had pinpointed this watershed as an important area for preservation in 1919.<sup>16</sup> In 1925, the Save-the-Redwoods League adopted the Mill Creek watershed as the fourth of its major park acquisition projects. The first land acquisition came in 1929 with the donation of the Stout Grove, and the last came in 1949 for the 500-acre National Tribute Grove. Because of its general alignment through the Mill Creek watershed, Howland Hill Road provided convenient access and likely played a role in the preservations of these trees.

---

<sup>16</sup> *Cultural Resources of Jedediah Smith Redwoods State Park*, California Department of Parks & Recreation, December 1983, CR-77

*Frank D. Stout Memorial Grove*

The 45-acre Frank D. Stout Memorial Grove stands near the junction of Mill Creek and the Smith River and features colossal old growth redwoods. The rich alluvial soils resulting from the periodic flooding of the river allow the trees to thrive. A carpet of redwood sorrel and various fern types forms a soft understory. The grove's location on a floodplain at the confluence of Mill Creek and the Smith River makes it notably flat and accessible.

Stout Grove is one of the most popular destinations in the park; an established trail through the grove gives visitors convenient access to impressive stands of old-growth redwoods. Visitors to Redwood National and State Parks typically come to the park with the intention of seeing coast redwood trees – famed for being the tallest trees in the world. Stout Grove is arguably the best destination for park visitors to see massive old-growth trees and is considered by many to be the most scenic redwood grove in the world.

*National Tribute Grove*

The National Tribute Grove, established in 1945 and comprised of more than 5,000 acres of old-growth forest, was proposed by the Garden Club of America in honor of the men and women of the armed services of the United States in World War II. The boundaries of the grove were set in consultation with noted landscape architect Frederick Law Olmsted, Jr. and contain large tracts of the imposing old-growth coast redwoods that characterize the Mill Creek drainage basin. Thousands of organizations and individuals contributed to the acquisition fund. The Daughters of the American Revolution is one of the associated donors, contributing \$29,424 for 40 acres.

*Jesse H. Metcalf Grove*

The Mr. and Mrs. Jesse H. Metcalf Grove includes approximately 960 acres and was donated in 1939 by Senator Jesse Metcalf of Rhode Island and his wife.

*Mr. and Mrs. J. R. Ferrell and Mr. and Mrs. David Ferrell Grove*

The Ferrell Grove was donated in 1946 and crosses both Mill Creek and Howland Hill Road, so it might be accessible to his family.<sup>17</sup>

*C.F. Krauss Grove*

The C.F. Krauss Grove was established in 1946. The grove is located southwest of the Stout Grove and contains large Redwoods, White Fir, White Cedar, and Western Hemlock.<sup>18</sup>

*Daughters of the American Revolution Bicentennial Grove*

The 10-acre Bicentennial Grove within the National Tribute Grove was dedicated to the Daughters of the American Revolution in 1973 in appreciation of their fundraising for the Memorial Grove and in celebration of the nation's bicentennial.

Feature Name:	Frank D. Stout Grove
Contributing Status:	Contributing

Feature Name:	National Tribute Grove
Contributing Status:	Contributing

Feature Name:	Jesse H. Metcalf Grove
---------------	------------------------

---

<sup>17</sup> Drury, Aubrey. Letter to Dr. Caryl P. Haskins. 4 Dec. 1944. MS. N.p.

<sup>18</sup> French, Enoch P. Letter to Aubrey Drury. 5 Feb. 1946.

Contributing Status:	Contributing
----------------------	--------------

Feature Name:	Mr. and Mrs. J. R. Ferrell and Mr. and Mrs. David Ferrell Grove
Contributing Status:	Contributing

Feature Name:	C.F. Krauss Grove
Contributing Status:	Contributing

Feature Name:	Daughters of the American Revolution Bicentennial Grove
Contributing Status:	Non-Contributing

**Vegetation Graphics:**



*Coastal Redwoods adjacent to road (NPS 2016)*

## Archaeological Sites

Archeological sites are the location of ruins, traces, or deposited artifacts in the landscape, and are evidenced by the presence of either surface or subsurface features. Evaluation of these sites and features under Criterion D is outside of the scope of this study.

Various residences were established along in the Mill Creek watershed during the road's life as an active transportation route from Crescent City to inland communities. The most notable of these is the Nickerson Ranch site, located along Mill Creek south of Howland Hill Road. Nickerson settled the site in the late 19<sup>th</sup> century and resided there until the 1920s or 30s. There are no visible remnants of the cabin, but a trash deposit and orchard trees remain.<sup>19</sup>

Howland Hill Outdoor School is located on the former Huffman Ranch. The structure referred to as "the Lodge" was the Huffman house, and remnants of an orchard stand to the south and west of the house. A NPS ranger currently lives in the house and school groups attend education classes. In 2010 the site was deemed ineligible for inclusion for the National Register of Historic Places.<sup>20</sup>

The Hickock house site is located on the west side of Mill Creek approximately ¼ mile southwest of the Nickerson Ranch site. Henry Hickock established a house and farm here in the early 1870s. There are no physical remains of these structures.

The Tracy property, also known as Pacomo Camp, is located on an access road along Howland Hill Road, approximately ¼ mile from the eastern boundary of the park. The site consists of a house, an open sleeping shelter, a storage shed, and a modern log house. The site was once used as a summer camp, but the dates of operation are unknown, and the modern house has no historic significance.<sup>21</sup>

Remains of the old puncheon road are visible near the western Nickerson Ranch trailhead, on a spur trail directly north of Howland Hill Road. The puncheons are remnants of an earlier road and meet the existing road roughly 1,300 feet west of the trailhead.<sup>22</sup> This stretch of puncheon road is not an official trail, but is accessible to park visitors via a spur trail. The date of the road and consequent abandoning of this puncheon segment is unknown, but it is west of Mill Creek and therefore not likely a remnant of Howland Hill Road, but an associated connector. Puncheons were removed from Howland Hill Road in 1919, when the road alignment was closer to Mill Creek. The current road alignment west of Mill Creek likely came about in the 1920s after the logging railroad ceased operations. However, many county records have been lost and the details of road operations are missing.

---

<sup>19</sup> Hood and Roland, 1983

<sup>20</sup> Rich and Roscoe, 2010

<sup>21</sup> Hood and Roland, 1983

<sup>22</sup> Ibid

**Archaeological Sites Graphics:**



*Remains of puncheon road (NPS 2017)*

## Condition

### Condition Assessment and Impacts

**Condition Assessment:** Fair

**Assessment Date:** 10/30/2017

#### Condition Assessment Explanatory Narrative:

The overall condition of Howland Hill Road is fair, although the condition of the road surface is maintained in a good to fair condition considering it is a well-traveled gravel road. It is typically gaveled and graded once a year. Some components of the road are in fair to poor condition, such as the Jack Breen Bridge which has missing railings, railings in poor condition. Some trail signs and trailhead features need attention, too, such as fencing at trailheads and some trail signs. Culverts are in generally good condition and many have been recently replaced in the past decade, there are a few culverts that appeared clogged and should be cleaned.

### Impacts

**Type of Impact:** Visitation

**External or Internal:** Internal

**Impact Description:**

A road that was initially intended for wagons and now used by modern automobiles will inevitably lose some of its historic characteristics over time. These changes will occur incrementally and most evident in the width of the road as wider and faster vehicles use more locations to pull to the side to allow vehicles to pass. The road's change to a primarily scenic drive also has consequences as more vehicles are more likely to pull over to observe the scenery in a greater number of areas. This results in a wider road in some locations than what would have been there historically.

**Type of Impact:** Inappropriate maintenance

**External or Internal:** Internal

**Impact Description:**

Similar to the impact of visitation, the effect of using modern machinery to maintain the road, while necessary, can contribute to further loss of historic character. Annual rocking and blading the road has likely contributed to the expansion of the road width in some areas, and the likely reduction of some vertical curves in the road. These changes are likely incremental and not necessarily noticeable year to year.

**Type of Impact:** Deferred maintenance

**External or Internal:** Internal

**Impact Description:**

The damp environment necessary for the Coastal Redwood requires vigilance regarding stormwater management. The road is regularly graded and surface runoff does not appear to be causing significant

erosion problems. Culverts are in generally good condition but at the time of the field survey in 2016, four of 30 culverts were between 75% and fully blocked. Blocked culverts may lead to undermining the road and collapse.

**Type of Impact:** Inappropriate elements  
**External or Internal:** Internal  
**Impact Description:** Some care should be taken in the small scale elements along the road so they do not detract from the character of the road. Historically there does not appear to have been any stone walls, guardrail, gates, or other such elements along the road. While these might be necessary now, efforts should be made to minimize the visual impact, and blend with the rustic quality of the road.

**Type of Impact:** Structural Deterioration  
**External or Internal:** Internal  
**Impact Description:** The Jack Breen Memorial Bridge shows some signs of deterioration such as the loss of railings and pot marking of the concrete surface. While neither is structurally significant, regular inspections are recommended.

### **Stabilization Measures:**

The following stabilization measures have been identified for Howland Hill Road:

#### **Earthworks**

##### Bank stabilization

- Approximately one mile from the western entrance, a gabion wall is stabilizing the downhill side of the road. The wall is about 100-feet long and from three to eight feet tall. The wall is well-blended into the landscape and most visitors do not notice it.

#### **Structures**

##### Culvert cleaning

- Culverts should be continued to be cleared of debris and vegetation. This should be done on an annual basis. Rusted and deteriorated culverts should be replaced and efforts made to conceal the culverts from the road as possible.

##### Ditch cleaning

- Ditches alongside the road are typically cleared of vegetation when the road is bladed. Clearing ditches will prevent rainwater from undermining the integrity of the road bed and maintain a positive drainage to culverts and streams. Care must be taken not to be too aggressive with mechanical equipment and increase the width or depth of ditches.

##### Road maintenance

- The road is closed once a year to add gravel and grade the road. This prevents the surface from becoming too uneven, or allow deep ruts to form. These conditions can allow water to pool in the road and potential undermine the road bed. Continuous car traffic will make these conditions worse over time. This maintenance also keep water flowing off the road more evenly and minimizing

erosional issues on the sides and banks. Care should be taken not to be too aggressive in grading, or adding more rock in areas that were not historically road.

#### Bridge

- Bridge maintenance should be prompt in order to avoid further deterioration. Moss and lichens can accelerate the deterioration of concrete and should be cleaned on a semi-annual basis. The railings on the Jack Breen Bridge have broken and missing sections. These should be repaired to prevent further loss.

## Treatment

**Approved Treatment:** Rehabilitation

**Approved Treatment Document:** General Management Plan/ General Plan  
Redwood National and State Parks  
April 6, 2000

#### **Approved Treatment Document Explanatory Narrative:**

From General Management Plan/ General Plan, page 46:

The two-way unsurfaced road will be retained and minor improvements will be made. This road will not be recommended for large trailers and motorhomes. If conditions change in the future, other maintenance and operational options will be considered, including paving the road and/or making it a one-way road.

**Approved Treatment Completed:** No

## Bibliography and Supplemental Information

### Bibliography

Bledsoe, A. J.

1881 *History of Del Norte County, California*. Humboldt Times, Wyman and Company, Publisher, Eureka.

California Department of Parks and Recreation

2007 *Representative Keystone Watersheds*. On file, Redwood National and State Parks office, Orick.

California Natural Resources Agency

2017 *Project: Mill Creek Tributaries Fish Passage Design*. Website accessed June 22, 2017 at [www.resources.ca.gov/docs/Prop\\_84\\_BAB\\_Web.xls](http://www.resources.ca.gov/docs/Prop_84_BAB_Web.xls)

Chase, Doris

1959 *They Pushed Back the Forest*. Sebastapol, California.

Chase, Don M.

n.d. *Pioneer Trails and Roads of Del Norte County*. On file, Del Norte County Historical Society, Crescent City.

Chase, Don M. and Marjorie N. Helms

1959 *Pack Saddles and Rolling Wheels*. On file, Del Norte County Historical Society, Crescent City.

Covington, Sid

2014 *Redwood National and State Parks Geological Resources Management Issues Scoping Summary*. On file, Redwood National and State Parks office, Orick.

*Crescent City American*

1964 "Del Norte trails and Roads Early Beginnings are Told." On file, Howland Hill Vertical Files, Del Norte County Historical Society, Crescent City, California.

*Curry Coastal Pilot*

2014 Dedication ceremony for National Tribute Grove is Saturday. *Curry Coastal Pilot*, September 24, 2014. Accessed electronically September 11, 2016 at

<http://www.currypilot.com/csp/mediapool/sites/CurryPilot/News/story.csp?cid=4320275&sid=919&fid=151>

*Daily Independent Journal*

1963 *Daily Independent Journal*, San Rafael August 22, 1963. On file, Road File, Del Norte County Historical Society, Crescent City.

Del Norte County

1927 Board of Supervisors Minutes. On file, Del Norte County Board of Supervisor's Office, Crescent City.

1942 Board of Supervisors June 19, 1942. On file, Del Norte County Board of Supervisor's Office, Crescent City.

*Daily Independent Journal*

1963 Untitled Article, Daily Independent Journal, San Rafael August 22, 1963. On file, Road File, Del Norte County Historical Society, Crescent City.

*Daily Independent Record*

1890 Untitled News Clipping. On file, Road File, Del Norte County Historical Society, Crescent City.

*Del Norte Triplicate*

1943 "State to Control Mill Creek Road." September 10, 1943. On file, Howland Hill Vertical File, Del Norte County Historical Society, Crescent City.

1958 "Freight Teams, Stages Kept County Supplied in the 80's." August 14, 1958. On file, Howland Hill Vertical File, Del Norte County Historical Society, Crescent City.

1964 Article on Howland Hill Road during Tsunami. May 1, 1964:15. On file, Howland Hill Vertical File, Del Norte County Historical Society, Crescent City.

1976 Del Norte Triplicate 1976 Bi-Centennial Edition. On file, Howland Hill Vertical File, Del Norte County Historical Society, Crescent City.

1982 Del Norte Triplicate Parklander. January 26, 1982. On file, Howland Hill Vertical File, Del Norte County Historical Society, Crescent City.

1983 "Pack a lunch, load the kids and drive the scenic old plank road territory." May 28, 1983. On file, Howland Hill Vertical File, Del Norte County Historical Society, Crescent City.

2007 "Jack Breen and the Boy Scouts Tree." On file, Howland Hill Vertical File, Del Norte County Historical Society, Crescent City.

Drury, Aubrey

1944 Letter to Dr. Caryl P. Haskins, from Save the Redwoods League. On file, Redwood National and State Parks office, Orick.

1945 "National Tribute Grove of Ever-Living Redwoods," *American Forests*. May, reprint.

Endert, B. C.

1963 "From Diamond Hitches to Concord Coaches." Manuscript. On file, Del Norte County Historical Society, Crescent City.

Evanow, Tom

1980 The Kelsey Trail (Nickerson Ranch to the Pacific Crest Trail). Draft Report. 56 pp. + appendices. Mimeograph copy. Redwood National Park, Crescent City, CA. On file, Redwood National and State Parks office, Orick.

Farquahar, Francis

1966 *Up and Down California in 1860-1864*. The Journal of William H. Brewer, Professor of Agriculture. University of California Press, Berkeley.

French, Enoch P.

1946 Letter to Aubrey Drury, Save the Redwoods League. On file, Redwood National and State Parks office, Orick.

General Land Office (GLO)

- 1856 Survey Plat Map for Township 16 North, Range 1 West. On file, Cadastral Survey, Bureau of Land Management, Sacramento.
- 1877 Survey Plat Map for Township 16 North, Range 1 East. On file, Cadastral Survey, Bureau of Land Management, Sacramento.

Hearth, Fred E.

- n.d. "Nickerson Ranch is Visit Down Historical Path." Undated clipping, circa 1960s. On file, Road File, Del Norte County Historical Society, Crescent City).

Historical Marker Database

- n.d. "Jesse Metcalf Memorial Marker." Historical Marker Database website accessed at <http://www.hmdb.org/Marker.asp?Marker=1510>.

Hood, Joe

- 1983 *Cultural Resources of Jedediah Smith Redwoods State Park, Del Norte Coast Redwoods State Park, Prairie Creek Redwoods State Park*. Native American Resources by Joe Hood, State Archaeologist; Euroamerican Resources by Carol Roland, State Historian. On file, California Department of Parks and Recreation Archives, Sacramento.

Lesna, Dale

- 2007 Dale Lesna interview, September 24, 2007 by Shannon Tushingham. Notes on file at PAR Environmental Services, Inc., Sacramento.

The Jabberwock

- N.D. "The Broken Old Puncheon." On file, Howland Hill Vertical File, Del Norte County Historical Society, Crescent City.

National Park Service and California Department of Parks and Recreation

- 2000 General Management Plan/ General Plan, Redwood National and State Parks. On file, Redwood National and State Parks office, Orick.

Outdorky

- 2016 "Simpson Reed Memorial Grove." Location map accessed at <http://www.outdorky.com/2010/05/simpson-reed-grove-jedediah-smith.html>.

Rohde, Jerry

- 2005 "Kelsey Trail Report." On file, Redwood National and State Parks office, Orick.

Rohde, Jerry, and Gisela Rohde

- 1994 *Redwood National and State Parks: Tales, Trails and Auto Tours*. Mountain Home Books, McKinleyville.

*Rogue River Courier*

- 1900 *Rogue River Courier*, Grants Pass, Oregon, August 2, 1900. On file, Road File, Del Norte County Historical Society, Crescent City.
- 2011 *Rogue River Courier*, Grants Pass, Oregon, September 1, 1911. On file, Road File, Del Norte County Historical Society, Crescent City.

Save the Redwoods League

2016 Official website accessed September 22, 2016 at  
<http://www.savetheredwoods.org/donate/dedicate-a-redwood-grove>

Smith Tomini, Rachel

1989 *The History of Del Norte County, California by Esther Ruth Smith, including the story of its pioneers with many of their personal narratives.* Introduction by Oscar Lewis. Pioneer Graphics of Eureka, California.

Soulliere, Laura

1983 *Architectural Survey and Evaluation, Redwood National Park, Redwood National Park, Crescent City, California.* Draft, September 1978, Final June 1983. On file, California Department of Parks and Recreation Archives, Sacramento.

*The Times Standard/Eureka*

1968 Untitled Article. October 16, 1968. On file, Road File, Del Norte County Historical Society, Crescent City.

1977 Untitled Article. Nov. 11, 1977. On file, Road File, Del Norte County Historical Society, Crescent City.

Stout, Frank D.

1927 Letter to Duncan McDuffie, Save the Redwoods League. On file, Redwood National and State Parks office, Orick.

Smith River Alliance

2009 "The Smith River, a Salmon Stronghold," *Watershed*. Winter. Newsletter accessed on-line June 20, 2017 at [http://smithriveralliance.org/newsletter/20081221\\_watershed.html](http://smithriveralliance.org/newsletter/20081221_watershed.html)

Valen, John

1967 Correspondence, April 14, 1967. Letter on file, Howland Hill Vertical File, Del Norte County Historical Society, Crescent City.

## **Supplemental Information**

### **Appendix A**

#### **California Department of Parks and Recreation Site Record Form (DPR 523A) Howland Hill Road**



State of California - The Resources Agency  
DEPARTMENT OF PARKS AND RECREATION  
PRIMARY RECORD

Primary # P-  
HRI#  
Trinomial CA-  
NRHP Status Code  
Other Listings  
Review Code  
Reviewer  
Date

Page 1 of 11 \*Resource Name or #: (Assigned by recorder) Howland Hill Road

P1. Other Identifier: Howland Hill Road

\*P2. Location:  Not for Publication  Unrestricted \*a. County Del Norte  
and (P2b and P2c or P2d. Attach a Location Map as necessary.)

\*b. USGS 7.5' Quad Crescent City Date 1978, 1997 T16N R1W & 1E ; NE 1/4 of SW 1/4 of Sec.36; MDM  
and Hiouchi, CA

c. Address City Crescent City Zip 95531

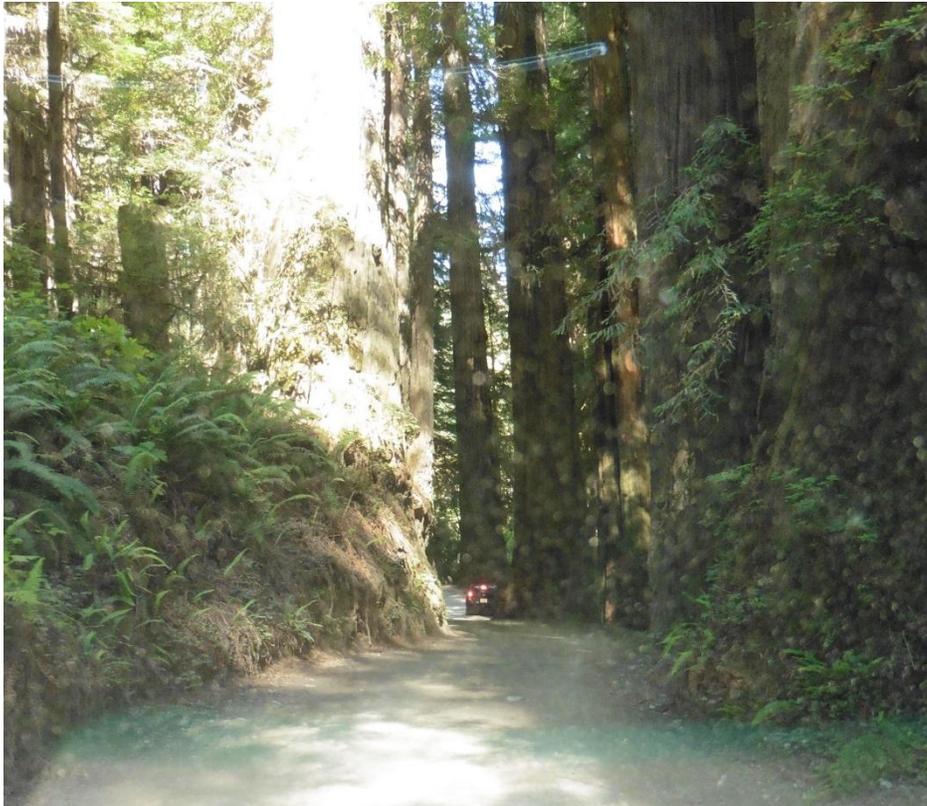
d. UTM: (Give more than one for large and/or linear resources) Zone 10 ; mE/ mN NAD 83

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate)  
Howland Hill Road begins at its western intersection with Elk Valley Road near Crescent City and extends 8.27 miles east to its intersection with Highway 199.

\*P3a. Description: (Describe resource and its major elements. Include design, materials condition, alterations, size, setting and boundaries)  
Howland Hill Road is an approximately 8-mile long historic road that extends from just east of Crescent City, California, to Gasquet. The road is two-lane and paved at its western and eastern ends. There is a dirt section of the road that is 6.02 miles long that runs through Redwood National Park in Del Norte County. (see continuation sheet).

\*P3b. Resource Attributes: (List attributes and codes) HP37. Road

\*P4. Resources Present:  Building  Structure  Object  Site  District  Element of District  Other (Isolates, etc.)  
P5a. Photo or Drawing (Photo required for buildings, structures and objects.)



P5b. Description of Photo:(View, date, accession #) View , 7-14-16  
Acc.#783

\*P6. Date Constructed/Age and Sources:  Historic  
 Prehistoric  Both  
1887

\*P7. Owner and Address:  
California Department of Parks & Rec

\*P8. Recorded by: (Name, affiliation and address)

PAR Environmental Services, Inc.  
1906 21<sup>st</sup> St  
Sacramento, CA 95811

\*P9. Date Recorded: October 2016

\*P10. Survey Type: (Describe)  
Intensive Reconnaissance

\*P11. Report Citation: (Cite survey report and other sources, or enter "None")

\*Attachments:  NONE  Location Map  Sketch Map  Continuation Sheet  Building, Structure and Object Record  
 Archaeological Record  District Record  Linear Feature Record  Milling Station Record  Rock Art Record  
 Artifact Record  Photograph Record  Other (List)

Page 2 of 11 \*Resource Name or #: (Assigned by recorder) Howland Hill Road  
\*Recorded by: PAR Environmental Services, Inc. \*Date 9-1-2016  Continuation  Update

**P3a. Description: (Continued)** The road today follows the historic alignment of the Crescent City to Grants Pass Road, which was surveyed in 1887 and based, in least in part, on older trails leading through the forest between Crescent City and the interior of the state. This unpaved portion of the road allows park visitors to come close to old-growth redwoods with numerous pullouts and trailheads leading to noted sites, including Stout Grove, Metcalf Grove and the Boy Scout Tree Trail. Howland Hill Road is considered a scenic backroad from Highway 199 over the Smith River through the redwoods into Crescent City. At the Nickerson Ranch trailhead (5.3 miles from the start of Howland Hill Road), a path leads off the north side of the road 30 feet to the remnants of the old road. Stops for visitors along the one-lane dirt road section provide access to some of the most beautiful trails in northern California. Trailheads found on the road from west to east today include the Boy Scout Tree Trail, the Nickerson Ranch/Mill Creek Trail, the Jack Breen Bridge over Mill Creek, the Stout Grove Loop Trail and the access road to Little Bald Hills Trail. The Breen Bridge and one culvert were both constructed in 1949, including there may have been a concerted maintenance project in that year, although there are no records of this work in either Del Norte County or State Parks records today.

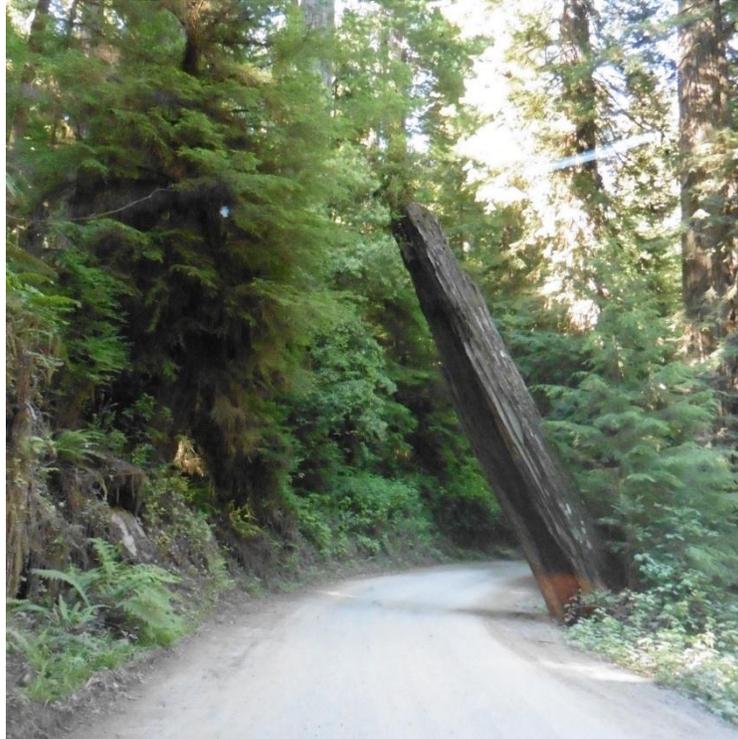
The route has been realigned through the years during maintenance and improvement efforts. Today there are abandoned sections of train that retain remnant redwood planks that can be accessed by public trails. There are culverts at creek and drainage crossings along the road. The Cedar Creek culvert is located under Douglas Park Drive (part of Howland Hill Road) 0.5 miles east of Stout Grove in Jedediah Smith Redwoods State Park. A culvert crossing was installed on Cedar Creek in 1949 to provide an access road to the local watershed 600 feet upstream from the creek's confluence with the Smith River. A modern circa 1970s covered bridge is located on the eastern paved portion of the road.

**P5a. Photos: (Continued)**

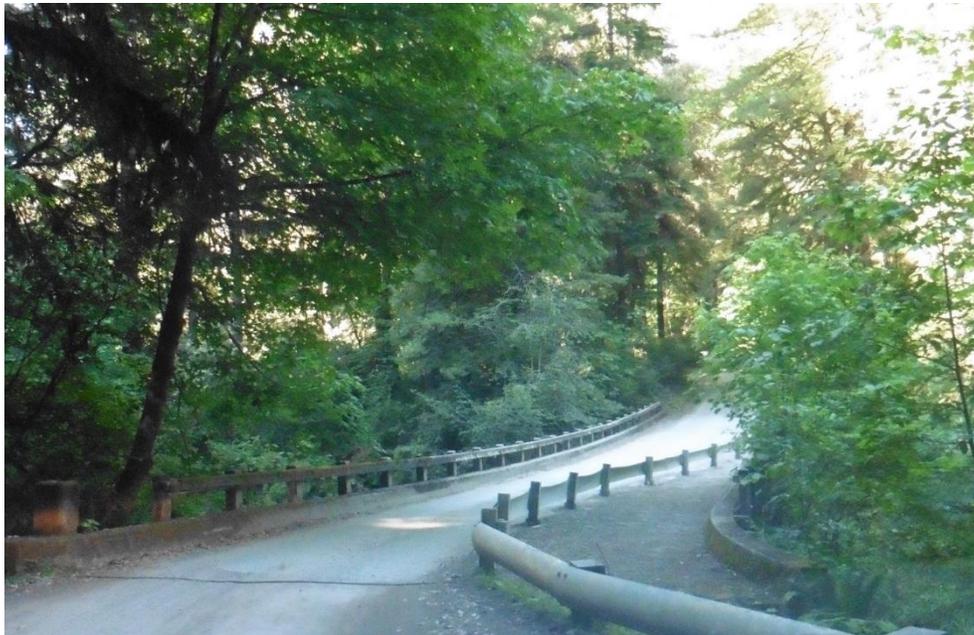


Western end of Howland Hill Road, approaching dirt section, View East, 7-14-2016, Accession #770

Page 3 of 11 \*Resource Name or #: (Assigned by recorder) Howland Hill Road  
\*Recorded by: PAR Environmental Services, Inc. \*Date 9-1-2016  Continuation  Update



**Redwood Tree Trunk overhanging road,  
View Southeast, 7-14-2016, Accession #778**

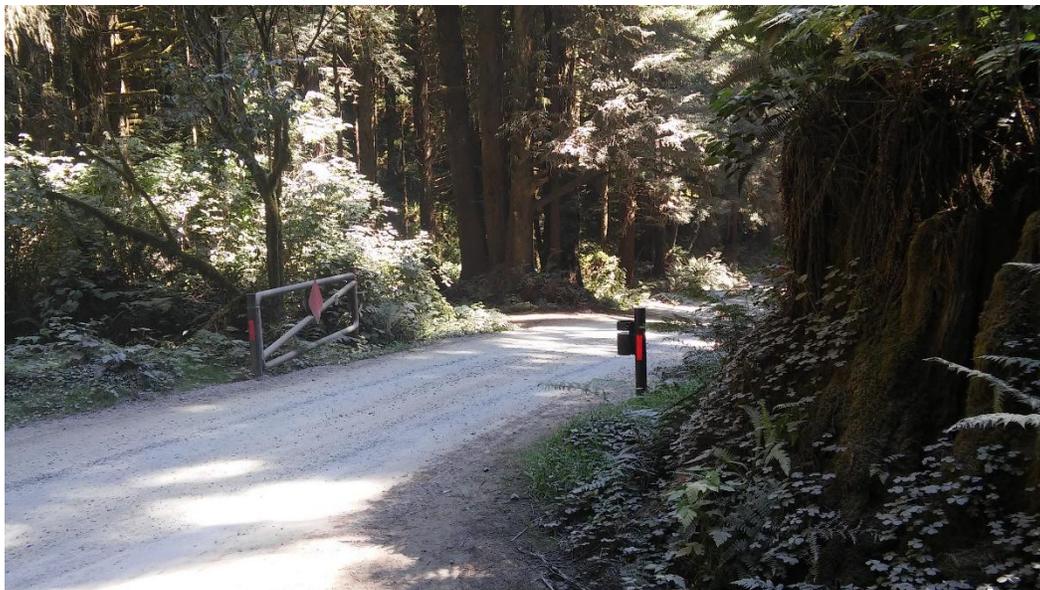


**Jack Breen Bridge over Mill Creek, View East, 7-14-2016, Accession #794**

Page 4 of 11 \*Resource Name or #: (Assigned by recorder) Howland Hill Road  
\*Recorded by: PAR Environmental Services, Inc. \*Date 9-1-2016  Continuation  Update



Jack Breen Memorial Bridge, View **South Southwest**, 7-14-2016, Accession #001\_03



Nickerson Ranch Trailhead, View **Southeast**, 7-14-2016, Accession #703

Page 5 of 11 \*Resource Name or #: (Assigned by recorder) Howland Hill Road  
\*Recorded by: PAR Environmental Services, Inc. \*Date 9-1-2016  Continuation  Update



Nickerson Ranch Trailhead at Breen Bridge, View Southeast, 7-14-2016, Accession #002



Culvert, View Southeast, 7-14-2016, Accession #009

Page 6 of 11 \*Resource Name or #: (Assigned by recorder) Howland Hill Road  
\*Recorded by: PAR Environmental Services, Inc. \*Date 9-1-2016  Continuation  Update



Boy Scout Tree Trailhead, View Northeast, 7-14-2016, Accession #003



Metcalf Grove Memorial Plaque, View Southeast, 7-14-2016, Accession #003

Page 7 of 11 \*Resource Name or #: (Assigned by recorder) Howland Hill Road  
\*Recorded by: PAR Environmental Services, Inc. \*Date 9-1-2016  Continuation  Update



Boulders Placed Along Road, View **Southeast, 7-14-2016**, Accession #001

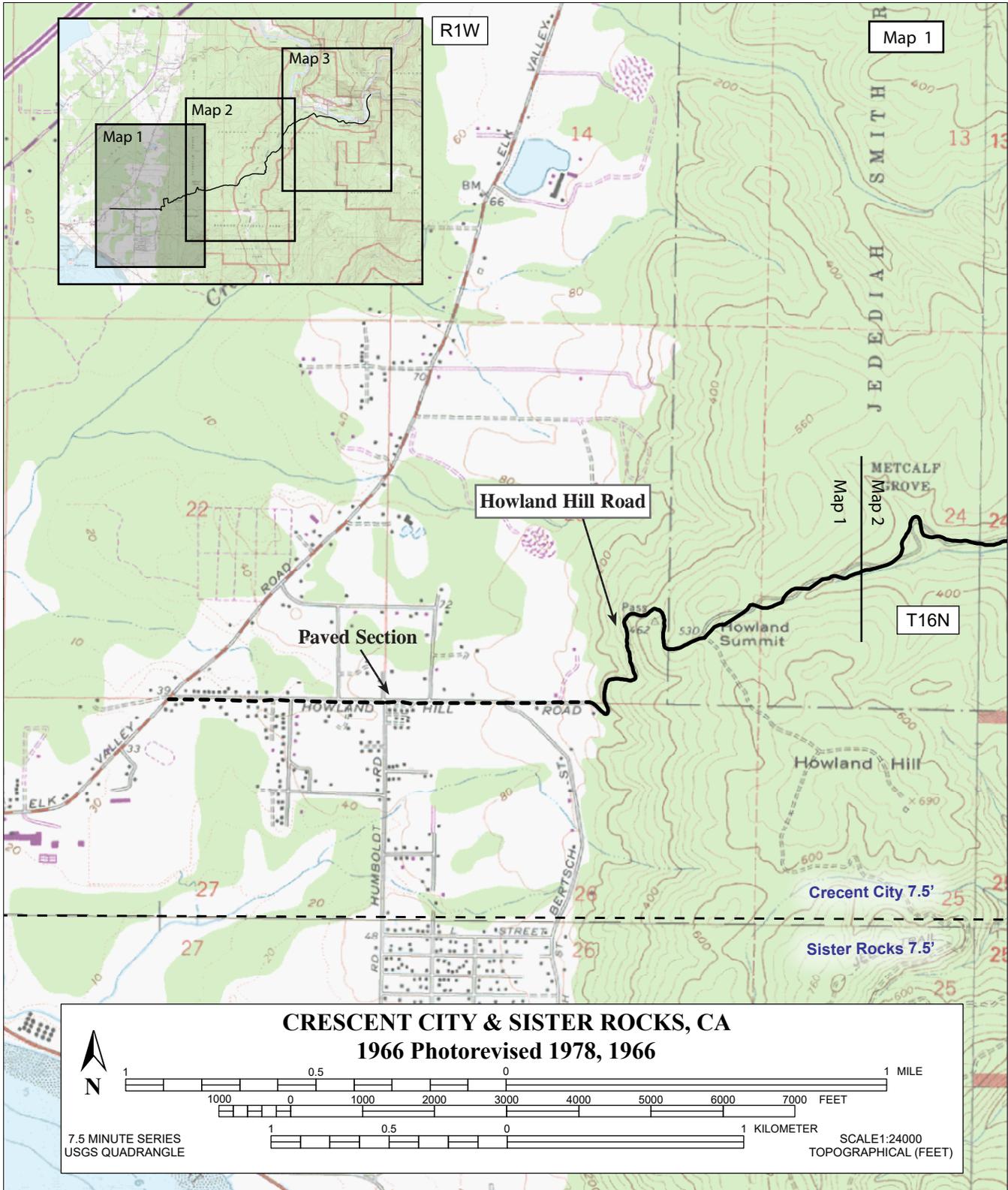


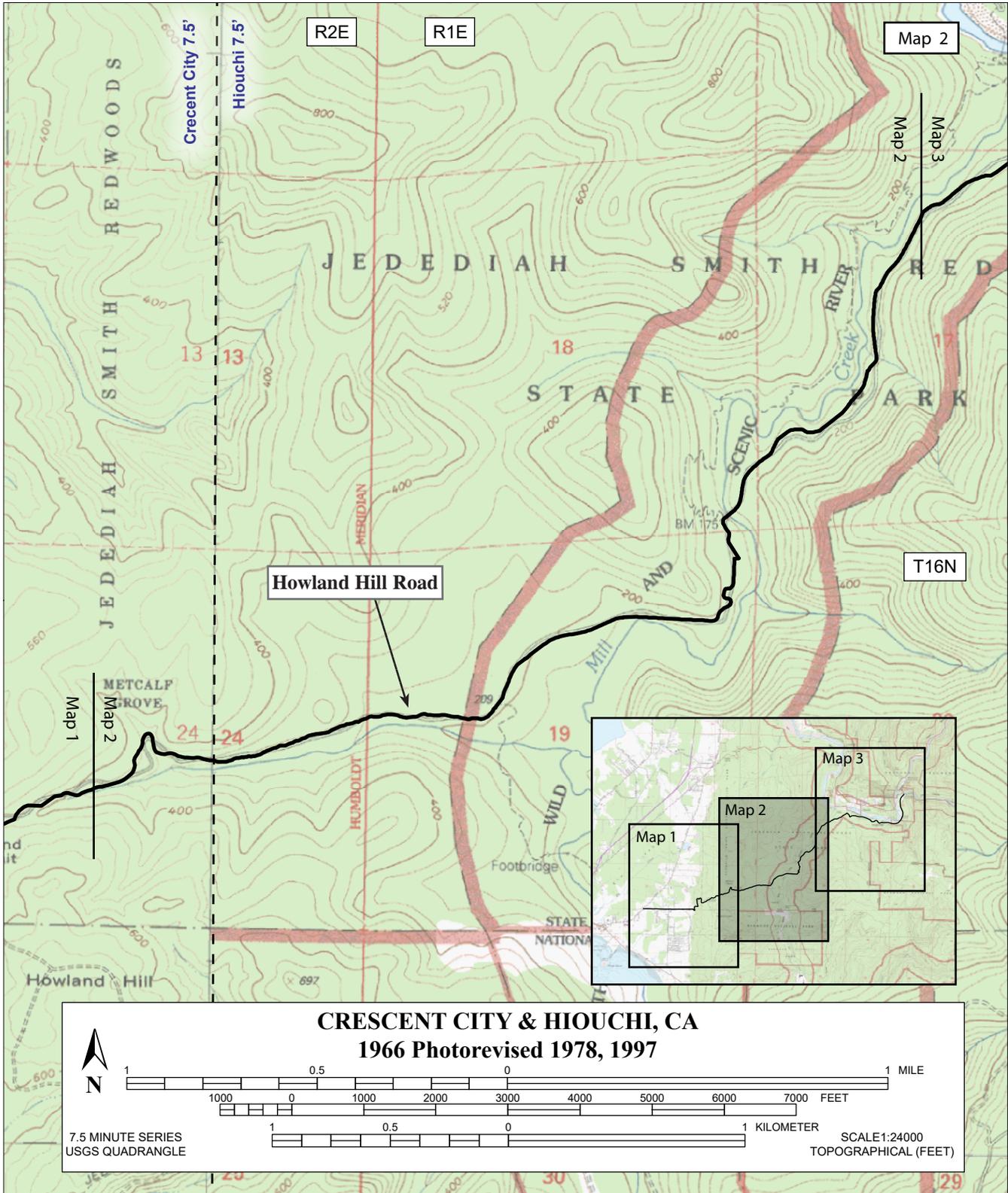
Graffiti Stump, View **North, 7-14-2016**, Accession #N/

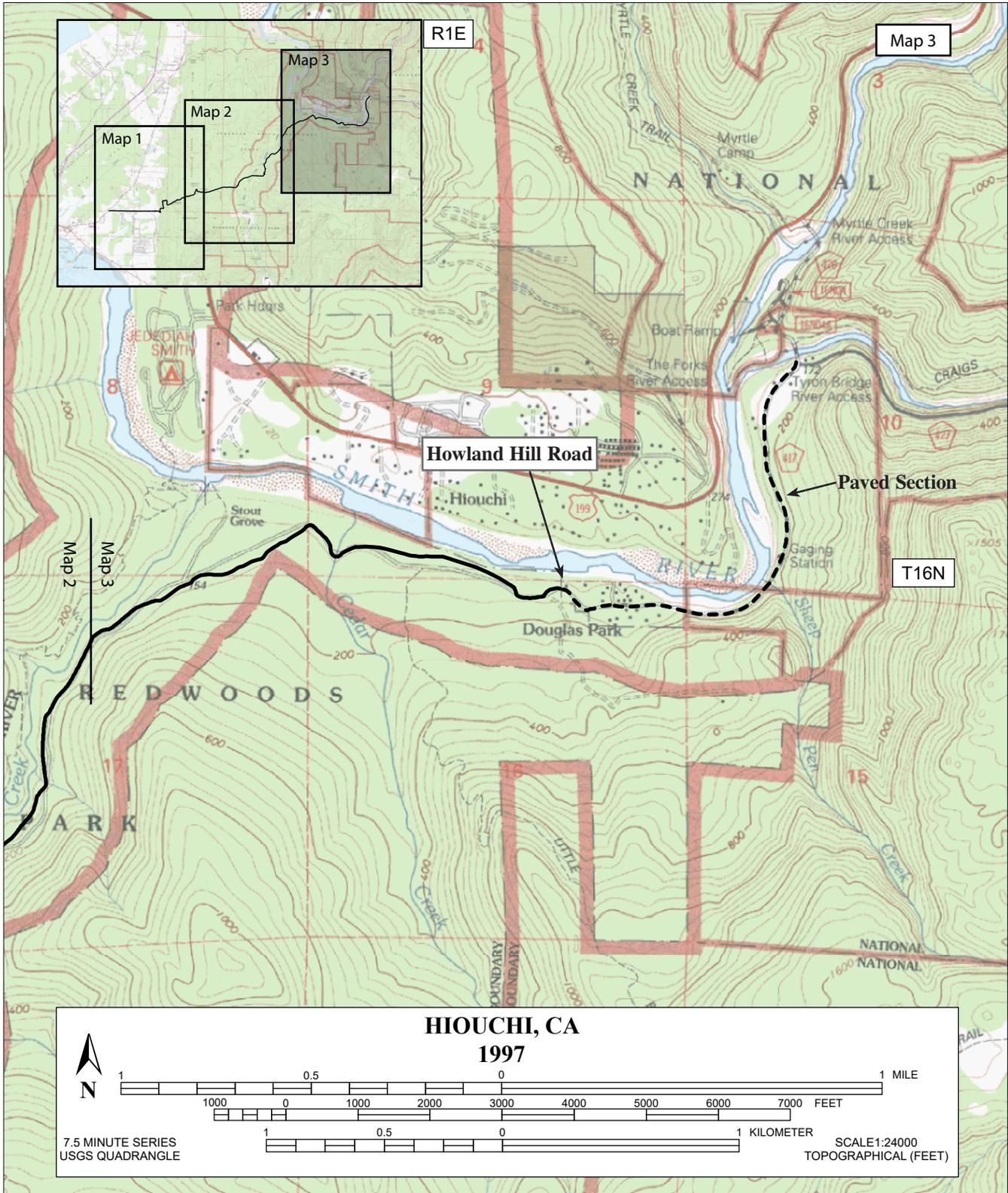
Page 8 of 11 \*Resource Name or #: (Assigned by recorder) Howland Hill Road  
\*Recorded by: PAR Environmental Services, Inc. \*Date 9-1-2016  Continuation  Update



Parking Turnout, View **Southeast, 7-14-2016**, Accession # **N/A**









## Howland Hill Road Redwood National and State Parks

Redwood National and State Parks concurs with the findings of the CLI, including the management category and condition assessment as identified below.

MANAGEMENT CATEGORY. B: Should be preserved and maintained

CONDITION ASSESSMENT. Fair

  
\_\_\_\_\_  
Superintendent, Redwood National Park

1/29/18  
\_\_\_\_\_  
Date

Please return to:

Vida Germano  
Cultural Landscapes Program Coordinator  
National Park Service, Pacific West Region  
333 Bush Street, Suite 500  
San Francisco, CA 94104-2828