

Environmental Assessment
April 1986

JEDEDIAH SMITH
Draft National Trail Study



Arizona / California / Idaho / Nevada / Oregon
/ Utah / Washington

DRAFT
JEDEDIAH SMITH
NATIONAL TRAIL STUDY

National Park Service
Pacific Northwest/Western/Rocky Mountain Regional Offices
April, 1986

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INTRODUCTION

The National Trails System

In 1968, Congress established the National Trails System through the passage of the National Trails System Act (Public Law 90-543). The purpose of the Act was to promote the development of trails in both urban and rural settings for persons of all ages, interests, and backgrounds. The Act designated the Appalachian and Pacific Crest National Scenic Trails as the initial components of the National Trails System, and prescribed the guidelines by which additional trails could be added to the System.

The National Trails System created by P.L. 90-543 consisted of three categories of trails: National Scenic Trails, National Recreation Trails, and connecting and side trails. In 1978, the Trails System Act was amended (P.L. 95-625) to add an additional category, the National Historic Trail. These categories reflect different types of trails established for different purposes. National Scenic Trails are extended and continuous trails located to maximize outdoor recreation potential while providing for the conservation and enjoyment of nationally significant scenic, historic, natural, or cultural qualities of areas through which the trail passes. National Historic Trails are nationally significant historic routes of travel, the purpose of which is the identification and protection of the historic route and its

historic remnants and artifacts for public use and enjoyment. National Recreation Trails provide a variety of outdoor recreation uses and must be reasonably accessible to urban areas. National Scenic and National Historic Trails must be designated by Congress. The National Trails System Act authorizes the use of Federal funds for the acquisition of rights-of-way for National Scenic Trails but not for National Historic Trails. National Recreation Trails can be designated by the Secretary of the Interior, or the Secretary of Agriculture if the trail is located on U.S. Forest Service land. The trails must meet prescribed criteria and be managed without Federal expense if they are on non-Federal lands.

The Jedediah Smith Trail Study

A 1983 amendment to the National Trails System Act (Public Law 98-11) gave the Department of the Interior the responsibility for studying the feasibility and desirability of including the Jedediah Smith Trail in the National Trails System as either a National Scenic or National Historic Trail. That amendment called for the study of the Jedediah Smith Trail to include the routes of exploration:

"(A) during the period 1826-27, extending from the Idaho-Wyoming border, through the Great Salt Lake, Sevier, Virgin, and Colorado River Valleys, and the Mojave Desert, to the San Gabriel Mission, California; thence through the Tehachapi Mountains, San Joaquin and Stanislaus River Valleys, Ebbetts Pass, Walker River

Valley, Bald Mount, Mount Grafton, and Great Salt Lake to Bear Lake, Utah; and

(B) during 1828, extending from the Sacramento and Trinity River Valleys along the Pacific coastline, through the Smith and Willamette River Valleys to the Fort Vancouver National Historic Site, Washington, on the Columbia River".

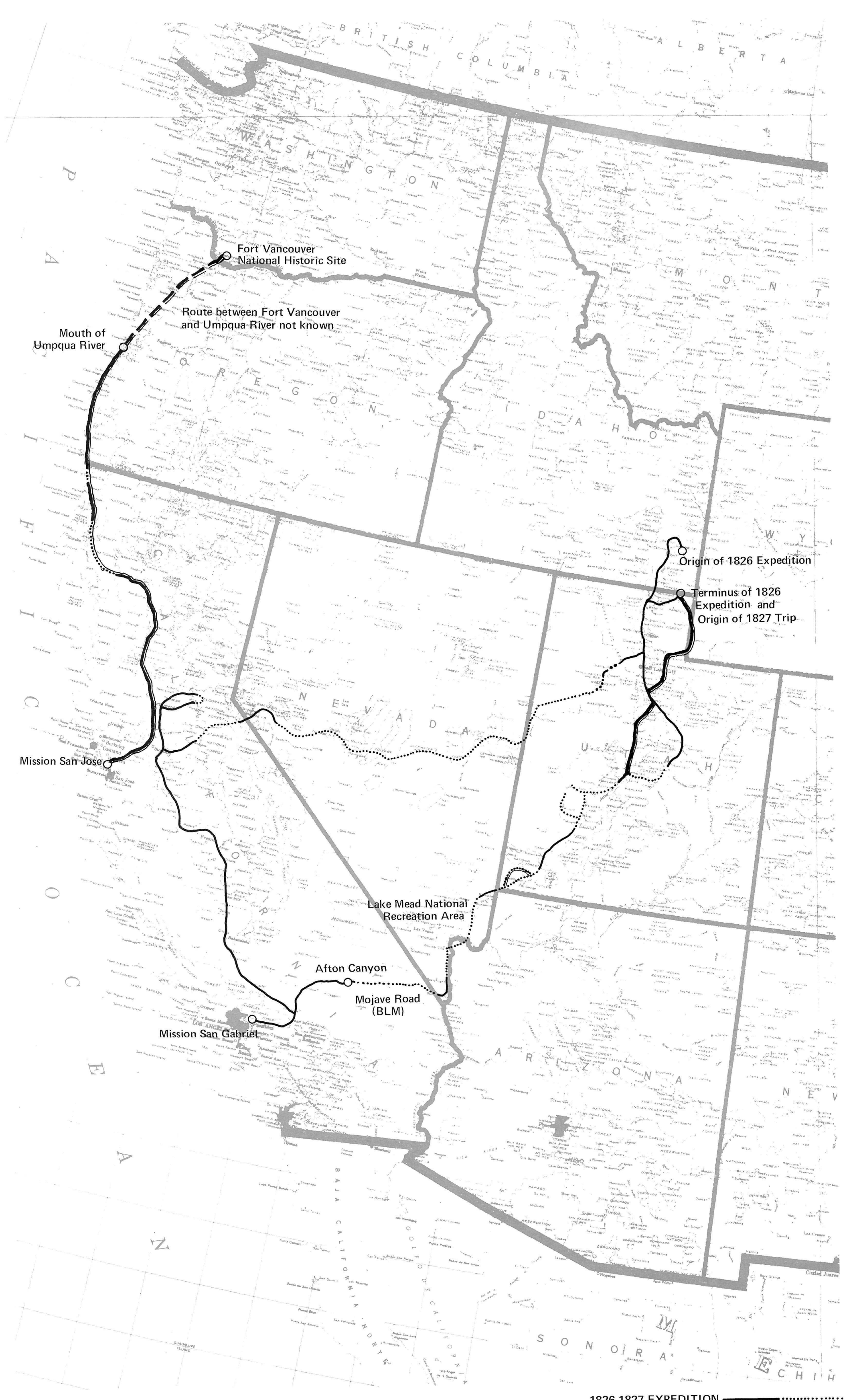
The study route is displayed on Map 1.

Conduct of the Study

The study has been conducted by staff from three Park Service Regional Offices (Western, Pacific Northwest, and Rocky Mountain) with assistance in evaluation of historical significance from historians in the Park Service's Denver Service Center.

When the study was begun in 1984, a Notice of Initiation, announcing the study and providing basic information on the route and study process, was widely distributed to both regional and national private and government organizations and agencies expected to have some interest in the study. Press releases additionally were provided to media in the study area. The study team members followed up with individual contacts with individuals, organizations and agencies expressing an interest in the study. In addition, all government agencies managing land traversed by the historic route were contacted directly regarding the potential management implications of the route.

The draft report is being made available to persons, organizations and agencies expressing an interest, to agencies with land management responsibilities along the route, and to



1826-1827 EXPEDITION —————
1827-1828 EXPEDITION - - - - -
Trail Route
Crosses Public
Lands

MAP 1

STUDY ROUTE

JEDEDIAH SMITH TRAIL FEASIBILITY STUDY

agencies with environmental review responsibility and expertise. A press release announcing the availability of the draft report has been provided to media in the study area.

Following receipt of comments on the draft report, the report will be revised as appropriate for transmittal to Congress by the Secretary of the Interior.

SUMMARY OF FINDINGS AND CONCLUSIONS

The Jedediah Smith Trail was evaluated as both a national scenic and a national historic trail. The route evaluated as a national historic trail closely follows the route of Jed Smith in his travels during the years 1826-28, as provided in the Congressional authorization. The route evaluated as a national scenic trail generally follows the same route but consideration was given to deviations that might provide for a more enjoyable recreational experience and might permit location of more of the route on existing public lands.

Findings

Historic Trail

The National Park Service concludes that the Jedediah Smith trail does not satisfy the primary criteria for National Historic Trail designation. The routes followed by Jedediah Smith did not become historic routes of travel with far-reaching effects on broad patterns of American culture. In addition, the route does not have significant potential for public recreational use or historic interest based on historic interpretation and appreciation.

This finding will be subject to review by the National Park System Advisory Board, and the Board's conclusions will be included in the final report submitted to Congress.

Scenic Trail

The route evaluated for national scenic trail potential does not qualify for designation as a national scenic trail. Although portions of the route pass through scenic areas with the potential for offering short stretches of high quality trail experience, much of the route passes through areas of private land in intensive economic use or through desert or barren areas generally not appealing or appropriate for the types of trail use intended to be provided on National Scenic Trails.

Conclusions

It is concluded that no action should be taken to designate the Jedediah Smith Trail as either a national scenic or national historic trail.

Although it is concluded that it is neither feasible nor desirable to designate the Jedediah Smith Trail as a component of the National Trails System, there are alternate actions that could be taken to commemorate and recognize Smith's significant achievements. It is noted that there is widespread belief that Jed Smith's accomplishments as an explorer of the American West have not been adequately recognized and hence his stature as an explorer is not properly appreciated by the general public.

The following actions should be taken to recognize the contributions of Jedediah Smith:

Federal, state, and local agencies managing land in close proximity to Jed Smith's route should provide markers and exhibits, as feasible, which explain his expeditions and

accomplishments.

Trails should be developed, where appropriate, over portions of Jed Smith's route and the trails named to commemorate him. Where such trails meet the established criteria, they should be added to the National Trails System as National Recreation Trails.

A private program, e.g., by the Jedediah Smith Society, should be instituted to encourage the placement of markers at appropriate locations on public and private lands along the route of Jed Smith's travels and to publish guidebooks for the use of those wishing to retrace portions of Jed Smith's travels.

This study report should be made available to assist any private individuals, organizations or government units undertaking activities related to identification and interpretation of Jed Smith's contributions. Further, it is proposed that the Park Service facilitate marking of the route by making available copies of the topographic route maps developed for the study. A sample map and an index of the route maps are included in the appendix.

HISTORICAL BACKGROUND OF JEDEDIAH SMITH AND THE STUDY ROUTE

In the first half of the 19th Century, the driving force behind the exploration of the frontier was fur trapping and trading. Initially centered on the upper Missouri region, the focus of trade and trapping eventually moved to the Rocky Mountain region. The commercial hub of this activity was St. Louis and it was to that city that the young Jedediah Smith made his way and became involved in expanding the far reaches of the frontier.

When Jedediah Smith arrived in St. Louis in 1822 in response to General William Ashley's advertisement for "enterprising young men....to ascend the Missouri River to its source", Smith knew that his future lay in the fur trade. By the time Smith was killed in 1831 on the Santa Fe Trail, in the short span of nine years he had seen, explored, and trapped more of the West than most of his contemporaries and had become one of the captains of the fur industry.

In the years that Smith was involved in the fur trade, he participated in a remarkable number of firsts, both tragic and heroic. Smith made the effective discovery of South Pass and was the first American to travel overland to California, cross the Sierra Nevada Mountains and the Great Basin, and travel from California to Oregon. These accomplishments were coupled with involvement in the three greatest disasters in the fur trade. He survived the Arikara defeat of 1823, the Mojave massacre of

1827, and the Umpqua massacre of 1828, battles which cost the lives of 40 trappers and uncounted native Americans. Despite these remarkable adventures, Smith has remained somewhat of an obscure figure in American history, playing a supporting role to the more renowned Lewis and Clark, Kit Carson, and even Zebulon Pike. This is due in part to the fact that Smith died at a relatively young age and before the journals of his travels could be published. In addition, few of Smith's routes became great avenues of commerce or migration.

Smith was born January 6, 1799, in Jerico (now Bainbridge), New York and at the age of 12 moved with his family to Erie County, Pennsylvania. Smith's family later moved to Green Township, Ashland County, Ohio, and it was from there that Smith left eventually to find his way to St. Louis in 1822.

Having signed on as a hunter with Ashley and his partner Andrew Henry, Smith left St. Louis in the spring of 1822 bound for the mouth of the Yellowstone River. After wintering at a fort erected near the mouth of the Yellowstone, Smith was sent back down the Missouri to instruct Ashley to purchase horses for their trapping and trading needs. Smith met Ashley below the Arikara villages located on the Missouri in northern South Dakota, a few miles above the mouth of the Grand River. A battle with the Arikaras ensued, resulting in the loss of 13 of Ashley's men and an appreciation on the part of Ashley and others for Smith's bravery under fire. His spiritual qualities were also demonstrated by his ability to render a "powerful prayer" over the body of one of his

dead companions. Smith then volunteered to make his way back to the Yellowstone to secure reinforcements from Andrew Henry. Returning with reinforcements a month later, their force was combined with that of Colonel Henry Leavenworth and a punitive attack was mounted against the Arikaras.

After this battle, Henry sent Smith out as leader of about a dozen men to explore new beaver country south of the Yellowstone. Smith and his party left the Missouri at Fort Kiowa in September, 1823. Between the Black Hills and the Powder River, Smith was attacked and mauled by a grizzly bear. Despite severe wounds on his scalp and the near removal of his ear, he was able to instruct one of his party to sew his injuries up as best as possible. In later years, Smith would wear his hair long to cover the scars that resulted from his first encounter with a grizzly.

Wintering in the Wind River Valley with a group of friendly Crows, the trappers learned of a river beyond the Wind River Mountains filled with beaver and of a pass near the south end of the range. In March they were able to cross the Continental Divide using South Pass and eventually reached the Green River where they trapped with great success.

The next two years saw Smith explore and trap the areas around the Bear, Snake, and Green Rivers as well as the Clark's Fork of the Columbia River. Smith eventually accompanied Ashley and the 8,829 pounds of beaver pelts their trapping had amassed on the journey back to St Louis. Arriving there in October, 1825, Smith spent less than a month in town before heading back to the

mountains, this time as a partner in Ashley's business.

In the summer of 1826, Ashley sold his business to Smith, David Jackson, and William Sublette. The new partners held a rendezvous in August, 1826, on the Bear River, where it was decided that Jackson and Sublette should go north to the Snake River to trap while Smith would explore and trap the land to the south.

In early August, Smith headed south to explore the area little known by trappers. The journals kept by Smith and his clerk Harrison Rogers during this expedition and the expedition of the following year record the physical hardships and personal sacrifices made by the members of the party during their travel into unknown lands.

While the primary purpose of the expedition was "to find parts of the country as well stocked with Beaver as the waters of the Missouri", Smith also realized that the expedition also provided him an opportunity not only for economic gain but personal challenge. He wrote in his journal:

"In taking charge of our southwestern expedition I followed the bent of my strong inclination to visit this unexplored country and unfold those hidden resources of wealth and bring to light those wonders which I readily imagined a country so extensive might contain. I must confess that I had at that time a full share of that ambition (and perhaps foolish ambition) which is common in a greater or less degree to all the active world. I wanted to be the first to view a country on which the eyes of a white man had never

gazed and to follow the course of rivers that run through a new land."

From the rendezvous point on the Bear River, Smith's party traveled past Soda Springs, Idaho and on to the Port Neuff River where they made preparations for their journey by drying buffalo meat. They then moved south to a cache of goods they had stored near present Hyrum, Utah. Remaining there a few days, the party crossed the mountains using the old Sardine Canyon Route, headed south past the Great Salt Lake, and followed the Jordan River to Utah Lake. There, Smith found a group of Ute Indians near Provo. Wishing to gain some information about the unknown country he was about to enter, Smith decided to meet with the Ute leader Conmarrowap at the Chief's camp.

Smith's route to the Ute village is difficult to locate with great precision. The most likely route follows along Spanish Fork and Soldier Creek to an area around Tucker. In this contact with the Utes, Smith not only sought to gain information, but also concluded a treaty with the Utes allowing American trappers to hunt, trap, and travel through the country unmolested. He also received the promise of Conmarrowap to cease hostilities against the Snake Indians as an initial step toward a peace settlement between those tribes.

It appears that Smith followed Soldier Creek to Soldier Summit, then struck the Price River, eventually moving southwest through Castle Valley to an area around the present Castle Dale.

From Castle Dale, Smith turned west to cross the mountains near

Ivie Creek, following roughly the route taken by the present Highway 10. Smith and his company reached the Sevier River which Smith named Ashley's River in tribute to his former partner. After moving south along the Sevier, Smith turned west up Clear Creek and, after crossing the mountains, followed down Cove Creek near the present location of Cove Fort. After an abortive foray into the desert, Smith turned south and eventually followed the Beaver River and, following the route of Highway 91, entered the Parowan Valley, staying close to the base of the Hurricane Cliffs. Smith then followed Ash Creek for a few miles but, finding this travel very difficult, abandoned the route and eventually struck the Virgin River. Going down the Virgin River, the trappers reached the Mojave Indian villages where they spent the first few weeks in October replenishing their strength and supplies. After considering their situation, Smith decided to travel west to the California missions. Crossing the Colorado, the party eventually followed the Mojave River to the vicinity of the San Bernardino Range, which they crossed by use of Sawpit Canyon to the San Bernardino Valley.

Jedediah now found himself enmeshed with the slow-moving Mexican administration of California. The Smith party enjoyed the hospitality of the friars at Mission San Gabriel but after traveling to San Diego Smith found Governor Echeandia to be intransigent in allowing him to leave the area to explore the northern regions. Finally, the captains of several American sailing ships visiting the harbor at San Diego affirmed Smith's good intentions and convinced Echeandia to allow Smith to leave

California if he would return the way he came.

Smith traveled to San Pedro by sea and in January, Jed and his now-rested and well-supplied company made their way back over the San Bernardino Mountains. Following the edge of the Mojave Desert, the group crossed the Tehachapi Mountains and entered into the San Joaquin River basin. Working their way up the valley as they trapped, they eventually reached the American River where the company turned east and began an unsuccessful attempt to cross the Sierra Nevada Range. Smith then decided to leave the main part of his party on the Stanislaus and he and two other men left near the end of May in a second attempt to cross the Sierra. Their purpose was to make their way to the Cache Valley in Utah and to return the next year with a new supply of men and equipment. Smith instructed Harrison Rogers to remain in the vicinity of the cache on the Stanislaus River until September 20. If Smith had not returned by that date, he had instructed Rogers to consider him dead and make preparations to return to the Cache Valley with the furs.

Smith's route across the Sierra was by way of Ebbetts Pass which, in turn, led him to the trackless wastes of the Great Basin deserts. The record of Smith's journey across this unknown land is one of thirst, starvation, and perseverance. Finally, on July 3, Smith reached the rendezvous site at Bear Lake. Of his return, he modestly noted in his journal that: " My arrival caused a considerable bustle in camp, for myself and my party had been given up as lost."

Remaining at the rendezvous for a mere 10 days, Smith gathered eighteen men together with sufficient supplies for two years and, except for a few minor variations, retraced his steps along the Sevier and Virgin Rivers. That year, however, the Mojave Indians were not as hospitable as in the past. After resting three days in the Mojave villages, Smith and his party attempted to cross the Colorado River by swimming their horses and floating their equipment and supplies across on rafts. However, while Smith and some of his men were ferrying their goods, the Mojaves attacked and killed all of the party who still remained on shore, leaving Smith and eight survivors virtually defenseless on the opposite shore. Smith and the remaining company gathered what supplies they could and hurriedly made their escape. They were only able to travel less than a mile before they were forced to construct a makeshift fort and scare off the attacking Mojaves with a few well-placed shots from their five remaining rifles. Waiting until nightfall, the survivors began to cross the Mojave Desert on foot, seeking the hospitality of the California Missions, their closest source of aid.

Upon reaching the San Bernardino Valley, Smith obtained what supplies he could and proceeded north to the camp on the Stanislaus, arriving there in September. After staying with his men a few days, Smith made his way to Mission San Jose to present himself before the authorities and seek supplies. His reception there was quite unlike his previous encounters with the friars at Mission San Gabriel.

At San Jose he was placed under arrest and charged with

attempting to claim the lands he had trapped for the United States. Eventually he was taken to Governor Echeandia, who was now in Monterey. Again vouched for and bonded out by the captains of American sailing ships visiting the harbor of Monterey, Smith was given a passport allowing him to leave California. He was taken to San Francisco where he purchased supplies for the expedition. There he also received permission to return to Mission San Jose. Finally, at the end of December, 1827, Smith and his party, its ranks now reinforced with the purchase of 100 mules and 150 horses, left Mission San Jose. Trapping their way east and north, they sought beaver on the San Joaquin, American, Feather, and Yuba Rivers, eventually reaching the Sacramento River somewhat below Chico. Near Red Bluff, Smith left the Sacramento River and headed north and west, eventually reaching Hayfork on the Trinity River. This area was a tangle of brush and underbrush which they struggled through until, on June 8, they reached the sea. Traveling up the California/Oregon coast, they eventually reached the Umpqua River. After fording the river, they made camp at the confluence of the Umpqua and Smith Rivers.

Throughout their trip up the coast, the party had been harassed by the coastal Indians. While Smith and his men were able to trade with Indians for furs, the trappers sometimes found their horses being made targets for the arrows of dissatisfied trading partners. Shortly before Smith's party reached the Umpqua, he had publicly humiliated an Indian who had stolen an axe from the party. This punishment would later result in disastrous consequences for the trappers.

On July 14, Smith, along with two of his men, John Turner and Richard Leland, and one of the Kelawatset natives, left in a canoe to find a route of travel. Harrison Rogers was placed in charge of the camp with instructions not to allow the Kelawatsets to enter the camp. For whatever reason, Rogers chose to ignore these instructions and allowed about one hundred of the Indians into the camp. While the trappers were drying their goods, wet from the previous river crossing, the Indians set upon the trappers, killing all except Arthur Black. Black broke free and made off for the woods, eventually reaching the coast. There he met friendly Indians who led him to Fort Vancouver.

Smith and the two men accompanying him returned to their encampment and found no signs of life. Indians located on the shore spoke to the Indian who was serving as Smith's guide. The guide turned, seized Smith's rifle and, after a brief struggle, plunged into the River. Under fire from Indians on the bank, Smith paddled to the opposite shore. Seeing that none of his camp had apparently survived the attack, he and his two companions made their way to Fort Vancouver.

The route of Smith's flight from the Umpqua to Fort Vancouver cannot be fixed with any great deal of certainty. The only contemporary account comes from John McLoughlin, chief factor at Fort Vancouver. In writing his superiors in the Hudson Bay Company, McLoughlin reported that upon Smith's return to the camp, " (Smith) ascended a hill from where he saw his camp distinctly, but seeing none of his people and from none of them

coming forward when he was fired on though within reach, he naturally concluded they were all cut off, shaped his course for the ocean and fell on it at Alique River (probably the present Alsea River) and followed the coast to the Killamau Village where (he) got Indians to take him to the Willamette (sic) and accompany him to this place".

Given Smith's state of mind after viewing the scene and realizing the loss of most of his company, it is difficult to reconstruct his journey north to Fort Vancouver. Certainly, the route described by McLoughlin would have been more difficult than either the route up the Umpqua to Elk Creek and down the Willamette Valley to the Columbia River and Fort Vancouver, or following the Siuslaw down to the open coast and then north to the Tillamook.

Black reached Fort Vancouver only a few days before Smith, Turner, and Leland. All were graciously, if somewhat suspiciously, received by McLoughlin. McLoughlin ordered a mission to seek out any survivors of the conflict and recover any possessions of the Americans. Unfortunately, this mission proved unsuccessful. Later, a larger company with Smith and three survivors headed for the Umpqua country and returned with some beaver skins as well as other equipment that had survived the battle. After returning to Fort Vancouver, Smith and his three men spent the winter of 1828-29 there.

In March, 1829, Smith set out with Black from Fort Vancouver and arrived near Flathead Lake in the summer of that year where he

met up with Jackson. Later in the summer, Jackson and Smith met Sublette in the vicinity of the Teton Range.

That winter, Smith took a large trapping party into the Blackfoot country while Jackson trapped the Snake and Sublette took the remaining furs back to Missouri. At the rendezvous the following summer, the three partners sold out to the Rocky Mountain Fur Company and Smith left the mountains that had been his home. He returned to St. Louis for the first time in five years in October, 1830. He purchased a farm for his brother and bought a house large enough for his brother and father to join him.

Smith did not rest long on his modest wealth but relatively soon after his return to St. Louis began preparations for a trading venture to Santa Fe. He was joined in this venture by his old partners Jackson and Sublette.

In April, 1831, the party left St. Louis with over twenty mule-drawn wagons bearing trade goods. The caravan moved without incident to somewhere near the present site of Dodge City, Kansas. There the decision was made to take the shorter route to the Cimarron rather than the safer but longer trail along the Arkansas.

After some days along the trail without water, Smith struck out alone to try and find water for the now debilitated main party. From this search Smith never returned.

Upon their arrival in Santa Fe, the survivors of the party learned what had become of Smith. Reaching a water hole, Smith

encountered a Comanche hunting party. Realizing his predicament, he tried to communicate his friendly intentions to them. They, however, circled the lone trapper and fired several shots, striking him in the back. He was able to fire one volley in return, but soon the rest of the Comanches were upon him with their lances.

Smith's remarkable journey through the West, especially that of the Southwest Expeditions, differed from the government-supported expeditions such as those of Lewis and Clark. The Lewis and Clark expedition had the primary purpose of discovering the nature and extent of new territory. In contrast, Smith's travel in the west, though longer and more difficult, was focused on the search for beaver. The exploration of new areas was secondary to the success of his business ventures as a trapper and trader. Although Smith did send a brief report of his travels to Clark in St. Louis and a more complete report by Smith, Jackson, and Sublette was filed in 1830 with the Secretary of War, Smith's lack of a formal education, coupled with his early death and the loss of his original journals and maps, prohibited him from making as large a contribution to the exploration of the American west as he might.

The knowledge of the geography that Smith gained in his extensive travels influenced the work of others in piecing together more realistic maps of the west. Although any map that Smith may have produced was lost to history, other maps show his influence. The Gallatin Map published in 1836 bears evidence to Albert

route of his 1826-27 travels.

Smith's most significant mapping contribution came through the development of the Fremont-Smith-Gibbs map in 1845. In that year Dr. George Gibbs of Oregon sketched in Smith's travels and notes on a map published by Fremont in 1845. Smith had apparently mapped out his travels and given the map to Gibbs during Smith's stay in Oregon. Despite the disappearance of his original maps and journals, Smith's knowledge of the geography and people of the west was passed on.

The eulogy to Smith that appeared in 1832 indicated that his journals were intended for publication. In 1840, an announcement in a St. Louis newspaper indicated that the journals were to be published by subscription. However, it was not until the 20th Century that fragments of the journals began to appear and it was only with the publication of the journals within the last decade that the route of Smith in 1826-27 could be more firmly established.

DESCRIPTION OF THE AFFECTED ENVIRONMENT

Physical Environment

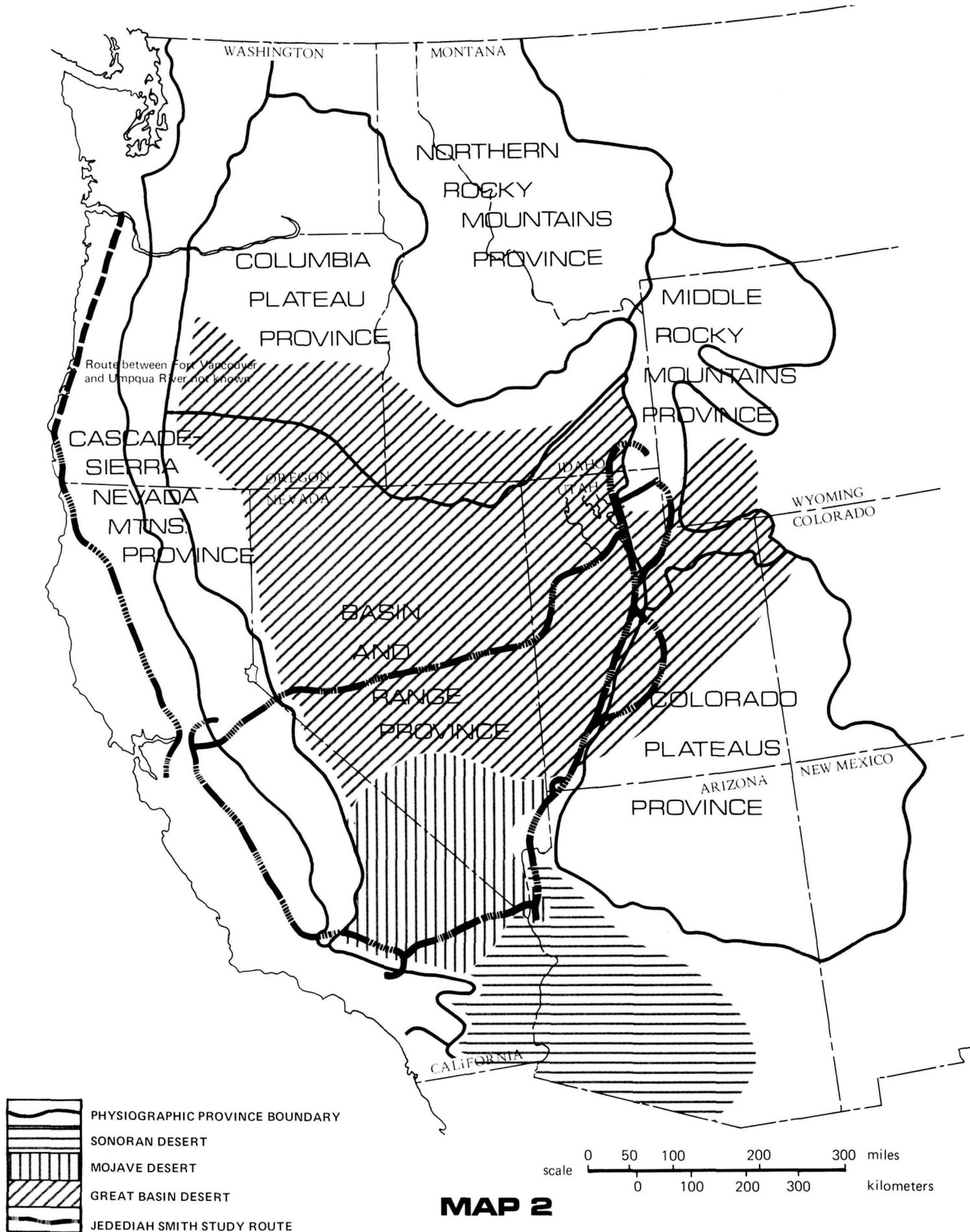
Physiography

The study route passes through five physiographic provinces: Middle Rocky Mountains, Colorado Plateaus, Basin and Range, Pacific Border, and Cascade-Sierra Mountains. See Map 2.

The Middle Rocky Mountain Province is an area of high, rugged peaks, forests, streams, alpine lakes, and meadows. Elevations range from about 6,500' to over 12,000'. Only a small portion of the study route passes through this province in the States of Idaho and Utah. Both expeditions originated in this area.

The Colorado Plateau Province, crossed by a relatively short section of the study route in southwestern Utah, is characterized by high altitudes, terraced plateaus, and mesas bounded by steep cliffs. Elevations range from 5,000' to 12,000'.

The Basin and Range Province, a massive region lying generally between the Rocky Mountains and the Sierra-Cascade Range, is an arid lowland region without external drainage, consisting of short and narrow mountain ranges surrounded by broad flat intervening valleys, many of which are fringed by alluvial fans. Streams are generally ephemeral and terminate in depressions in valleys, and forming mud-flat playas, sites for ephemeral lakes during wet years. A very large proportion of the study route lies within this province. Included are portions of the route in southwestern



MAP 2

STUDY AREA **JEDEDIAH SMITH TRAIL FEASIBILITY STUDY**

Utah, western Arizona, the California desert, and Nevada.

The route between Mission San Gabriel in California and Fort Vancouver in Washington traverses primarily the Pacific Border Province. From the Mission north to northern California, the route traverses the California Trough (Central Valley) section of the province. This is a low fluviatile plain draining the west slope of the Sierra Nevada Range and the east slopes of the Coast Range. Elevations range from a few feet above sea-level to about 4,500 feet at the foothill interface with the mountain ranges.

From northern California to Fort Vancouver, the route traverses the Oregon Coast Range, Klamath Mountains, and California Coast Range sections. These are relatively low mountains, with elevations in the vicinity of the study route ranging from 2,500' up to about 7,500'.

Jed Smith's first expedition to California included an historic crossing of the Sierra Nevada Range, part of the Cascade-Sierra Mountains Province. The Sierra Nevada section is a massive fault block range with well-defined ridgelines running north-south and elevations from 4,500' in foothill transition areas to numerous peaks over 10,000'

Climate

Climate in the study area varies greatly. Mountainous areas such as the Rockies and the Sierra Nevada experience short and relatively cool summers and long cold winters with an abundance of snowfall. Desert areas experience hot dry summers and winters

with modest amounts of precipitation and with temperatures cool to cold, depending on latitude. Pacific Coast areas experience relatively mild temperatures year around, with wet winters and cool summers. The California Central Valley, traversed by a substantial portion of the route, experiences weather patterns similar to the Coastal areas but temperatures are somewhat more extreme in both summer and winter.

Climatological data for several representative locations in the study area is presented in the table below.

Climatological Data for Selected Locations
In the Study Area

| | Temperatures-Mean Max/Min | | Annual |
|---------------------|---------------------------|-------------|----------------------------|
| | <u>January</u> | <u>July</u> | <u>Precipitation (In.)</u> |
| Idaho Falls, Id. | 30/12 | 87/52 | 8.67 |
| Salt Lake City, Ut. | 37/19 | 93/61 | 15.17 |
| Yuma, Az. | 69/42 | 108/80 | 3.03 |
| Los Angeles, Ca. | 63/45 | 75/62 | 14.05 |
| Sacramento, Ca. | 53/37 | 93/58 | 17.22 |
| Portland, Or. | 44/33 | 79/55 | 37.61 |
| Reno, Nv. | 45/18 | 91/47 | 6.77 |
| Elko, Nv. | 37/9 | 91/47 | 8.57 |

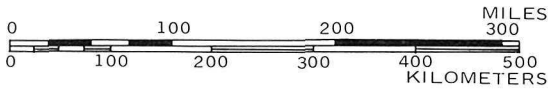
Vegetation and Wildlife

Vegetation and wildlife along the study route are tremendously varied. Map 3 displays vegetative cover in the study area.

The portions of the study route in southern Idaho and northern



- NEEDLELEAF FORESTS
- 1 Spruce-cedar-hemlock forest (Picea-Thuja-Tsuga)
 - 2 Cedar-hemlock-Douglas fir forest (Thuja-Tsuga-Pseudotsuga)
 - 3 Silver-fir-Douglas fir forest (Abies-Pseudotsuga)
 - 4 Fir-hemlock forest (Abies-Tsuga)
 - 5 Mixed conifer forest (Abies-Pinus-Pseudotsuga)
 - 6 Redwood forest (Sequoia-Pseudotsuga)
 - 7 Red fir forest (Abies)
 - 8 Lodgepole pine-subalpine forest (Pinus-Tsuga)
 - 9 Pine-cypress forest (Pinus-Cupressus)
 - 10 Western ponderosa forest (Pinus)
 - 11 Douglas fir forest (Pseudotsuga)
 - 12 Cedar-hemlock-pine forest (Thuja-Tsuga-Pinus)
 - 13 Grand fir-Douglas fir forest (Abies-Pseudotsuga)
 - 14 Western spruce-fir forest (Picea-Abies)
 - 15 Eastern ponderosa forest (Pinus)
 - 16 Black Hills pine forest (Pinus)
 - 17 Pine-Douglas fir forest (Pinus-Pseudotsuga)
 - 18 Arizona pine forest (Pinus)
 - 19 Spruce-fir-Douglas fir forest (Picea-Abies-Pseudotsuga)
 - 20 Southwestern spruce-fire forest (Picea-Abies)
 - 21 Juniper-Pinyon woodland (Juniperus-Pinus)
- BROADLEAF FORESTS
- 22 Oregon oakwoods (Quercus)
 - 23 Mesquite bosques (Prosopis)
- BROADLEAF AND NEEDLELEAF FORESTS
- 24 Mosaic of numbers 2 and 22
 - 25 California mixed evergreen forest (Quercus-Arbutus-Pseudotsuga)
 - 26 California oakwoods (Quercus)
 - 27 Oak-juniper woodland (Quercus-Juniperus)
 - 28 Transition between 27 and 31
- SHRUB
- 29 Chaparral (Adenostoma-Arctostaphylos-Ceanothus)
 - 30 Coastal sagebrush (Salvia-Eriogonum)
 - 31 Mountain mahogany-oak scrub (Cercocarpus-Quercus)
 - 32 Great Basin sagebrush (Artemisia)
 - 33 Blackbrush (Coleogyne)
 - 34 Saltbush-greasewood (Atriplex-Sarcobatus)
 - 35 Creosote bush (Larrea)
 - 36 Creosote bush-bur sage (Larrea-Franseria)
 - 37 Palo verde-cactus shrub (Cercidium-Opuntia)
 - 38 Ceniza shrub (Leucophyllum-Larrea-Prosopis)
 - 39 Desert: vegetation largely absent
- GRASSLAND
- 40 Fescue-oatgrass (Festuca-Danthonia)
 - 41 California steppe (Stipa)
 - 42 Tule marshes (Scirpus-Typha)
 - 43 Fescue-wheatgrass (Festuca-Agropyron)
 - 44 Wheatgrass-bluegrass (Agropyron-Poa)
 - 45 Alpine meadows and barren (Agrostis, Carex, Festuca, Poa)
 - 46 Fescue-mountain muhly prairie (Festuca-Muhlenbergia)
 - 47 Grama-galleta steppe (Bouteloua-Hilaria)
 - 48 Grama-tobosa prairie (Bouteloua-Hilaria)
- SHRUB AND GRASSLAND COMBINATIONS
- 49 Sagebrush steppe (Artemisia-Agropyron)
 - 50 Wheatgrass-needlegrass shrubsteppe (Agropyron-Stipa-Artemisia)
 - 51 Galleta-three awn shrubsteppe (Hilaria-Aristida)
 - 52 Grama-tobosa shrubsteppe (Bouteloua-Hilaria-Larrea)
 - 53 Trans-Pecos shrub savanna (Flourensia-Larrea)
 - 54 Mesquite-acacia-savanna (Andropogon-Setaria-Prosopis-Acacia)
 - 55 Mesquite-live oak savanna (Andropogon-Prosopis-Quercus)
- Legend:
- Juniper, red cedar (Juniperus spp.)
 - Giant sequoia (Sequoia wellingtonia)
 - Joshua Tree (Yucca brevifolia)



Scale 1:7,500,000

MAP 3

ADAPTED FROM U.S.G.S. NATIONAL ATLAS-1970

VEGETATIVE COVER

JEDEDIAH SMITH TRAIL FEASIBILITY STUDY

Utah, in the Middle Rocky Mountain area, pass primarily through areas of sagebrush associations, Juniper-Pinyon woodland, and mountain mahogany-oak scrub chaparral. Douglas fir and western spruce-fir forests are in close proximity but at higher elevations than those traveled by the Smith party.

The route through central and southwestern Utah traverses areas of primarily sagebrush and saltbush-greasewood vegetation characteristic of the Great Basin desert.

In extreme southern Utah, vegetation changes from those species characteristic of the Great Basin Desert to those characteristic of the Mojave Desert, including the ever-present creosote bush, Joshua Trees, and a variety of cacti. This Mojave Desert vegetation is then encountered continuously throughout the journey along the Colorado River and west across the Mojave Desert until the route drops south from the mountains through Cajon Pass into the Los Angeles basin and the destination of Mission San Gabriel. Vegetation in the Los Angeles basin in the vicinity of the study route has been, of course, largely eliminated by human development or modified by the introduction of exotics.

Smith's route north from Mission San Gabriel took him back through a portion of the Mojave Desert before dropping down through a mixture of oak woodland and grassland to the present vicinity of Bakersfield. From Bakersfield north, Smith's route follows the lower elevations of the Central Valley. In Smith's time this area consisted of tule marshes in the valley trough,

grassland at the slightly higher and better drained locations, oak woodlands where the foothills begin, and extensive riparian vegetation on the stream courses. The great majority of the area traversed by Smith's party has been extensively modified by man and is now in irrigated agriculture, although some of the original grasslands have been preserved in wildlife refuges, oak woodland remains in the foothills, and many of the streams retain at least some of the characteristic riparian vegetation.

On the 1826-27 expedition, Smith's party continued north through the central Valley until reaching a point more or less east of the San Francisco Bay area, then turned to the east in search of a crossing of the Sierra Nevada Mountains, first unsuccessfully attempting a route along the American River and then finally finding a successful line of travel along the Stanislaus River and across Ebbetts Pass into the State of Nevada and many days of travel back to Utah through Great Basin Desert.

Vegetation encountered by the Smith route from the Central Valley across the Sierra Nevada Range began with oak woodland in the foothills, proceeded on to Ponderosa Pine at slightly higher elevations, and finally, well into the mountains, reached the red fir forest and lodgepole pine-subalpine forest before descending the east slope through juniper-pinyon into the Great Basin vegetation.

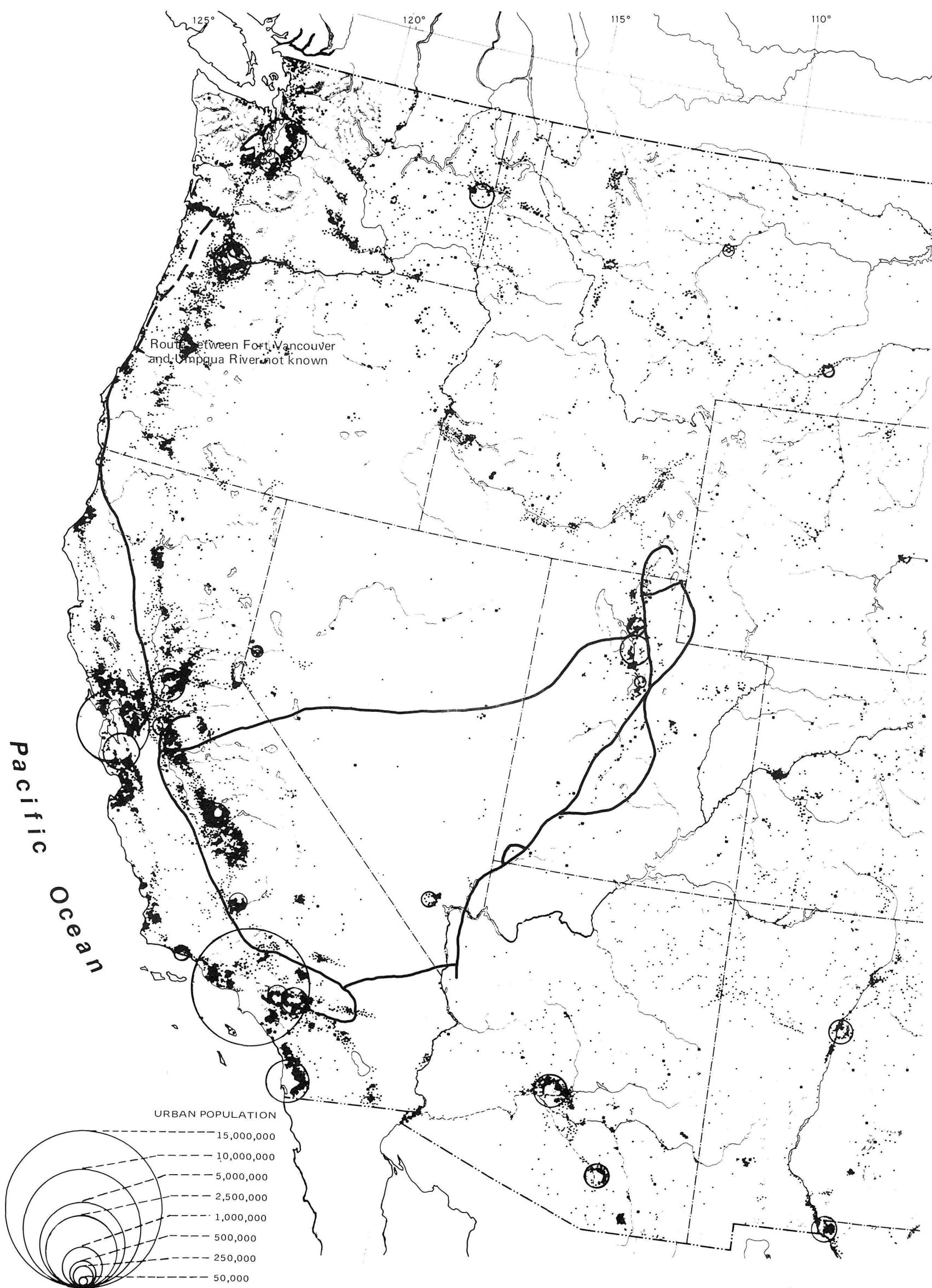
The 1828 expedition, rather than turning east to cross the Sierra, continued north for many miles through the Central Valley, now irrigated cropland, before turning to the west from a

point near present Red Bluff in search of a convenient route north to Fort Vancouver. In the lower reaches of the dry interior foothills, Smith encountered first oak woodland and then the Ponderosa Pine-mixed conifer forest before cresting the Coast Range and reaching the moister coastal environment in the vicinity of present day Crescent City. In this area Smith would have encountered stands of redwood and Douglas fir. From Crescent City north to the Umpqua River, the route passes through the coastal spruce-cedar-hemlock forest. The route north to Fort Vancouver from the Umpqua River is not known with certainty. If the coastal route were taken, the vegetation would remain the coastal assemblage. If a more interior route were taken, Smith would have encountered a mixture of oak woodland and cedar-hemlock-Douglas fir in an area, the Willamette Valley, that is now heavily agricultural and with greatly modified vegetation patterns.

Socio-Economic Environment

Population

Portions of the study route are virtually uninhabited while others contain some of the largest concentrations of population in the country. Map 4 shows population along the study route. Four major urban areas are traversed by the study route: Salt Lake City, the Los Angeles area, the San Francisco Bay area, and the Portland/Vancouver area. Substantial, though more dispersed, populations are found along the study route in the vicinity of the Colorado River below Lake Mead, throughout the length of California's Central Valley, in the northern California and



MAP 4

POPULATION

JEDEDIAH SMITH TRAIL FEASIBILITY STUDY

Oregon coastal areas, and in the Willamette Valley. Much of the route through central, western, and southern Utah, Nevada, and the Mojave Desert is largely devoid of population.

Land Use

Urban land uses prevail in the vicinity of the Salt Lake City, Los Angeles area, San Francisco Bay area, and Portland areas, as well as in smaller urban concentrations traversed by the route. Overall, this land use constitutes a relatively small proportion of the route.

The most prevalent land use along the study route is grazing. Grazing occurs in southern Idaho, central and southwestern Utah, most of Nevada, a portion of the Mojave Desert, and in the foothills of the Sierra-Nevada and Coast Ranges.

In California's Central Valley, the route traverses one of the largest complexes of irrigated land in the country, stretching from Bakersfield in the south to Red Bluff in the north, a distance of over 400 miles. Irrigated croplands are also found along the Colorado River in Arizona and California. Croplands prevail in Oregon's Willamette Valley.

Portions of the route also pass through areas dedicated to park and recreation use. Included are the many miles of the route through the Lake Mead National Recreation Area and the several coastal parks traversed by the route in northern California and the Oregon Coast.

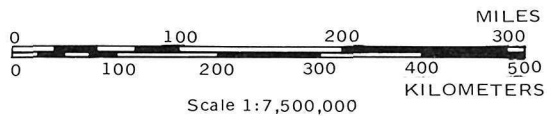
The route traverses three military reservations: Dugway Proving



- 1 Mostly cropland
- 2 Cropland with grazing land
- 3 Cropland with pasture, woodland, and forest
- 4 Irrigated land
- 5 Woodland and forest with some cropland and pasture
- 6 Forest and woodland grazed
- Forest and woodland mostly ungrazed
- 8 Subhumid grassland and semiarid grazing land
- 9 Open woodland grazed (pinon, juniper, aspen groves, chaparral and brush)
- 10 Desert shrubland grazed
- 11 Desert shrubland mostly ungrazed
- 12 Alpine meadows, mountain peaks above timber line, sparse dry tundra, lava flows, and barren land
- 13 Swamp
- 14 Marshland
- 15 Moist tundra and muskeg
- Urban areas - as defined by U.S. Bureau of the Census

ADAPTED FROM U.S.G.S. NATIONAL ATLAS-1970

MAP 5



LAND USE

JEDEDIAH SMITH TRAIL FEASIBILITY STUDY

Ground in Utah, Edwards Air Force Base in California, and Hawthorne Naval Depot in Nevada.

Miscellaneous land uses along the study route include mining in a number of dispersed locations, logging in northern California and Oregon, and transportation in the form of highways and railroad lines. A portion of the study route through the Mojave Desert passes through lands virtually unused.

Land use along the study route is further summarized on Map 5.

Land Ownership

Land ownership in the study area is summarized on Map 6.

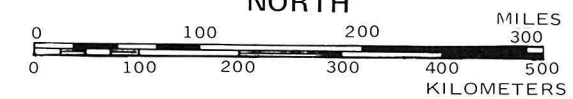
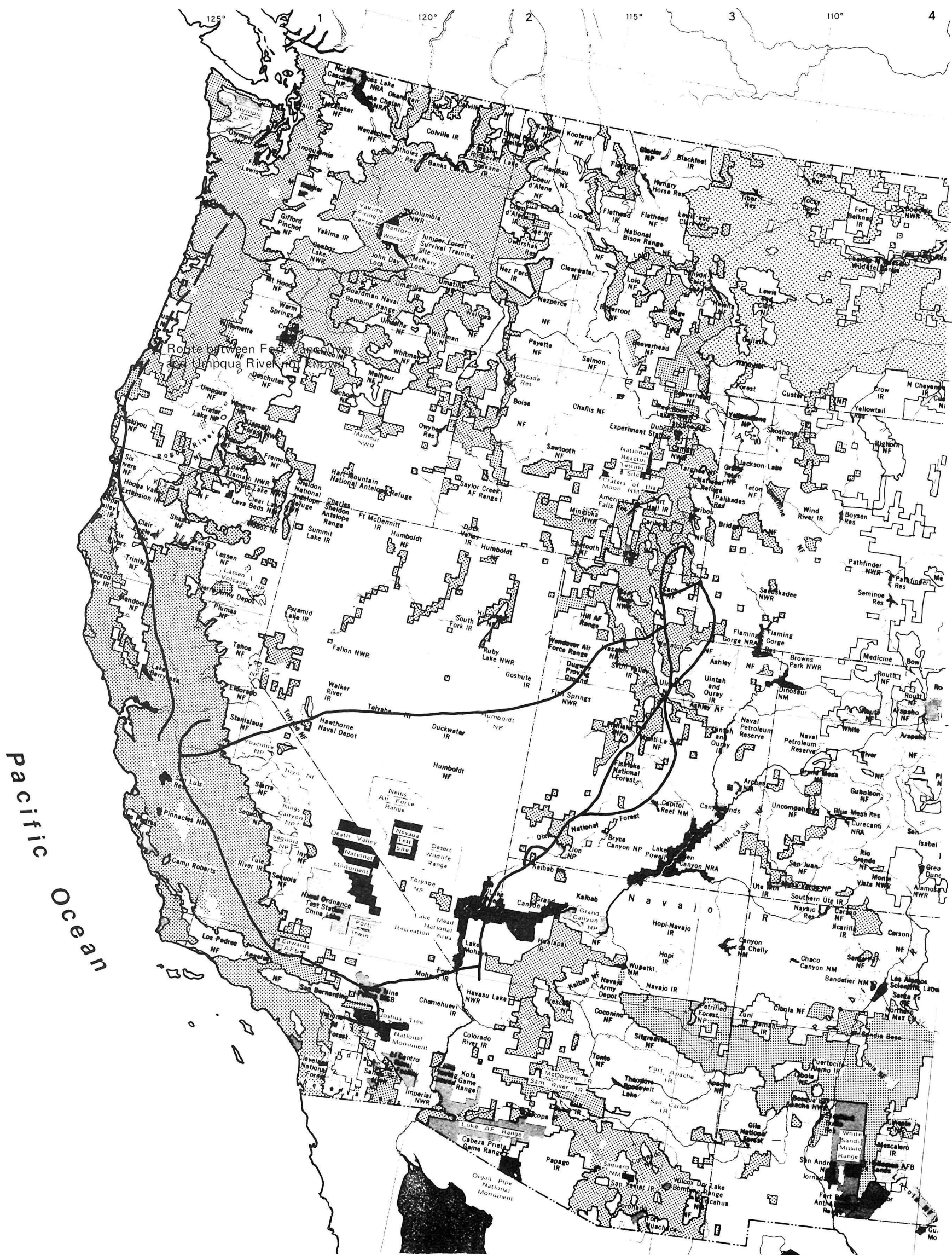
The route in southern Idaho and northern Utah traverses primarily private lands, turning to a mixture of private and BLM-managed public domain in the central and southwestern part of the State. This BLM-private mixture continues along the Virgin River in Arizona and southern Nevada until reaching the Lake Mead National Recreation Area. The route along the Colorado River south of Lake Mead is a mixture of private lands, public park lands and Indian Reservation lands.

Much of the Mojave Desert crossed by the route between the Colorado River and Barstow is public domain managed by the Bureau of Land Management, with private property becoming increasingly prevalent to the south. Once the route enters the Los Angeles Basin, lands are primarily in private hands.

The route from Mission San Gabriel north to the vicinity of Red

Bluff is through lands almost exclusively in private ownership, with the exception of the mixture of public domain and military lands crossed just north of the Los Angeles basin. The course of the 1827 trek across the Sierra Nevada and central Nevada is largely across National Forests, public domain, and military reservations, except for a few minor concentrations of private lands.

The route from Red Bluff north to Fort Vancouver crosses National Forest lands enroute to the Coast. Once on the Coast, private lands predominate, although there are a number of intervening public parks, all the way to Fort Vancouver. The predominance of private lands in Oregon is true regardless of which route was taken by Smith.



Scale 1:7,500,000

ADAPTED FROM U.S.G.S. NATIONAL ATLAS-1970

MAP 6

LAND OWNERSHIP JEDEDIAH SMITH TRAIL FEASIBILITY STUDY

**RECREATION AND HISTORIC INTERPRETATION OPPORTUNITIES
ALONG THE STUDY ROUTE**

The feasibility of creating a National Scenic or National Historic Trail depends on the extent to which recreational trails are in existence or can reasonably be developed in relatively close proximity to the designated study route, and the extent to which opportunities exist for historic interpretation exhibits or monuments along the route. The potentials for these features are discussed below by State.

Idaho

The 1826 expedition originated in Idaho, near Soda Springs. There are approximately 80 miles of the study route in Idaho, extending from the vicinity of Soda Springs to the crossing of the Utah line near Preston. The route traverses generally valley lands used either for irrigated agriculture or for grazing. Lands in the study route corridor are primarily private, with some small tracts of public domain intermingled.

Recreational trail opportunities in Idaho are limited. The area traversed is neither particularly attractive for trail uses nor, given the land ownership pattern, does it appear economically or socially desirable to develop recreational trails. The route for the most part closely follows public roads, and it would be feasible and reasonable to provide periodic exhibits or markers along the roads to interpret the Smith expedition for the general public.

Utah

Jed Smith traversed the length of the state from north to south in both the 1826 and 1827 expeditions, and traveled from the Nevada line east to the vicinity of Bear Lake on his return trip from the 1826 expedition. The total length of the study route in the State of Utah is approximately 1,040 miles.

The route through Utah is discussed in three parts: The 1826 southbound segment, the 1827 southbound segment, and the return trip from the first expedition.

The 1826 Southbound Segment

In this segment, Smith was charting largely unknown terrain, and consequently the route is characterized by a number of false starts, dead ends, and very indirect routes.

The segment begins at the Idaho line and extends south across valley lands to the west of the Bear River and Wasatch Ranges, passing through or in close proximity to several towns and cities located between the mountain ranges and the salt flat lowlands to the west. The lands traversed by this portion of the route are for the most part privately owned and, adjacent to the Wasatch Range, heavily developed for various urban uses. The more northerly portions of the segment are irrigated cropland or in grazing use.

The character of the land and land use in this reach does not lend itself well to recreational trail development. Neither is

there likely to be significant demand for trail routing through this area nor would it be economically attractive to attempt to provide a trail alignment. However, there are a number of parks and other public lands along the well-traveled highways overlaying the route where the passage of the Smith expedition could be noted and interpreted.

From the vicinity of Spanish Fork, the route executes a wide loop to the east, following generally the alignments of U.S. 6, State 10, and I-70 to the vicinity of Richfield. The route traverses a corridor of primarily private lands used for grazing and irrigated agriculture. The route through this area is closely flanked on either side by well-blocked National Forest or BLM-managed public lands, suggesting that a recreation trail routing could be accomplished without extensive private land acquisition. With the exception of limited sections, however, this part of the route does not seem to offer significant attractions to trail users.

The proximity of the route to highways, and the availability of adjacent public lands, do suggest some good opportunities in this segment for historic interpretation at various points.

From the vicinity of Richfield, the route regains its southwest orientation, generally following the route of U.S. 89 and I-15 through Beaver, Cedar City, and St. George to the Virgin River and the Arizona line. Approximately half of this part of the route traverses a corridor of private lands, while the remainder passes through well-blocked National Forest and public domain.

Two dead-end spurs take off from this segment, representing reconnaissance efforts by Smith in his attempt to chart a route.

Land use in this reach is a mixture of grazing and irrigated agriculture.

Opportunities for trails may exist in some areas, given the presence of public lands, but the demand for trails on this alignment would not be expected to be significant. Again, the proximity of public roads to the route presents opportunities for interpretive signing and exhibits for auto travelers.

The 1827 Return Route

This segment enters Utah on the alignment of U.S. 50, then turns north and east on county road alignments to the vicinity of Salt Lake City. The area crossed is a particularly formidable desert area with sparse saltbush-greasewood vegetation in some areas and vegetation largely absent in others. Lands in this area are almost entirely a mixture of public domain and military (Dugway Proving Ground), except for the area immediately west of Salt Lake City and the area of the Skull Valley Indian Reservation. It should be noted that the Dugway Proving Ground is off limits to the general public.

This segment of the route is not attractive for recreation trail development. Interpretive opportunities do exist, however, on the roads and on adjacent public lands. The very starkness of the desert would make for a particularly appealing public interpretive program as a modern visitor to this desolate area

can readily understand the hardships Smith must have encountered. The Smith route closely coincides with the Pony Express alignment in this area, providing an opportunity for dual theme interpretation.

From the Salt Lake City area, the route proceeds north to the vicinity of Hyrum by the same route followed by Smith in 1826. From Hyrum, the route proceeds northeast to the south end of Bear Lake, traversing a mixture of National Forest and private lands, and following the general alignments of state and county roads. Interpretive opportunities would be available along this route and at Bear Lake itself.

The 1827 Southbound Segment

Smith's 1827 expedition to the southwest began at the south end of Bear Lake. From Bear Lake, the route moves south to parallel the Wyoming-Utah border on the alignment of State Highway 16. A portion of the route in this area is within the State of Wyoming. The route then continues south and west via the alignments of state and county roads to the vicinity of Provo. Lands along the route are privately owned and primarily in grazing and irrigated agriculture use, with a few moderate-sized towns along the way.

Trail potentials along this part of the route are relatively limited. The existing state park at the south end of Bear Lake does, however, offer an excellent opportunity for interpretation of the expedition and there are likely other locations along the highways in this segment where interpretation could occur.

The route from Provo to near Richfield passes through more areas

of mixed grazing and irrigated land, for the most part privately owned. Potentials for trails are limited, while interpretation could likely be accomplished at roadside points.

The route of this expedition joins the route of the previous year's trek at this location and continues south to the Arizona line with only one deviation, in the vicinity of the Virgin River. This deviation turns to the northwest at St. George up the Santa Clara River and more or less follows the alignment of a county road to a junction with the 1826 route near Littlefield, Az. Recreation and interpretation potentials are not significantly different from the first route.

Wyoming

The short reach of the historic route (about 30 miles) in the State of Wyoming has already been mentioned in the discussion of the 1827 outbound route through Utah. To reiterate, trail potentials appear to be limited but the location of public roads on or adjacent to the historic alignment present good opportunities for signing and interpretive exhibits.

Arizona

The Arizona portion of the route consists of two segments: 1. The short stretch in northern Arizona between the Utah and Nevada state lines, and 2. The longer reach along the Colorado River from Lake Mead south to the Fort Mojave Indian Reservation. The routes in Arizona total about 155 miles.

In the 1826 expedition, Smith entered Arizona just south of St.

George, and followed the Virgin River through its steep canyon and beyond to the Nevada line. This route closely corresponds with present day I-15. In the 1827 expedition, Smith avoided the difficult travel through the Virgin River Canyon, crossing the Arizona line further west and following the alignment of U.S. 91 south to join the earlier route near Littlefield.

With the exception of the area around Littlefield and an additional low-lying area near the Nevada line, most of the trail alignment is through public lands. Vegetation is basically Mojave-Sonoran desert shrub associations, with creosote bush predominant. There do not appear to be significant attractions or potentials for development of recreational trails on this portion of the study route. There are, in view of the proximity of the route to public lands and the adjacent public lands, good opportunities for interpretation. BLM has, in fact, a multi-theme interpretive facility in the Virgin River Canyon area that notes and explains the 1826 Smith expedition.

From the Nevada line, the route continues down the Virgin River to the confluence of the Colorado. Much of the route is now inundated by Lake Mead and is within the Lake Mead National Recreation Area. While opportunities for trail development are not promising here, interpretation can readily be provided as part of the NRA's overall interpretive program.

The route re-enters Arizona after crossing the Colorado and continues south on or closely adjacent to the Colorado River.

Much of the route from the Arizona line to Davis Dam is through either public domain or the Lake Mead NRA. The original route along the River is in large part inundated in this segment by Lake Mojave, which is created by Davis Dam. Trail opportunities, other than boat trails on the Lake, are lacking in this segment. Interpretive opportunities for both the BLM and the Park Service in their respective areas of jurisdiction are quite good in this reach.

The route from Davis Dam downstream to its southern limit on the Fort Mojave Indian Reservation passes through private lands used fairly intensively for a wide array of agricultural, commercial, and residential uses. This segment offers little recreational trail potential, although public access points on the River do present some opportunities for interpretive exhibits and signing.

California

Smith traversed substantial portions of California on both his first and second expeditions. Overall, the routes in California amount to about 1,600 miles. The two trips will be discussed separately below.

1826-27 Expedition

Colorado River to Afton Canyon—Smith crossed the Colorado River into California in what is now the Fort Mojave Indian Reservation, and then commenced a long and memorable trek for several days across the Mojave Desert and through the mountains into the Los Angeles Basin and Mission San Gabriel.

The portion of the Mojave Desert between the Colorado River and

Afton Canyon (See Map 1) is a highly scenic area. Land ownership in this portion of the study route is primarily well-blocked public domain, although there are concentrations of private lands at some points on the route, including, of course, the Fort Mojave Indian Reservation on the Colorado River. West of Afton to Barstow, the lands traversed are a mixture of public and private, while from Barstow to the Victorville area, lands are largely private. After passing through National Forest lands in the mountains separating the Mojave Desert from the Los Angeles Basin, the route traverses mainly private lands enroute to the Mission. Vegetation in the desert area is largely creosote bush associations, with frequent occurrences of the Joshua tree characteristic of the Mojave Desert.

The potentials for both trail use and interpretation in this area are among the best on the trail route. Much of the area is managed by the BLM as the East Mojave National Scenic Area, and recreation use of the area is encouraged. BLM provides interpretive materials and public information on the area and employs a ranger force to provide for resource and visitor protection.

The route taken by Smith, although imperfectly known from his sometimes scanty journals, overlays or roughly parallels a long reach of the historic old Mojave Road between the area of Fort Mojave and Afton Canyon, a distance of about 130 miles. The Mojave Road, now a rough 4-wheel drive track more than a road, provides a variety of natural and cultural attractions.

Traversing elevations from 500' to over 5,000', the route permits the traveler to experience the full range of Mojave Desert vegetation, which changes dramatically with elevation. The Road, originally an Indian trail connecting the coastal and Colorado River tribes, was subsequently developed in the 1850's into a wagon road used by many emigrants. The remains of Army forts set up during the this period can be seen along the route today.

The Mojave Road is a major attraction for Off-Highway Vehicle (OHV) recreationists, and is managed and maintained by BLM with the extensive assistance of a volunteer organization. It is also, of course, available for use by hikers and horseback riders, although the tremendous distances without water and the seasonal temperature extremes tend to limit such use.

The interpretive potentials of the Mojave Road are substantial and are being realized to a considerable extent through information efforts both by BLM and the cooperating OHV organizations. Guidebooks are available for loan to visitors wishing to travel substantial distances along the road, and interpretive materials are exhibited at various points of interest along the route. Jed Smith's expeditions, along with the many other historic and prehistoric aspects of the route, are covered.

Afton Canyon to Mission San Gabriel-Beyond Afton Canyon, the primitive and historic Mojave Road emerges from the scenic desert area to merge with the highly developed road system extending

west through Barstow and south through the San Bernardino Mountains to the Los Angeles Basin. The route to the Los Angeles Basin and Mission San Gabriel traverses primarily private lands, following basically the route of the old trail, subsequently developed into major highway and railroad routes, along the Mojave River, crossing the San Bernardino Mountains east of Cajon Pass on the alignment of State Routes 138 and 18. After reaching the valley floor, the Smith expedition proceeded west to Mission San Gabriel via a route along the foot of the San Gabriel Mountains.

Land uses between Afton Canyon and Mission San Gabriel are a mixture of intensive urban development in the Los Angeles Basin and in the Barstow and Victorville areas, and less intensive grazing, agricultural, and transportation uses in the more rural areas. Vegetation ranges from the desert shrub associations of the Mojave desert to the forests of the San Gabriel Mountains and the exotics of the urban areas.

Recreational trail attractions and potentials in this reach are quite limited. Some opportunities for interpretation would exist along the highways, in the Silverwood Lake State Recreation Area and generally in the National Forest area. Interpretation could also be provided at the Mission, where Smith and his men spent many memorable days.

San Gabriel Mission To Bakersfield- The route from the Mission north to Bakersfield involved first a redoubling of the southbound route to the vicinity of Hesperia, just south of

Victorville, then another long and arduous trek across the Mojave Desert, traveling first at the base of the north slope of the San Gabriel Mountains, then crossing the west end of the Desert to ascend the Tehachapi Mountains and then drop down into the southern end of the Central Valley and the vicinity of Bakersfield.

Lands in this portion of the Mojave Desert, the Tehachapi Mountains, and the Bakersfield area are almost entirely privately owned. Land use ranges from grazing and irrigated farming in rural areas, to urban uses in the Hesperia, Palmdale, and Bakersfield areas. Some oil development also occurs along the route. Vegetation in the segment includes the typical creosote bush associations and Joshua trees of the Mojave Desert, a mixture of grassland, chaparral, and oak woodland in the Tehachapi Mountains, and mainly farm crops in the Bakersfield area.

Opportunities for recreational trails in this segment are for the most part quite limited. However, the historic route does parallel the California Aqueduct for many miles in the area between Hesperia and Palmdale. The service roads of the Aqueduct have in some locations been made available for trail use and it is likely that, given sufficient demand, they could be made available in the subject area. The predominance of private lands, coupled with the general lack of attractions for trail use, would effectively preclude trail implementation on the remainder of this section.

Interpretive opportunities would exist along the State and county roadways that roughly overlay and parallel the historic route.

Bakersfield to the Foot of the Sierra- After leaving the Bakersfield area, Smith's party trapped north through the winter in the San Joaquin Valley. In the spring, the party traveled as far north as present-day Sacramento, then turned east into the Sierra Nevada Range in an attempt to cross the mountains by traveling up the the South Fork of the American River about on the alignment of current U.S. 50. The party was turned back by heavy snow well short of the crest, returning to the lower elevations of the valley by way of the Cosumnes River.

Back on the valley floor, the party moved south through the low foothills to the Stanislaus River, where Smith set up a camp near Oakdale for his men and supplies before setting off up the Stanislaus River toward a successful crossing of the Sierra.

The route between Bakersfield and his camp on the Stanislaus is mostly through private lands. Exceptions include a substantial reach of the route along the American River Parkway, a few short reaches through public parks and wildlife refuges on the valley floor, and some National Forest lands toward the eastern limit of his aborted route up the American River.

Land use along the route is primarily irrigated agriculture, although the portions of the route extending into the lower foothills are largely used for grazing. The route also passes through or near a number of the Valley's urban centers.

Vegetation encountered consists of farm crops in the valley, with riparian vegetation in stream courses, and a mixture of grassland and oak woodland in the foothills. The upper limits of the aborted American River foray would have extended into Ponderosa Pine and mixed conifer forest areas.

With the exception of the segment along the American River, opportunities for trail development in this reach are largely lacking due to the extensive private lands and, with a few exceptions, the lack of attracting esthetic features. Trail marking and interpretation of the expedition could feasibly be provided along parallel roads, at road crossings, and in public managed areas.

The Crossing of the Sierra Nevada Range- The crossing of the Sierra by Smith and two of his men represents one of the most significant events of Smith's history. From his camp in the low foothills near Oakdale, Smith set off up the Stanislaus, passing through the area of a series of reservoirs, best known and largest of which is the New Melones Project. From the vicinity of this reservoir, Smith's route turned slightly north to roughly follow the alignment of State Route 4 to top the crest of the Sierra at Ebbetts Pass. From Ebbetts Pass, the route descends the east slope, crossing Monitor Pass and entering Nevada through Antelope Valley.

Land ownership on the route is a mixture of public and private lands. Private lands predominate in the foothill approach to the

Sierra, although New Melones Reservoir is a Federal facility (Corps of Engineers/Bureau of Reclamation) and lands along the River below the Dam have also been acquired for project recreation purposes. Higher elevation portions of the route are within the Stanislaus and Toiyabe National Forests.

Vegetation on the segment ranges from a mixture of grassland and oak woodland at lower elevations, through mixed conifers at intermediate elevations, to red fir and lodgepole pine-subalpine forest at the highest elevations.

Land use along the route includes grazing, water development projects, residential development, and public and private recreation facilities and areas. Much of the high Sierra is, of course, undeveloped and highly scenic country.

Although it may be feasible to parallel limited portions of Jed Smith's route with recreational trails, particularly on public lands, it appears to be neither feasible nor desirable to develop trails on a large proportion of the segment.

Interpretation of this segment could, however, be readily accomplished both on National Forest lands through the Forest Service cultural resources programs, and through other public facilities such as Calaveras Big Trees State Park and the Corps of Engineers' New Melones Reservoir and Lower Stanislaus River recreation programs.

1827-28 Expedition

The route of Smith's second expedition differed only in details

from the first route in the trek from the Colorado River through the Central Valley. Minor changes were made in the crossing of the Mojave Desert and in the use of Cajon Pass as the route between the Mojave and the Los Angeles Basin. In the context of this conceptual analysis, the differences are not noteworthy. However, in traveling from Mission San Jose up the Sacramento Valley to the Oregon line, Smith was covering some largely uncharted terrain.

Mission San Jose to Red Bluff- Smith passed through the Livermore area and then crossed Altamont Pass into the Central Valley, where he turned to the north and continued slowly in that direction through the Sacramento Valley, trapping the many tributaries of the Sacramento River on the more than 200 mile journey to the vicinity of Red Bluff.

Lands along the Sacramento River are mostly privately owned. Land use in the area traversed by Smith is almost exclusively in irrigated agriculture, although the River itself has retained substantial natural qualities, i.e., riparian vegetation, in many areas.

There are at least some opportunities for trail development in this reach, primarily in conjunction with the Sacramento River. Bank protection projects on portions of the River may provide rights-of-way suitable for trail use along part of the River. In addition, concepts have surfaced from time to time for extensive linear parkway projects along the River. The future of these projects is, however, uncertain, and it is in any case unlikely

that a continuous recreational trail along the River will result.

Interpretive opportunities along this segment would be quite good. A number of parks and access points located along the River could provide interesting interpretive materials about the expedition. Moreover, highways paralleling or crossing the route, both in the Sacramento River area and in the Bay area, would present additional opportunities for interpretation.

Red Bluff to the Coast At Requa- Smith's route from Red Bluff to the Pacific Coast is basically a trip through the Coast Range. Beginning at elevations of a few hundred feet at Red Bluff, the route rises to about three thousand feet before dropping back down to sea level. The portion of the Coast Range traversed by Smith, although not particularly high in elevation, is notoriously difficult terrain to travel, a product of the Ranges' formation by uplift and folding of marine layers--a jumbled mass of tilted and upended strata without the long and well-defined ridgelines that, in other ranges, tend to facilitate movement.

The route, trending northwest and following a series of stream courses including Dry Creek, Hayfork Creek, Trinity River, and Klamath River, passes through a mixture of private, National Forest, and Indian lands before reaching the Coast north of Requa. Ownership in the first 40 miles of the route is primarily private, though some parcels of BLM-managed public domain grazing land are intermixed. For the next 80 miles, the route passes through primarily National Forest

lands (Shasta-Trinity and Six Rivers National Forests) managed for a variety of uses including recreation, timber production, grazing, fish and wildlife, etc.. The last reach of the route passes through the Hoopa Valley Indian Reservation along the Trinity and Klamath Rivers.

Use of this Coast Range portion of the route is a mixture of timber production and grazing. Vegetation is quite varied. Oak woodlands and grasslands prevail on the east slope. As the route extends further west, mixed conifers are reached at the higher elevations. As the route approaches the Coast, the climate becomes increasingly moist and vegetative species change drastically near the coast to the spruce-cedar-fir-hemlock forest area of the North Coast. This is also the area of the giant redwood.

There would likely be some trail opportunities in this reach of the study route, particularly along drainages in the National Forests. Where the route crosses private and Indian Reservation lands, recreational trail potentials would not be promising. It is noted that rafting occurs along both the Trinity and Klamath Rivers, and this form of transport represents a highly feasible means of approximating this portion of Jed Smith's long and arduous travel by land.

Interpretive opportunities along the route would be quite good in the National Forest area and, on the coast, in the Redwood National Park. It is also noted that both the Trinity and Klamath Rivers are components of the National Wild and Scenic Rivers System and implementation of an overall plan for the Rivers could

include provisions for interpretation of the Jed Smith expedition. Interpretive opportunities may also exist on the Hoopa Valley Indian Reservation, although it should be noted that Smith does not enjoy a good reputation among at least some of the North Coast tribes.

In addition to the primary route from Red Bluff to Requa, the Smith party also departed west from the route along the Klamath River to strike the coast at a point well south of Requa in what is now Prairie Creek Redwood State Park. However, rather than continue north from this point, the party returned to the Klamath and continued down the River to Requa.

Requa to the Oregon Line- From Requa north to the Oregon line, a distance of about thirty-five miles, the route fairly closely follows the coastline more or less approximating the route of U.S. 101. Land ownership along this portion of the route is a mixture of public and private. From Requa north to the Crescent City vicinity, the route passes for many miles through Del Norte Coast Redwoods State Park. From Crescent City north, lands are mainly privately owned. Land uses on the private lands ranges from urban uses in the Crescent City area and in the U.S. 101 corridor, to timber harvest and agriculture in non-urban areas. Vegetation is the typical coastal redwood and cedar-hemlock-fir forest associations.

Trail opportunities in this area are excellent. Although not planned for the purpose of overlaying Smith's route, the Pacific Coast trail alignment closely parallels Smith's route.

Already partially in place, this trail is planned as a continuous track that will link with a similar trail in Oregon. The Pacific Coast Trail is one of several major trail corridors identified in California's Recreational Trails Plan.

Interpretive opportunities are also excellent in this reach. The Pacific Coast Trail and Highway 101 both present interpretive opportunities. The long reach through the State Park could readily be interpreted as part of the overall program there. It is noted that Smith's expedition is already well-memorialized in this part of the state through the naming of the Smith River and the Jedediah Smith Redwood State Park.

Oregon

The route in Oregon is discussed below in two parts: 1. The route from the California line to the Umpqua River and, 2. The route from the Umpqua River to Fort Vancouver.

California Line to the Umpqua River

This 150 mile portion of the route holds very closely to the coastline, departing from the beach only where necessary to avoid impassable areas. Land ownership along the route is a mixture of public and private lands, the public lands consisting of a number of State Parks and the Oregon Dunes National Recreation Area. The route is closely paralleled throughout by U.S. 101. Land use is a mixture of commercial, residential, agricultural, and forestry uses. Vegetation is the spruce-cedar-hemlock association.

Trail potentials along the scenic Oregon coast are excellent. The State's trail plan provides for a continuous trail the length of the coastline and substantial portions of the trail are already in place. Its route will follow quite closely Jed Smith's route. Interpretive potentials along this portion of the route are also excellent. The implementation of the continuous coastal trail offers many possibilities, and the several state parks and the Oregon Dunes NRA on the study route represent ideal locations for interpreting the passage of the Smith expedition.

This portion of the route has received some particularly intense and specific research by Alice Maloney, who studied the location of Smith's campsites. There may consequently be some particularly interesting interpretive possibilities where these camps are found on public lands.

It is noted that this area already contains several memorials to the Smith expedition. Oregon, like California, has its Smith River. The Umpqua "Massacre" site is also marked, although the marking and the nature of the interpretation there has created some ill-will among local Indian groups. While the popular history seems to suggest that the Smith group was set upon for little or no reason, the Indian groups have indicated that the attack was preceded by some particularly obnoxious and hostile behavior by some of Smith's men.

Umpqua River to Fort Vancouver

This segment represents the largest area of uncertainty about the

route. Records regarding the route of Smith's flight after the events at the Umpqua are sparse and inconclusive. Two basic routes have been suggested by prominent historians, with variations offered by other historians and non-historians familiar with the local terrain. One theory is that Smith followed the coast north to Tillamook, then turned east to Fort Vancouver. The second theory is that he moved inland from the "Massacre" site, then followed the west side of the Willamette Valley. Although both theories have their firm adherents, neither is sufficiently conclusive to support either a commemorative trail route or a program of interpretation. The arrival of Smith at Fort Vancouver is well documented, of course, and could readily be interpreted at that location.

Continuation of a recreational trail from the Umpqua River to the vicinity of Fort Vancouver, e.g., as part of a National Scenic Trail concept, would be highly feasible. The State Trails Plan provides not only for continuation of a coastal trail north from the Umpqua River, but also includes a connecting alignment between the coast and the vicinity of Fort Vancouver.

Nevada

Smith passed through a small portion of southern Nevada on both the 1826 and 1827 westbound trips, and he crossed central Nevada on his 1827 return trip. In all, the expeditions covered about 450 miles in Nevada.

The southern Nevada route, largely in Lake Mead National Recreation Area along the Virgin and Colorado Rivers, has already

been discussed under Arizona. The discussion below deals with the 1827 crossing of the State.

Smith's trek across the state represents another "first" (first white man to cross the Great Basin) and a quite remarkable feat from which he, and the two other members of his party who accompanied him, were lucky to survive. The route is discussed below in two parts: 1. The route from the California line to Walker Lake, and 2. The route from Walker Lake to the Utah line.

California Line to Walker Lake

After descending the east slope of the Sierra Nevada Range, Smith entered Nevada by way of Antelope Valley, followed the West Walker River to the confluence of the East Walker, then ascended the latter fork for about 15 miles before striking out east across the Wassuk Range to Walker Lake.

Land ownership in this segment is a mixture of public and private. The route traverses concentrations of private land in Antelope Valley and along the forks of the Walker River. Most of the Wassuk Range is public domain managed by the Bureau of Land Management. The area surrounding the south end of Walker Lake is public land managed by the Navy. Land uses along this segment include irrigated agriculture along the river lowlands with grazing in the uplands, and military uses on the Naval Ammunition Depot. Vegetation along the route includes pinyon-juniper woodland at higher elevations, sagebrush associations on the lower slopes, and saltbush-greasewood in the basin troughs.

Recreational trail opportunities along this segment would be quite limited. Neither the private lands along the river forks nor the military lands surrounding the south end of Walker Lake would be available for trail uses, nor would such uses even be particularly attractive in these areas.

Opportunities for historic interpretation would be somewhat better. With the exception of the crossing of the Wassuk Range, most of the route is closely paralleled or overlain by public roads that could be marked to commemorate Smith's passage. In addition, recreation sites on Walker Lake would provide additional points for interpretation of Smith's adventures in that area.

Walker Lake to the Utah Line

This long segment passes through some of the most remote country on the historic route. To a considerable extent, the route is unchanged from 1827.

Lands along this segment are largely in public ownership, managed for multiple uses by either the Forest Service or the Bureau of Land Management. Only limited areas of private land are encountered. Land use is largely grazing, with some very limited areas of commercial/residential and mining activity. Vegetation encountered includes the pinyon-juniper, sagebrush, and saltbush-greasewood associations characteristic at various elevations in the basin-range topography.

Recreational trail potentials along the route are limited. While

the preponderance of public lands available for recreation uses would tend to facilitate recreational trail placement, the route does not provide the kinds of attractions that would encourage sufficient trail use to justify the costs of trail development and operation. Most of the emphasis on trail development in this part of the state has been in higher-elevation trails on the north-south trending ranges.

Interpretation could be provided at a number of locations where the route crosses or is closely paralleled by public roads. Both the Forest Service and the BLM have interpretive capabilities and programs that include informing the public regarding the historic uses of the public lands.

This part of the route, because of its relatively unaltered character, offers particular appeal to those wishing to retrace part of the Smith expedition route and get a real sense of the historic experience. To facilitate this type of historic replication, it might be feasible and desirable, either through or in cooperation with BLM and the Forest Service, to develop a guidebook to facilitate retracement, either by motorized or non-motorized means.

NATIONAL TRAIL DESIGNATION CRITERIA

Potential National Scenic and National Historic Trails must meet specific criteria in order to be recommended for designation by Congress. This section uses the established criteria and evaluates the extent to which the Jedediah Smith route appears to meet the criteria.

National Scenic Trail Criteria

The following criteria for National Scenic Trails were jointly adopted by the Secretaries of Interior and Agriculture in 1969, based on the National Trails System Act.

National Significance

National Scenic Trails, for their length or the greater portion thereof, should incorporate a maximum of significant characteristics, tangible and intangible, so that these, when viewed collectively, will make the trail worthy of national scenic designation. National significance implies that these characteristics, i.e., the scenic, historical, natural, or cultural qualities of the areas through which the trail passes, are superior when compared to those of other trails--not including national scenic trails--situated throughout the country. National scenic trails should, with optimum development, be capable of promoting interest and drawing power that could extend to any section of the conterminous United States.

Route Selection

1. The routes of national scenic trails should be so located as

to provide for maximum outdoor recreation potential and for the conservation and enjoyment of the nationally significant scenic, historic, natural or cultural qualities of the areas through which such trails may pass. They should avoid, insofar as practicable, established highways, motor roads, mining areas, power transmission lines, existing commercial and industrial developments, range fences and improvements, private operations, and any other activities that would be incompatible with the protection of the trail in its natural condition and its use for outdoor recreation.

2. National scenic trails of major historic significance should adhere as accurately as possible to their main historic route or routes.

Access

National scenic trails should be provided with adequate public access through establishment of connecting trails or by use of trail systems other than the National Trails System. Access should be provided at reasonable intervals and should take into consideration the allowance for trips of shorter duration.

Placement

National Scenic Trails shall be primarily land based.

Length

National Scenic Trails shall be extended trails, usually several hundred miles or longer in length.

Continuity

National Scenic trails should be continuous for the duration of their length.

Extent to Which the Study Route Meets the Criteria

While the Jedediah Smith route meets some of the more trivial National Scenic Trail criteria, i.e., access, placement, and length, it does not meet two of the more important criteria.

The route would not provide for maximum outdoor recreation potential. Although portions of the route pass through scenic and largely undeveloped country, equally large portions of the route pass through areas intensively developed for either urban or agricultural purposes which would not offer outstanding trail experiences. It is also noted that much of the country traversed by the Jed Smith route that is scenically attractive and remains largely undeveloped, e.g., the Mojave Desert in California and the Great Basin of central Nevada, is not well-suited for long distance trail use and is not particularly attractive to recreationists for such uses. Much of the recreational use that does occur in these deserts is via motorized Off-Highway Vehicles (OHV's). Portions of the historic route are, of course, extremely attractive for trail use and would provide a high quality experience. Examples of such areas include the Sierra Nevada Range and the Pacific Coast in both California and Oregon. On balance, however, the route does not have the potential for providing a high quality trail capable of drawing substantial numbers of users either regionally or nationally.

The route also does not meet the requirement for continuity. While the trail could theoretically be made continuous from beginning to end, the cost of land acquisition and trail development across the many miles of private land traversed by the route would be extremely high. Moreover, this high cost would not be expected to be balanced by high rates of use. It is not expected that, given the limited recreational attractions of the route, there would be a significant number of persons who would choose to travel extended portions of the route by foot, horse, or bicycle.

National Historic Trail Criteria

The following criteria are taken directly from the National Trails System Act. (Section 5.(b)(11)(A-C))

(A) It must be a trail or route established by historic use and must be historically significant as a result of that use. The route need not currently exist as a discernible trail to qualify, but its location must be sufficiently known to permit evaluation of public recreation and historical interest potential. A designated trail should generally accurately follow the historic route, but may deviate somewhat on occasion of necessity to avoid difficult routing through subsequent development, or to provide some route variations offering a more pleasurable recreational experience. Such deviations shall be so noted on site. Trail segments no longer possible to travel by trail due to subsequent development as motorized transportation routes may be designated and marked onsite as segments which link to the historic trail.

(B) It must be of national significance with respect to any of several broad facets of American history, such as trade and commerce, exploration, migration and settlement, or military campaigns. To qualify as nationally significant, historic use of the trail must have had a far reaching effect on broad patterns of American culture. Trails significant in the history of native Americans may be included.

(C) It must have significant potential for public recreational use or historical interest based on historic interpretation and appreciation. The potential for such use is generally greater along roadless segments developed as historic trails and at historic sites associated with the trail. The presence of recreation potential not related to historic appreciation is not sufficient justification for designation under this category.

Extent to Which the Study Route Meets the Criteria

Criterion A

The route of Jedediah Smith during the years 1826-28 does not exist as a discernible trail. The route that Smith followed during those years was used by Smith at most twice, while some segments were traveled by Smith only once. Little of the route subsequently received significant levels of use. Thus the routes of Smith's travel are not historically significant as a result of continued use.

The journals kept by Smith and his clerk Harrison Rogers during their travel make it possible to fix general locations of the routes. Where journal entries relate to water courses or other clearly defining topographic features, the route can be mapped with considerable confidence. Where such features are lacking, however, accuracy significantly declines and it is possible only to define a band several miles wide within which the party may actually have traveled. One major portion of the route, extending from the Umpqua River to Fort Vancouver, is essentially unknown.

Currently, the integrity of the trail route varies greatly. Much of the route is located adjacent to existing roads and highways. Other trail segments lie beneath the waters of the Colorado River reservoirs or within the boundaries of the Dugway Proving Grounds. However, certain segments, such as those in the deserts of Nevada and Utah, have changed little since Smith's passage.

Criterion B

Smith's expeditions from 1826 to 1828 had a limited effect on trade and commerce but their impact was not far-reaching. Some maps were published in the 19th Century which indicated familiarity with Smith's travels but few ventured along the harsh routes he traversed. Smith's routes to and from California crossed desert areas that proved to be barriers in the development of regular travel routes for the later pioneers bound for Oregon and California. Other trails west, though difficult, were preferable to the Mojave Desert or the broad expanses of the Great Basin desert crossed by Smith. Further, Smith's route from California to Oregon never came into common use, proving to be a far more difficult route than the inland Siskiyou Trail subsequently opened up to connect the Sacramento Valley in California and the Willamette Valley in Oregon.

Criterion C

Those portions of the study route in areas that remain largely natural and undeveloped offer opportunities for history-minded recreationists wishing to retrace Smith's footsteps and recapture the historic experience. Opportunities for this type of experience are particularly rich in the undeveloped Great Basin areas. This type of experience could not, however, be realized on most of the route.

There are only two remaining structures associated with Smith's trip: San Gabriel Mission in southern California, and Fort Vancouver in Washington. Both could provide interesting interpretive materials for the general public on Smith and his

expeditions.

Some points along Smith's routes have been marked or otherwise interpreted by government and private organizations. Included are the sites of the cache near Hyrum, Utah, the rendezvous site near Bear Lake, Utah, and the "Umpqua Massacre " site on the Oregon coast. A number of markers are located along roadways in roadside rest areas or in scenic pullouts. Since much of the route is adjacent to highways, additional commemorative marking of the route could readily be undertaken in some places. In many parts of the route, however, the information available on the Smith route is too imprecise to support much marking or interpretation.

In summary, it does not appear that the Jedediah Smith route meets the established criteria for designation as a National Historic Trail.

(Appendix 4 contains a critique of the above significance analysis by the Jedediah Smith Society.)

ALTERNATIVE PLANS AND THEIR CONSEQUENCES

The foregoing section concluded that the Smith route would not qualify for designation as either a National Scenic Trail or as a National Historic Trail. However, the legislation governing trail studies requires that study trails nevertheless be completely evaluated, and the required information be transmitted to Congress. Consequently, the study route is evaluated below as both a National Scenic and a National Historic Trail, along with other alternative plan concepts.

The discussion below first outlines the general plan concept, then looks at the economic and environmental consequences of the plan.

In evaluating the economic consequences of a plan, it is necessary to examine the various costs of the plan, including any land acquisition, development, and operation and maintenance components, and also the benefits accruing to the plan. While the costs can be readily handled in monetary terms, the benefits are more subjective and less susceptible to quantification. Nevertheless, some indications can be provided on the quantity of visitor use provided.

It is not anticipated that any of the plans would have significant implications, either positive or negative, for regional economic development or land use in general.

The environmental consequences of the plan relate to the prospective impacts on environmental factors. While a broad

assessment can be made at this point in the planning process, more detailed planning would necessarily occur at the implementation stage and would examine in more detail the potential for adverse impacts and the actions necessary to assure that impacts are avoided or minimized.

Alternative A: Continue Existing Programs

Under present conditions, there is no unified effort to mark or otherwise interpret the Jedediah Smith expeditions of 1826-28, or to establish a system of interconnected recreational trails along the route. There has, of course, been some limited placement of markers along the route, Jed Smith is to some extent included in various interpretive programs on the public lands, and recreational trails do exist more or less by coincidence along a small proportion of the study route.

Much of the historic route traverses public lands managed by either the Forest Service or the Bureau of Land Management. In addition, the route passes through three units of the National Park System: Lake Mead National Recreation Area, Redwood National Park, and Fort Vancouver National Historic Site. All of these agencies have active programs for the identification, protection, and interpretation of historic phenomena in their management areas, as well as programs for the development of recreation facilities, including trails where resources are appropriate and there is likely to be significant public use. Consequently, there are opportunities for significantly increasing interpretation of the Smith route, and possibly some additional potential for recreational trails as well.

The route also passes through or in close proximity to a number of state and local parks. These agencies generally have both the interest and adequate authority to provide interpretive materials on historic events such as the Smith expeditions.

Much of the route is also paralleled or overlain by roads and highways. Opportunities exist in these areas for roadside marking of the route, particularly at rest stops and scenic vistas. The states in the study area all have programs for placement of historical markers along the roadways.

To a large extent, the absence of marking and interpretation of the Smith route is the result of the lack of information about the man and his travels. To a limited extent, this lack of information has been remedied by the distribution of maps of the study route to a number of parties including all the agencies responsible for managing the public lands along the route. Most of the agencies have indicated an interest in expanding their interpretive programs where feasible to include a more complete treatment of Jedediah Smith. Additional dissemination of this study report and the associated maps should provide even further exposure of Smith and encourage additional route marking and interpretive efforts.

There is substantial potential for volunteer action to increase the interpretive coverage of Jed Smith on public roadways and public lands. Volunteer citizen groups, e.g. the Jedediah Smith Society, local historic societies, etc.,

with an interest in the expanded public exposure of Jed Smith, could help to develop or finance the development of various interpretive markers and exhibits.

Economic Consequences of Plan A

The economic effects of this plan would be relatively minor. No land acquisition or trail development would be expected to occur as a result of the Jed Smith study. Overall, the increases in interpretive effort that would occur would be in the context of agencies' ongoing programs and would not require additional funding. As interpretive materials and exhibits are revised, they would be expanded to include information on the Jed Smith expeditions. For example, programs of historic interpretation at Lake Mead NRA and on the Mojave Road are not yet completely established. As materials are prepared to explain the areas' history for the visiting public, material on Jedediah Smith can be readily incorporated. Little additional cost would be attributed specifically to Jedediah Smith.

Benefits would accrue to the public in the form of enriching their experience in traveling the public roads, visiting the state and national parks and recreation areas, and making use of the recreational opportunities on the public lands. It is not expected that this additional information on Jed Smith would attract much additional visitation; rather, those persons who are already traveling and visiting public attractions will find their experience enriched by a more complete presentation of their country's history.

Environmental Consequences

The environmental impacts of this plan would be negligible. Most of the placement of interpretive materials and exhibits would be in road-accessible locations, and would be in conjunction with other informational materials. Consequently, the incremental impacts of the plan would be insignificant.

Alternative B:

Designation of a Jedediah Smith National Heritage Trail

Recent legislation established the Daniel Boone Heritage Trail. The legislation for this Trail, Section 2.(a)-(c) of Public Law 98-405, is reprinted below.

SEC. 2. (a) Recognition should be given to the regional significance of the contributions of Daniel Boone in the exploration and settlement of the Nation to assure that a wider segment of the public be afforded the opportunity to share in Boone's contributions to America's heritage through establishment of markings of a Daniel Boone Heritage Trail.

(b) In order that significant route segments and sites, recognized as associated with Daniel Boone may be distinguished by suitable markers, the Secretary of the Interior is authorized to accept the donations of such suitable markers for placement at appropriate locations on lands administered by the Secretary of the Interior, and with the concurrence of the Secretary of Agriculture and other appropriate heads of Federal agencies, on lands under their jurisdiction. The determination of the placement of markers to commemorate the routes and sites of Daniel Boone shall be made by the Secretary of the Interior in consultation with appropriate private interests and affected local and State governments.

(c) The markers authorized by subsection (b) shall be placed in association with the Daniel Boone Trail identified on maps contained in the study entitled "Final National Trail Study, August, 1983, Daniel Boone" and submitted to the Congress pursuant to the provisions of section 5 of the National Trails Systems Act (16 U.S.C. 1244).

This alternative would require fund-raising efforts by private organizations to purchase the markers for placement on Federal lands. Although the legislation does not address non-Federal lands, the private efforts could presumably be

extended to include the donation of markers for placement on private lands and non-Federal public lands as well.

It is expected that marker placement would occur primarily on public lands where the route either crosses or is closely adjacent to public roads. Substantial opportunities for marking in this program would occur in Utah, Arizona, California, Oregon, and Nevada.

Economic Consequences

The economic consequences of this type of program would be quite modest. The markers to be initially placed, and replacement markers as required, would be donated to the Federal agencies. Some agency costs would necessarily be incurred in supervising installation of the markers. Although the magnitude of the effort is difficult to estimate, the federal costs would be expected to range from \$10-15,000 based on the placement of markers on Federal lands at roughly five mile intervals, and a supervisory cost per marker of about \$50.

The benefits of such a program would be virtually impossible to quantify. The markers would not likely inspire much additional use of the routes but would provide an interesting additional source of information for the traveler.

Environmental Consequences

Environmental impacts from this plan would be extremely limited. Inasmuch as markers would be placed primarily at road crossings and adjacent to public roads, the incremental impact of the markers would be negligible. There should be no adverse impact on vegetation, scenery, or wildlife resulting from the program.

Alternative C:

Designation of a Jedediah Smith National Historic Trail

This alternative would commit the Federal government to a major program of planning, historic interpretation, and trail development along the historic route.

Following authorization by Congress, a Federal agency (most likely the National Park Service), would be designated as the lead agency, and would be required to complete a detailed comprehensive plan for the route within a period of two years. The comprehensive plan would outline the plan for historic interpretation and recreational trail development along the historic route, and assign responsibilities to the various government and private organizations expected to play a role in the trail project.

Once the comprehensive plan is completed, the lead agency would continue to play an overall coordinating role, providing staff support for an advisory council for the trail, developing and making available trail-wide public informational materials, and ensuring a measure of consistency in the approaches taken by the various agencies and organizations involved in implementing and operating the project.

Implementation of the trail project would be divided about evenly between the Federal agencies and non-Federal interests. The Federal agencies would have the responsibility for development and operation of the trail on Federally managed lands. Both the Bureau of Land Management and the Forest Service

would have substantial roles in their respective management areas, while the Park Service would have responsibility for the trail on its three management units on the trail route. Substantial mileages of trail along the historic route would necessarily be constructed and marked as components of the National Historic Trail. Although the routes incorporated into the NHT would closely approximate the historic route, they would be expected to deviate to some extent in some areas to take advantage of well-blocked public lands and to provide some "route variation offering a more pleasurable recreational experience" as provided in the National Trails System Act.

On some portions of the route through desert country, it would be possible to use "point to point marking" rather than a conventional constructed trail. This concept involves the frequent placement of directional signs or posts which guide the trail user. As might be expected, there are substantial savings in this type of approach as compared with a constructed trail.

Trail staging area and trailside camp areas would be placed at regular intervals along the route. Staging area would include parking, water and sanitation, interpretive and informational signs, and stock handling facilities. Trailside camps would include water, sanitation, and leveled campsites to accommodate modest numbers of users.

Marking and historic interpretation on Federal lands would include placement of standard markers at road crossings, at staging areas, and at various points along the trail.

Additional interpretive and historical background material on the Smith expeditions would be provided at staging areas.

Provision of recreational trails and historic interpretation of the route on non-Federal lands would be largely the responsibility of State, local, and private organizations. It is expected that it would be possible for these agencies to develop recreational trails for only a small proportion of the historic route, since most of the alignment outside of the Federal areas falls on private land. Not only would acquisition costs be high in these areas, but for the most part land uses would be such that trail amenities would also be lacking. It is expected that the primary actions taken in non-Federal areas would be the placement of markers along the highways paralleling the historic route, and the placement of interpretive exhibits on Smith at various public areas along or in close proximity to the historic route.

The Federal role in these non-Federal areas is not extensive, but it is not entirely lacking. The Federal agency would be authorized to provide the markers for installation; however, installation would be the responsibility of others. The Trails Act also authorizes some Federal funding of interpretive sites along the Trail route in those cases where Non-Federal interests are unable to provide them. The Federal government has not been authorized to acquire lands outside of Federal areas for those National Historic Trails thus far established, and it is assumed that this restriction would also be applied to the Jedediah Smith

Trail if it were to be authorized.

The final product of the implementation process would be a route continuously marked from beginning to end, with a portion of the route developed as recreational trails and the balance consisting of marked highways. A brochure or booklet would serve as a guide to permit a person with an interest in Smith to fairly closely retrace his remarkable expeditions.

Economic Consequences

The economic consequences of this plan would be fairly significant, at least from the standpoint of costs.

Major cost items for the National Historic Trail approach would include completion of the comprehensive plan, trail marking and development of recreational trails on Federal lands, development of staging areas and trailside camps on Federal lands, placement of markers on non-Federal portions of the trail, and operation and maintenance of the trail, including costs for operation of an Advisory Council for the trail. These cost items will be discussed in turn below.

The National Trails System Act requires that a comprehensive plan be completed within two complete fiscal years following authorization of a National Historic Trail. While this study has been completed on a broad and conceptual basis, the Comprehensive Plan would necessarily be detailed and site specific throughout the more than 3,500 miles of the trail's length. It is estimated that the lead agency's cost for the study would be approximately \$250,000. Additional costs would be incurred by other Federal

agencies, e.g. the Forest Service and BLM, with significant management responsibilities.

Trails would be developed and marked on the approximate 1,230 miles of the route located on Federal lands. Approximately 525 miles of the route is in desert terrain appropriate for "point-to-point" trails, while the remainder would require development of conventional trails. Total costs for trail development and marking on Federal lands would be about \$ 18 million, based on a per mile cost of \$ 25,000 for conventional trails and \$ 500 per mile for "point-to-point" trails.

It should be noted that there are no acquisition costs included. The legislation establishing National Historic Trails precludes acquisition of lands with appropriated funds. Private lands within the boundaries of Federal areas can be acquired for trail use but only by exchange, donation, or purchase with donated funds.

Both trail staging areas and trailside camps would necessarily be provided along the route on Federal lands. Based on an assumed spacing of trail staging areas every 25 miles and trailside camps every 10 miles, and a per unit cost of \$ 100,000 for staging areas and \$ 75,000 for trailside camps, the total cost for this part of the project would amount to about \$ 14.5 million.

Outside of Federal areas, the primary project activity would be the placement of markers along highway routes. Assuming placement of markers at least every 2 miles and a per marker cost of about

\$250, the total bill for markers would approximate \$ 240,000.

The total capital cost for the project would amount to more than \$ 32 million.

Annual recurring costs of the route would total about \$ 800,000. This would include project supervision and coordination of the project among the numerous entities participating in it, periodic printing of a trail brochure, and maintenance of trail facilities.

Additional costs might be incurred by non-Federal interests for the development of trails and interpretive facilities in non-Federal areas. The extent of this effort is difficult to estimate, inasmuch as there is no mandate for participation in non-Federal areas and trail routes along many of the segments of the historic route are lacking in recreational value. Under these conditions, it is unlikely that agencies would be willing to undertake trail development. It is likely that fairly consistent cooperation could be obtained in marking the route.

Benefits of a National Historic Trail program would include the use of trails created on Federal lands along the route and the cultural enrichment provided to travelers coming into contact with the markers and interpretive exhibits associated with the program. The former benefits can be roughly estimated, although with only modest reliability. The latter type of public return defies quantification or monetary evaluation. With respect to this type of benefit, it can only be said that the range of information provided the traveling public would be more complete as a result of the plan.

Recreational use along the Jedediah Smith route would not be expected to be high. Much of the portion of the route in public ownership is in desert areas, which are not amenable to significant amounts of trail use. While there are many desert hiking and riding enthusiasts, and desert areas do offer very high quality trail opportunities, Jed Smith selected his routes not on their scenic and recreational value but rather for ease of travel. Consequently, except where Smith was forced into areas of substantial relief and difficult terrain, his routes are not particularly inspiring for recreationists, and generally tend to be among the least desirable and least interesting routes for trails. Many of his routes have, of course, been subsequently overlain or paralleled by major transportation routes, including interstate highways, railroad lines, etc.

In view of these considerations, it is estimated that the desert routes would provide average annual use of about 10 recreationists per mile, or about 11,000 days of use per year. Some of the forest and coastal areas, of course, provide the type of amenities sought by many hikers and trail riders. Forest and coastal routes in the Sierra Nevada and northern California would be expected to yield considerably more use, approximating 100 days annually per mile, or about 18,000 days of use per year. It should be noted that these use figures pertain only to trails specifically created for the Jedediah Smith Trail, and do not include trails already in existence, e.g., the Mojave Road and the trail along the American River, or

trails already planned for development for reasons other than Jedediah Smith, e.g., the Coastal Trails in California and Oregon. year.

Environmental Consequences

The environmental consequences expected under this plan would accrue primarily to the Federal land areas, and would not be expected to be significant.

In non-Federal areas, the project would be expected to consist primarily of the marking of highways and installation of interpretive exhibits at existing public sites along the route. It is not expected that the project would result in much new trail construction in non-Federal areas, although some trails in non-Federal areas that are already proposed for reasons other than the Jed Smith project, e.g., the Pacific Coast Trail in northern California and Oregon, might readily be incorporated into the project. Virtually no additional land would be developed in these non-Federal areas, as markers and exhibits would be placed in highway rights-of-way and in existing public use areas.

In the Federal land areas, development of trails along the historic route would have the potential for direct effects in the areas of soils, vegetation, wildlife, visual quality, and cultural resources, and these effects are discussed in turn below. The plan would not be expected to have appreciable effects in the areas of air or water quality.

Soils would not be seriously affected by trail development because of the relatively limited extent of land potentially

altered and because of the potential for adjusting the alignment to avoid any areas of severe problems. About 60 percent of the developed trail would be expected to consist of newly-constructed trail with tread ranging between 18 and 30 inches. The remaining portion would be a point-to-point design. While this latter type of section would not be constructed, foot and horse travel would disturb and compact the soil. It is anticipated that initial years of use might result in divergent routes, with a braided pattern of travel; however, to the extent that use levels are significant, it seems likely that users would establish, by wear, a single best route between points. The extent of this area would be assumed to be the same as for the constructed trail segments.

Disturbed areas would not be confined entirely to trail sections. Additional areas would be disturbed by the development of staging areas and trail side camps. The total area potentially impacted would be approximately 500 acres.

The sensitivity of the soils in the study area varies significantly based on such variables as surface texture and composition, slope, and climate. In view of the extreme variability of this potential and the generality of the trail alignment, it is impossible to focus closely on the compaction and erosion potential of the plan. The final location of trail routes following authorization would be chosen with full consideration of soil capabilities, and localized areas of unstable soil would be avoided wherever possible. Where such soils cannot be avoided,

trail segments would be appropriately engineered to prevent problems.

Overall project impact on vegetation should be limited due to the limited amount of surface disturbance foreseen. Around 500 acres of vegetation would be directly impacted. These figures do not, of course, address the increasingly recognized problem of rare plant protection. Because extensive rare plant surveys have not been undertaken in many areas, it is difficult to determine to what extent trail segments might conceivably pose a threat to rare plants. Prior to selection of a specific route for the trail, on-the-ground surveys of the areas would be accomplished to ascertain the presence of any such species. Steps could then be taken to prevent damage. Costs are included in the plan estimates for such clearance surveys.

Contact of the historic alignment with fishery resources would be limited and impacts insignificant. However, wildlife would be affected in one degree or another throughout the length of the recreational trail segments, both by habitat destruction and by the disturbance of increased human presence.

Actual destruction of vegetation by the project, as indicated above, will be limited; hence, wildlife habitat will be only very slightly reduced by project construction. Human presence itself may have an adverse impact on wildlife populations, particularly if use is heavy, occurs in particularly critical periods, e.g., fawning or lambing season, or affects limited but essential resources such as water or critical cover. Most

species should not be significantly affected by the relatively low levels of use that would be expected on a trail of this nature.

Avoidance of conflicts with wildlife populations would be a major consideration in detailed planning following project authorization, with particular attention given to species listed by the Secretary of the Interior as threatened or endangered. Close coordination would be maintained with Federal and state fish and wildlife agencies. Measures taken to avoid conflicts would include routing the trail away from areas of critical wildlife importance and education of users in environmentally sensitive backcountry practices, particularly with respect to desert water areas.

Trail features affecting visual quality include the trail itself and supporting features such as staging areas and camp areas. The trail itself would vary from a route marked with posts and cairns to a constructed cross-section from 18 to 30 inches in width. Supporting facilities would include parking lots, trash cans, water and sanitation facilities, and informational and directional signs. Development of these facilities would incorporate rustic designs intended to blend with the environment. While some negative impacts on visual quality would result from trail implementation, they should be minimal.

Trail operation will likely result in some adverse impacts to visual quality through littering. The primary weapon against littering is user education aimed at promoting the "pack in/pack

out" principle. Such an education program is never, of course, totally effective.

Opportunities for conflict with cultural resources exist in varying degrees along the route. Costs are included in the plan to provide for archeological clearance of the alignment, and this precaution should provide for avoidance of most significant areas. Departure of the users from the selected alignment for side trips, camping, etc., might result in some limited contact with archeological sites and likely at least some pilfering. Impacts from this type of activity may be somewhat mitigated by informational programs and, in any event, should not be highly significant.

As discussed above, the primary mitigation for potential impacts will be accomplished by preconstruction planning designed to route trail segments away from sensitive resources. To the extent that subsequent use patterns might produce significant adverse effects on environmental values, the National Trails System Act provides procedures for the relocation of segments. All planning and development would conform to the requirements of both the Endangered Species Act and the Archeological and Historic Preservation Act, and planning would be fully coordinated with relevant Federal and State agencies with expertise and interests in these areas.

Alternative D:

Designation of a Jedediah Smith National Scenic Trail

This alternative would commit the Federal government to a very extensive program of planning, trail development, and interpretation along the historic route.

As in the case of the National Historic Trail concept, the first step taken following project authorization by Congress would be the completion by the assigned lead agency of a comprehensive plan detailing the route, support facilities, and responsibilities for implementation and operation. The lead agency would then continue to coordinate the project during implementation and operation phases.

The primary difference between the Scenic Trail and Historic Trail concepts is that, while National Historic Trails are not required to provide a continuous recreation trail, consisting generally of a mixture of recreational trail routes and marked highway routes, the Scenic Trail is intended to provide a continuous recreational route from beginning to end. The Federal role in implementing and managing Scenic Trails is also far less constrained than with Historic Trails. Although cooperation with non-Federal agencies is emphasized, and there is the expectation that these agencies will accomplish most of the trail acquisition and development in non-Federal areas, the Scenic Trail concept permits the Federal agencies to fill whatever voids there may be to complete the trail route. As examples, the completion of the Appalachian and Pacific Crest

National Scenic Trails has included substantial commitments of Federal funds for land acquisition and trail development outside of Federal areas.

Trail implementation features already discussed under Plan C would also apply to this plan, i.e., there would be a mixture of conventional and "point-to-point" trails developed on Federal lands, and trail staging areas and trailside camps would be provided at regular intervals along the route.

Economic Consequences

The economic consequences of this plan would be by far the most significant of the several plans, particularly in the area of costs.

Costs estimated for Federal areas would be essentially as outlined already under the National Historic Plan concept. To reiterate, total development costs are estimated at about \$ 32 million while annual costs would be about \$ 800,000.

These cost levels would be dwarfed by the additional costs of acquiring, developing, and maintaining the approximately 1,885 miles of trail located on non-Federal lands. (This mileage excludes the portions of the route that are in existence or are planned already for development as recreational routes, e.g., the Coastal trail in northern California and Oregon and the Jedediah Smith Trail along the American River.) Land acquisition costs would be expected to be high because of the significant portion of the route crossing lands with fairly intensive land uses.

Development of trails in this area, all of which would necessarily be conventional trail construction to control and regulate use, and the provision of trail staging areas and trailside camps, would amount to about \$ 66 million. Additional operation and maintenance costs would approximate \$ 1.3 million annually.

A portion of this cost would be expected to be borne by non-Federal agencies; however, the routes for the most part are not attractive recreational routes, would not likely receive much support from trail groups, and would largely have to be financed by the Federal government.

Total capital costs for this project would be nearly \$ 100 million, not including land acquisition costs, while annual operation and maintenance would be over \$ 2 million.

Environmental Consequences

The environmental consequences of this plan would be similar in type to those outlined in the National Historic trail concept above, but would be extended over the complete length of the historic route.

The additional recreational trail segments would be developed on lands primarily in private ownership and generally in relatively intensive economic uses. Consequently, in most areas, the soils, native vegetation, wildlife, and scenery have all been substantially altered, and the development of trails and some increased human use would not be expected to produce much in the

way of additional impact on the natural environment.

LIST OF PREPARERS

Jake Hoogland, Historian, Denver Service Center, NPS

Kay Salazar, Planner, Rocky Mountain Regional Office, NPS

Gordon Atkins, Planner, Pacific Northwest Regional Office, NPS

Dan Olson, Planner, Western Regional Office, NPS

Topographic Route Maps

The entire study route has been mapped on 1:250,000 series USGS topographic maps. Government agencies and private organizations may obtain copies of these maps for their area of jurisdiction or interest by contacting any of the following offices:

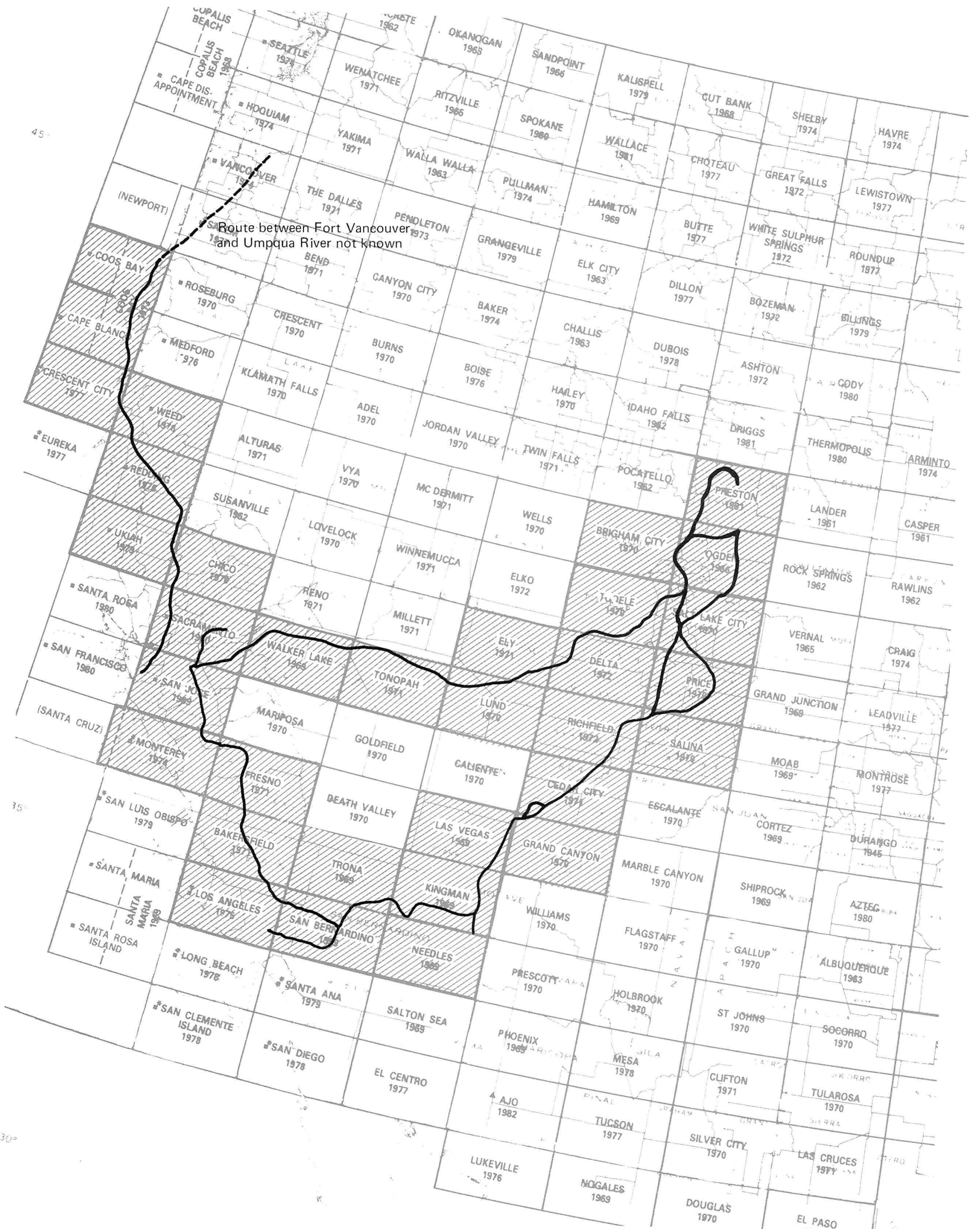
Rocky Mountain Regional Office
National Park Service
P.O. Box 25287
Denver, Co. 80225

Pacific Northwest Regional Office
National Park Service
2001 6th Avenue
Seattle, Wa. 98121

Western Regional Office
National Park Service
P.O. Box 36063
San Francisco, Ca. 94102

A nominal fee may be charged to cover the costs of reproducing the maps.

The following map index identifies the location of the various map sections along the study route. Also appended is a sample copy of the route maps illustrating the type of coverage available.



INDEX MAP

JEDEDIAH SMITH TRAIL FEASIBILITY STUDY

APPENDIX 3

Consultation and Coordination

When work on the study began in the summer of 1984, a Notice of Initiation describing the objectives of the study, the study procedures to be followed, and including a general route map, was broadly distributed throughout the study area to a broad range of government and private organizations expected to have an interest in the project. In addition, press releases were issued to the media in the study area announcing the study and inviting participation.

Subsequently, all agencies with land management responsibilities along the study route were supplied copies of the detailed topographic route maps for their areas of jurisdiction. Route maps were also made available to individuals and various organizations expressing interest in particular sections of the route.

Agencies and organizations contacted during the study process include:

Government:

| | |
|---------------------------|--------------------|
| Bureau of Indian Affairs | |
| Bureau of Land management | |
| Fish and Wildlife Service | |
| Forest Service | |
| State of Idaho | (Various Agencies) |
| ' ' Utah | ' ' |
| ' ' Arizona | ' ' |
| ' ' California | ' ' |
| ' ' Nevada | ' ' |
| ' ' Oregon | ' ' |
| ' ' Washington | ' ' |

Organizations:

Jedediah Smith Society
Heritage Trails Fund
Sierra Club
Confederated Tribes of Coos, Lower Umpquas, and Siuslaw
 Indians Inc.
California Recreational Trails Committee
Oregon Recreational Trails Advisory Council
Friends of the Mojave Road
Northwest Trailriders
National Off-Road Bicycle Association
California Association of 4 WD Clubs, Inc.
American Motorcycle Association
Citizens for Mojave National Park

In addition, a number of individuals with expertise on the route, its historical significance, or the historic context of Jedediah Smith's travels, were asked to offer their views.

In general, interest in the concept of a Jedediah Smith trail has been quite limited. A few letters were received expressing interest in the concept as a commemoration of Jedediah Smith or as the basis for recreational trails. A few letters were also received expressing concern that the project not be permitted to adversely impact important wildlife habitat, e.g. bighorn sheep habitat in portions of Arizona, or disrupt established off-highway vehicle uses along portions of the route.

APPENDIX 4

Comments by the Jedediah Smith Society
on the Significance of the Study Route

July 31, 1985

Dear Dan Olson:

I and members of the Jedediah Smith Society's Board of Directors have carefully studied your historian's extensively researched report on the Jedediah Smith expeditions through the Far West during the 1826 - 28 period. As you might surmise, the JSS is of the opinion that these unique expeditions and their impact on trade and commerce, especially in the Southwest, are sufficiently influential in American history to have the route(s), especially in the Southwest, designated a National Historic Trail. (Perhaps the most detailed study of the Southwest expeditions can be found in Men Against The Mountains by Alson J. Smith.) We feel the significance of the Smith expeditions is documented in most histories of California and the American West.

The JSS discussed your historian's report on June 15, 1985 at The Pacific Center for Western Historical Studies on the campus of The University of the Pacific in Stockton. Various Board members of the JSS offered suggestions at that meeting; additional Board members sent to me written suggestions which I have included in this letter. I shall address each criterion as written by the National Park System's historian in abbreviated form for the NPS's Advisory Board when it meets to review this study. I must confess, I did have some difficulty in determining how each criterion was to be evaluated since the basis for comparison with trails which have become a part of the National Historic Trails system is not evident.

Mr. Olson, I do hope you understand that I and the JSS Board appreciate what the NPS has done to publicize Smith's remarkable expeditions. I am convinced that this publicity will renew interest in the expeditions and result in improved interpretive programs throughout the Far West. Perhaps, with this letter, the NPS's Advisory Board will look with favor on designating the route, or portions of it, a National Historic Trail.

First, the JSS Board feels the concluding eulogy should be eliminated or placed at page 15 where it is first mentioned. One Board member wrote, "I think the concluding part of the report, relative to Smith's character, pages 19 - 20, weakens rather than strengthens the whole. Most reports conclude with a summary, and most busy readers of reports turn to the concluding paragraphs to obtain the gist of the report. If such a reader finds only a eulogy, unrelated to the man's record as explorer, leader of men, and successful fur trader, I would not blame such a person for being put off, or at least not greatly intrigued to read further."

CRITERION (A): ESTABLISHED BY HISTORIC USE

Virtually all historians of the Southwest describe the route taken by Smith and other explorer-traders in their expeditions to California. Furthermore, the route is extensively used today.

FRAY FRANCISCO GARCÉS--He pioneered the route Smith would use when he traveled from the Mojave Villages to San Gabriel and Tulare Lake to the Colorado River. (Garcés was the first white man along the Colorado River. See Bancroft, The Works, Vol. 1, p. 273 - 278)

THE OLD SPANISH TRAIL--This trail closely followed Smith's route from the Colorado River to Mission San Gabriel. It was the "most populated land trail to California" for more than a decade in the 1840s.

"MORMON CORRIDOR"--Brigham Young sent colonizers along this route in 1849 - 1852. It was virtually the same route followed by Smith from the Great Salt Lake to San Diego.

AMERICAN RAILROADS--The Union Pacific, Southern Pacific, and Atchison, Topeka, and Santa Fe Railroads still follow portions of Smith's route in both California and Oregon.

MAJOR HIGHWAYS--Highways 14, 40, and 395 in southeastern California, Highways 5 and 99 in the Great Central Valley, and Highway 101 in northwestern California and portions of Oregon are virtually the same route as used by Smith.

HUDSON BAY CO.--There is some evidence that the HBC used Smith route(s) in Oregon.

It should be pointed out that cartographers regularly included the "Smith Route" on maps printed in the 1840s. Smith, "rather than Fremont, was the original California 'Pathfinder'" according to Ray Allen Billington (See RAB, Westward Expansion, 2nd ed., p. 558).

The Smith route is today the site of many significant cities (Salt Lake City, Las Vegas, Los Angeles, San Diego, Monterey, San Jose, Portland, Vancouver, etc.). Also, this expedition helped open many significant mountain passes (South Pass, Cajon, perhaps Tehachapi, Ebbetts, etc.). Finally, Smith traveled through what would become a part of our magnificent wonderland (Great Salt Lake, Cedar Breaks NM, Bryce Canyon NP, Zion NP, Old National Trail Highway near Hwy. 40 in California, Jedediah Smith Redwood State Park, etc.).

Additional attention should include the importance of the numerous rivers followed and crossed during these expeditions.

Parenthetically, I cite author Ray Allen Billington's description of Smith's discoveries as being equal to those of Lewis and Clark.

Members of the JSS Board feel the report could be further strengthened by expanding the few sentences on "commemorative marking" on page 19. There is mention of a "site of the cache" near Hyrum as being marked. However, there is no mention of Smith on that marker, only of Ashley. In addition, the report overlooks another marker, also in the same county, Utah Highway Historical Marker No. 12, which is entirely devoted to Smith.

Dr. Raymund F. Wood, a member of the JSS Board, has identified 20 monuments to Smith west of the Rockies--this is more than a few commemorative markers. (See RFW, Monuments to Jedediah Smith.) Here is a complete list:

- 1 First crossing of the Sierra, west to east (Alpine Co.)
- 1 Route from San Gabriel to San Joaquin Valley (Kern Co.)
- 2 Mother Lode gold rush area (Calaveras and Tuolumne Co's)
- 2 California Oregon Trail (Del Norte Co., CA. and Douglas Co., ORE.)
- 4 Route from Mojave River to San Gabriel
and return to San Joaquin Valley (San Bernardino Co.)
- 1 Route from Mojave River to San Gabriel (Los Angeles Co.)
- 5 American River area (4 Sacramento Co. and San Joaquin Co.)
- 1 San Diego area (San Diego Co.)
- 2 First crossing of the Great Basin (Nye Co. and White Pine Co., NEV.)
- 1 Entire route from Utah to southern California (Davis Co., UTAH)

CRITERION (B): NATIONAL SIGNIFICANCE

The JSS Board is of the opinion that during California's formative years in the 1840s trade and commerce along the route pioneered by Smith was of national significance.

WAGON TRAINS--A member of the JSS wrote, "Without a doubt the party led by Jedediah Smith in 1824 recognized...the highly important fact that wheeled vehicles could be taken across the Continental Divide in Southern Wyoming...." This is the first public statement about an immigrant wagon route through the area.

FUR TRADE--The importance of the fur trade in international commerce, the emergence of American capitalists (Ashley, Astor, Bonneville, etc.), and the development of settlements along the American frontier should be emphasized. This trade achieved national and international significance from the 1820s until the 1840s.

THE OLD SPANISH TRAIL--This trail was officially opened by the Young-Wolfskill Party in 1830 following the footsteps of Smith and his men. It was a "regular caravan route for Missouri-Santa Fe-Los Angeles trade." Livestock, immigrants, and even a few gold miners used this route before the more popular California Trail was opened.

CATTLE DRIVES--Portions of the Smith route were used by southern California ranchers to drive their cattle to markets in the mining camps during the 1850s.

RIVER COMMERCE--The San Joaquin and Sacramento Rivers were the most used commercial arteries for the miners and merchants in the California gold camps.

Finally, Smith's route included innumerable Indian trails and several villages as well as the most important cities in Mexican California during the 1820s (San Gabriel-Los Angeles, San Diego, Monterey, San Jose, etc.).

CRITERION (C): PUBLIC RECREATIONAL USE

The Smith route includes considerable potential for public recreational use. For example,

RIVERS--There are many historic Indian encampments and petroglyphs (Stanislaus River); there are river routes to the gold mines (San Joaquin and Sacramento Rivers); there are several restored fur trading posts at Astoria and Vancouver (Columbia River); and there are many excellent fishing rivers and camp grounds.

FORESTS--One of the first groves of *Sequoia gigantea* were seen by Americans (Big Trees State Park, Calaveras Co.); the first immigrant party to California crossed through the area in 1841 (Stanislaus National Forest); and an example of pioneer logging occurred in the Redwood forests of Humboldt County.

CAVES--Moaning Caves, along the Stanislaus River, was an established tourist attraction during the 1850s, as it is today.

Furthermore, backpackers hike the old Emigrant Trails (at least two are in the route area) and visit the mines and cow camps of the 1860s. River rafters

explore the old ferry crossings. (Historic sites and evidence dating to the 1850s can be found.) Four wheel drive vehicles regularly tour the old California and Nevada desert mining camps and branch routes of the historic California Trail. (The area is where Smith and his men became the first white men to cross the Sierra Mountain from west to east.)

Mr. Olson, I am enclosing a copy of the "Buckskin Bulletin" for your information--another example of the attention Jed Smith is beginning to receive. I hope this incomplete list of information about the Smith expeditions will be sufficient to enable the NPS's Advisory Board to look with favor on including the route as a National Historic Trail.

Due to pressing demands at Columbia College, I will be on a leave of absence from the Jedediah Smith Society for at least one year. Please address any correspondence which you might have with our organization to:

Ernestine Smutny, President
Jedediah Smith Society
University of the Pacific
Stockton, CA. 95211

Sincerely,

A handwritten signature in black ink, reading "Richard L. Dyer". The signature is fluid and cursive, with a long horizontal stroke at the end.

Richard L. Dyer, Vice President
Jedediah Smith Society

