

The South Yuba Turnpike was incorporated on May 13, 1856. The route of this road began at a point on the Blue Tent Road near Dunn's Ranch, crossed the South Yuba at Robinson's Upper Bridge and then on to the Backbone Ridge. Tolls were being collected on this road as late as 1880 with William Edwards as proprietor (Articles of Incorporation; Thompson and West 1880: 131).

In 1856, there was a bridge over the South Yuba at Illinois Bar and a toll road that ran from that place to Graniteville via Woolsey, Moores, and Orleans Flats. This route may have been known as the Illinois Bar Road. By 1862, the portion of this road running from the west gap of Sugarloaf Mountain to Orleans Flat was known as the Sugarloaf to Orleans Flat Road and was valued at \$7,000 (Gudde 1975: 165; White 1978).

The Woolseys Flat Road was incorporated in 1857 and was the property of Merriman and Fox. This road began from a road two miles above the Junction House and led into Woolseys Flat. It was said to have shortened the distance between that place and Nevada City by several miles (White 1978).

In 1858, the Chew Brothers incorporated the Chalk Bluff Turnpike. Also known as Chew's Toll Road it ran from McCleod's Ranch to the town of Red Dog and was assessed at a value of \$1,500. In 1880, this road was still open and collecting tolls under the ownership of H. Stehr (Nevada County Road Book 1868; Thompson and West 1880: 131).

The Nevada Central Turnpike was incorporated in 1860 and its course ran from Nevada City to Bear Valley along the general course of the earlier emigrant road. The road extended up the valley to Low Gap then crossed the

SOUTH YUBA TRAILS

providing the inspiration to take the spur trails down to the river for a dip. If you plan on taking Humbug Trail or Missouri Bar Trail, you have an elevation gain to consider at the end of your hike. Take a hat and enough water to avoid discomfort. In the winter months the daylight hours are shorter, and when the sun drops below the trees there is a noticeable temperature change in the canyon. Keep these things in mind when you plan how far to walk.

Starting at the South Yuba Campground the trail ducks into Kennebec Creek. There are some small falls in the creek where the trail crosses it. When the trail connects with a narrow road there is an option to descend .4 mile to Illinois Bar.

In 1849, Caleb Greenwood and a group of Oregonians descended to the South Yuba, from Blue Tent, in search of the source of gold. Greenwood was operating under the assumption that the farther gold was found upstream, the larger the gold nuggets would be. They named Illinois Bar, Banjo, Missouri Bar, Louisa and Brandy, all river mining locations. Greenwood was followed by "a company of boys from Indiana" who spent the winter at Indiana Camp, later known as Washington. Greenwood eventually ran out of river gold and settled for a season at one of his earlier locations near Poorman's Creek.

Illinois Bar was used as a crossing as early as 1850 and was "still being used in 1880." The spur trail down to the river was once a wagon road. Originally it was necessary to ford the river to cross. By 1856 Cooper's toll bridge was in place. The crossing connected Blue Tent and Nevada City with Lake City and Humbug (North Bloomfield).

J. L. Cooper's body was found on the bridge in November 1866, and the body of his partner, J. Kyle, was found at their cabin. Both men had been hatched and robbed. A \$2,000 reward was posted but the murders were never resolved. Bad luck struck again at Illinois Bar in July of 1867, when Thomas Holden and 6 horses, carrying 8,000 pounds, fell off the bridge in high water and drowned. Now Illinois Crossing is a safe place with a few picnic tables. It is a good place to ponder the fact that every inch of the South Yuba River has been altered in some way by mining.

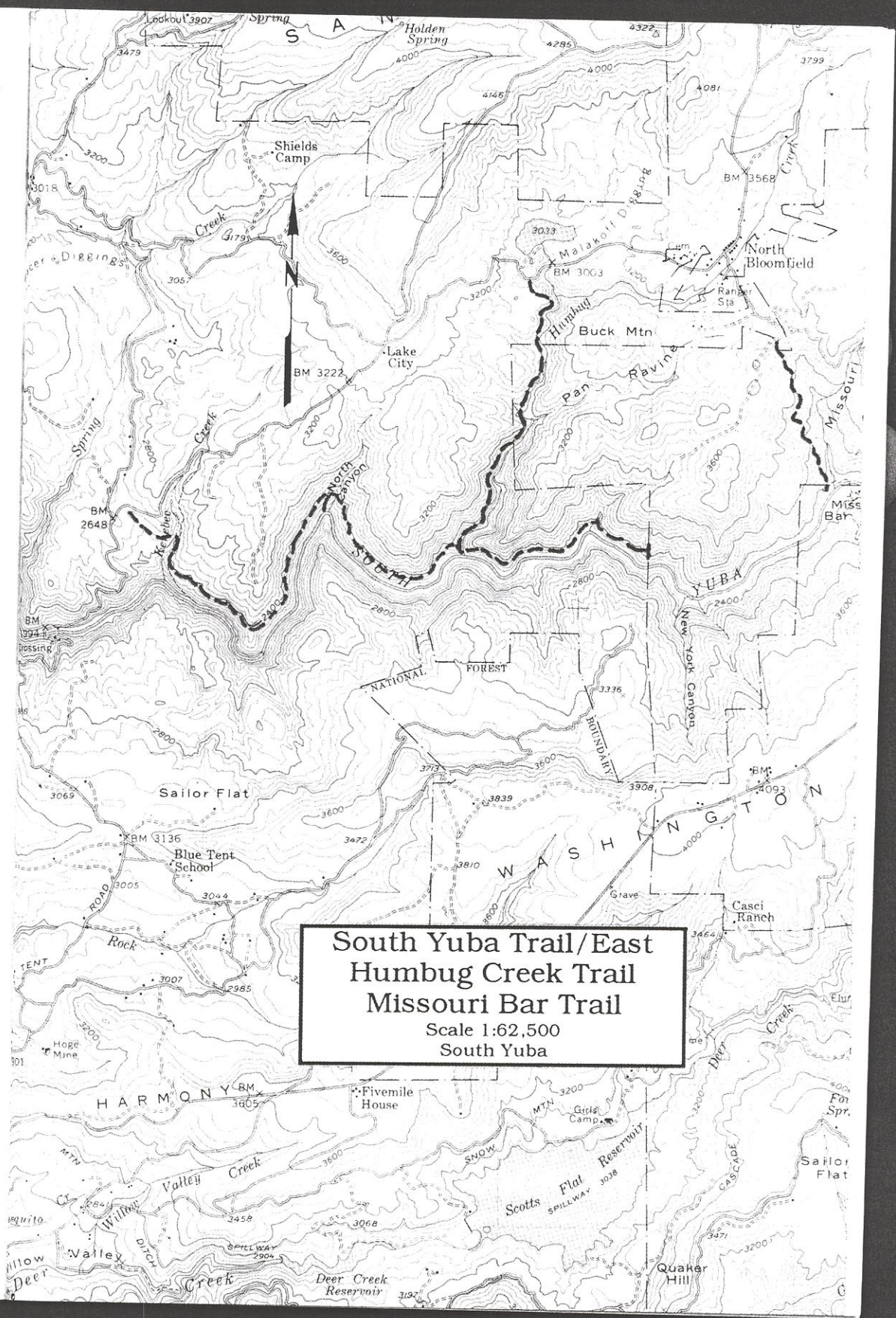
YUBA TRAILS

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Illinois Crossing- aka Illinois Bar

On the North Bank of the South Fork of the Yuba River, on the road between North Columbia and Nevada City. It was the site of Coopers Bridge, built in 1865 by J.L. Cooper, and rebuilt in 1867 after having collapsed. Cooper and his partner, Joseph Kyle (or Kile) were robbed and murdered at the site in 1866. Today there is no more bridge over this section of the river.

The Bureau of Land Management has a four (4) site campground/picnic area, with a pit toilet nearby. The BLM does allow you to camp along the river and there are some spots both up and down river were you could camp. Remember, they allow you to camp for 14 days per season.

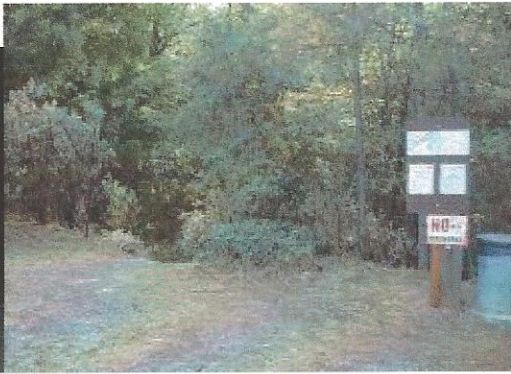
People hike down here from either the South Yuba Campground or it's trail head. The distance is approx. 1 mile down hill.

There are some nice swimming holes, which you do at your own risk. You can also fish along the river. One may also pan or sluice for gold.

The B.L.M. does allow the operation of gas powered suction dredge. This is done under a Recreation Use Permit. The Permit can be issued for 14 days and even for the season, which is usually from Memorial Day weekend to Oct. 15th. The California State Fish and Game is the one that regulates that season. The B.L.M. does check on the people they issue these permits too, to make sure they are complying with their permit. If, these people choose not to comply, the B.L.M. will revoke their permit and make them remove all their equipment.



parking area.



This is the trail head



Campground trail head.