

Appendix J

HUGO EMIGRANT TRAILS – COMPOSITE METHODOLOGY APPLEGATE TRAIL

Virgil Pringle, Levi Scott, Tolbert Carter, Henry A. Garrison and Tabitha Brown were some of the emigrants that documented their travels along the Southern Route or Applegate Trail in 1846 through diaries, journals, letters or later reminiscences.

The Oskaloosa Company traveled the Applegate Trail in 1847. Lester Hulin piloted this company and kept a daily record.

Richard Beeson's diary was about his family's travel on the Southern Route in 1853 but they homesteaded in the area of Ashland and did not go as far north as Hugo, Oregon.

Note: The outline roman numerals coincide with our maps numbers (I-IV) of the Hugo Emigrant Trails.

1846 TRAIN

***** **APPROACHING OUR AREA OF INVENTORY** *****

VP - Wednesday, October 14, 1846 – Travel 12 miles of good road and camp on Rogue River, a beautiful, pure stream about fifty yards wide, but shut in by mountains.

Overland - After camping near Medford on October 12, Pringle reached the Rogue on the 14th near the site of Fort Lane. (Notes)

HG – The night we camped at **rocky point**, an Indian shot Miss Leland Crowley with a poisoned arrow, Miss Crowley was sitting by the fire baking bread when shot, the Indian must {have} shot from the Mountain side which was close by, as we had out a stray guard. The arrow was extracted, but no precautions were taken in regard to poison as we did not know at the time that poisoned arrows was used. The next morning, after the wagons left camp, the Indians on our loose stock, as it happened that none of those who was driving the cattle had their guns, I happened to be on the side next to the train, on seeing the Indians, I rode **forward** at full speed, and as I passed the wagons hallowed Indians. The cry was taken up by the teamsters, and by the time I was reached the front, Mr. Scott, our pilot was forming a **corall**, a company was soon formed and returning in double quick time to the scene of trouble, but the Indians has simply ran up to a cow filled her full of arrows, and then made their escape.

VP - Thursday, October 15, 1846 – move down the river 10 miles and camp. Plenty of Indians about, but none come near. Lose some cattle by them 10 miles.

HG - From here we went down the river to the ford, near where Grants Pass is located. Before we got to the ford, Captain Vanderpool took fifty men, and went ahead of the wagons to look out

the ford, and to clear it of Indians if there should be any there to give us trouble in crossing the river. On coming to the ford he divided his men, sending one party across the river, while the rest remained behind to give the advancing men protection if need be. When the {wagon train} was approaching the far bank, the Indians showed themselves but they done no damage, as they were driven back into the woods by them who remained behind. When all had crossed the river they scoured the {woods} thoroughly, but no Indians could be found, but blood was found, showing some of the savages did not escape with a whole hide. The men remained and held the ford until all was over.

VP – Friday, October 16, 1846 – Cross Rogue River about 4 miles from last camp. Ford good. Camp on right bank.

Overland – At the present town of Rogue River. (Notes)

HG - After crossing the river we made camp, Father placed out the guards, after doing so, he was going around the guard line, when he heard a gun fire, and a man began calling for help, Father ran, gathering the men on guard as he went as was soon upon at the scene of trouble, as he got there quite a company of men arrived from camp led by the Captain. The trouble was this, Mr. Pool, the man in trouble had sat down by the side of a big log, while so sitting he saw an Indian put his head from behind a tree and shot at it, as soon as he had fired, he discovered there were Indians all around him, he threw himself under the log, and raised the shout for help, it was **luckey** for him that the savages did not rush on him, they contented themselves by shooting arrows at him, but as where the ground was depressed, they shot their arrows in the log above his **boddy**. As the men approached the savages ran, and when the savage that Pool had shot at, all that could be found of him was a lot of blood and brains that was where he had fallen.

Oskaloosa - The first 1846 emigrants crossed Rogue River at a point in the hills near Jones Creek and proceeded in a northwesterly direction. Levi Scott led the 1847 emigrants to cross Rogue River a mile or so below the town of Rogue River. He then followed the north side of the river down to a point known as Pierce Point. The wagons turned northwesterly through the bluffs on the first road built by the 1846 emigrants.

I. LOUSE CREEK TO PLEASANT VALLEY CEMETERY

VP – Saturday, October 17, 1846 – Travel 8 miles, road good and a good camp which is not common, the country being mostly burnt. 8 –2,218 miles.

Need stuff from Klamath Echos “Applegate Trial II, Vol.14

(They traveled along the creek on approximately the same route as present day Russell Road north of Merlin and camped in Pleasant Valley. From Emerson book.

VP – Sunday, October 18, 1846 – Have some bad road that takes till after dark to go 6 miles. 6 miles.

LS – The second day after we crossed Rogue River, we came to a place where the road cutters had done nothing, and it was impossible for us to pass with the wagons. So the train was brought to a halt. I went forward, and after searching for a long time I found a place where we could pass by cutting through the thick bushes for about a furlong. The place where the horse trail passed was too rough, and could not easily be made **passible** for wagons. We went to work on the line I had blazed out, and cut our way through the woods, which brought us out near the Tetalum, or Louse Creek, as it is now called, by the realistic and **unpoetical** people who live along its banks.

Oskaloosa - The first 1846 wagon train had to stop near present day Interstate 5 interchange 58, several miles after crossing Rogue River. The old trappers trail Levi Scott planned to follow was rough with rocks and could not be made passable for wagons. Scott searched a long time for a way through and found a place where the wagons could pass after cutting over a mile of road through thick brush near Butcher-Knife Creek. Indians called the creek Tetalum meaning Sunflower. It is now known **unpoetically** as Louse Creek.

Oskaloosa - The Scott-Applegate Trail crossed I-5 a few yards west of the interchange and went up a draw through a pass to parallel Butcher-Knife Creek. The trail crossed the creek a mile or so south of northbound Manzanita Wayside. Then it went past the wayside between the parking area and I-5.

II. PLEASANT VALLEY CEMETERY TO MT. SEXTON PASS

LS - In two or three days after passing this place, we reached the Jump-off-Jo, where the road cutters had again done nothing, and we were compelled to stop and cut our way through to the open ground beyond, which occupied us for several hours, working all the available force of the company.

Oskaloosa & WAM - Most emigrants camped at Jump Off Joe Creek. Ahead of them Sexton Mountain raised its majestic back to challenge the weary men and animals. The hill was so steep that it presented an almost insurmountable obstacle to wagons. The men would look up toward the great mass of earth and rocks, then gaze anxiously at their weary animals, and wonder if it was possible to get the wagons over the top. There is no way of getting around it, even today Interstate 5 winds its way up the face of the mountain to Sexton Pass. **(1847)**

Oskaloosa & WAM - Several teams of oxen were hitched to one wagon, then with the help of three or four men, the wagon was slowly pulled and pushed to the top of the hill, and over on the north side where it was left while the teams and men returned for another wagon. **(1847)**

Oskaloosa - The first 1846 emigrant wagons reached Jump Off Joe Creek where it took them several hours work to cut the road through. Virgil Pringle was back in a following wagon train. He was able to travel right along through the area without road work interruption. The entire county had been burned over until they reached Jump Off Joe Creek. General Land Office Survey maps show that the “Road from Willamette Valley To Jacksonville” in 1855 generally

followed the way found by Levi Scott and opened by the first 1846 emigrants in 1846 from the river to the summit at Sexton Mountain.

III. MT. SEXTON PASS TO GRAVE CREEK

LS - Three days from here we struck the head of a small branch running into Grave Creek which we followed down to its junction, through heavy timber and thick bushes. The road had been so poorly opened that the train was frequently compelled to stop and remove obstacles that ought to have been cleared away by the party in advance of us.

LS - As we came down this branch Miss Leland Crowley died. The wagon in which the sick girl lay stopped while she was dying, and those behind could not pass. This made a breach in the train, as those in front still continued to advance without noticing that those in the rear were delayed.

TC - Indians approached closely to the creeping wagon train. Arrows showered down upon both animals and people. An ox hit by the arrows later died. Arrows whizzed past the beleaguered emigrants but no person was injured. Three dogs from the wagon train were “hissed” on the concealed Indians. There was a fierce struggle that was heard from the wagon train. The Indians were run off. One of the dogs was severely injured but recovered.

LS - This circumstance, perhaps, caused the Indians who were constantly skulking in the woods near us to become more bold and to venture upon us more closely. They shot one of the oxen of Virgil K. Pringle as it stood in the team with an arrow, wounding it so that the animal soon died. Yet the savage who aimed the arrow from the thick bushes by the roadside was so completely concealed that he was not seen at all, for it was late in the twilight of the evening.

LS - About the time that Pringle’s ox was shot on the right hand side of the road, one of the teamsters noticed that his dog turned up his hair and snuffed towards the thick bushes on the left hand side, where the drivers stood. On looking in the direction indicated by the dog, he saw an Indian about fifteen paces from the road, with a gun resting on top of a large log and pointed towards him. He hissed on the dog, at the same time springing into the wagon to get his rifle. At his bidding his own dog and two others dashed at the Indian, who finding himself thus suddenly assailed and by such a formidable and unlooked for force, fled **precipately** into the thick forest, and instantly disappeared from sight.

LS - But the resolute dogs pressed upon him, and soon caught him, for we could distinctly hear what seemed to be a life-and-death struggle between them for a few minutes, about a hundred yards away in the thicket. After the struggle had gone on for five minutes or more, it ceased, and the dogs came back to us. One of them was severely, but not mortally, wounded with an arrow which was sticking in his side. We supposed that they had either killed the Indian, or that he had been succored by some of his comrades. At the very least, he must have been fearfully mangled by the dogs.

LS - When Miss Crowley was dead, the rear part of the train moved on again, and came into its place in the camp after dark.

VP – Monday, October 19, 1846 – Move one mile to a camp, having none last night, and spent the day burying Mr. Crowley’s daughter, who died yesterday evening, age about 14 years. 1 mile.

Overland – After camping near Grants Pass on the 17th and near Sexton Mountain on the 18th, Pringle moved on to what ever since has been known as Grave Creek. Tolbert Carter interestingly tells of the burial and the subsequent history of the Crowley grave. (Notes)

HG - From here to Grave (now Leland) Creek Miss Crowley died from the affects of the poisoned arrow, from here to Cow Creek, where the savages made a slight attack on the camp, they shot a few arrows into camp, but a few volleys from our rifles in the woods silenced them, but they kept such a whooping and yelling a short **distanse** from our camp, that there was but little sleeping in camp that night

LS - The next morning we moved up a little, and crossed the main creek, where we stopped to bury the dead girl. Mrs. Tabitha Brown, a generous and noble-hearted widow lady, who afterwards founded the College at Forest Grove in the Tualatan Plains, gave the upper side-boards of her wagon to make a coffin. We dug the grave in the middle of the **correlle**, or circle of the camp, and after depositing the remains, we filled it up level with the surface of the ground, replacing the sods which had first been carefully removed so as to give it the appearance of the natural, unbroken ground as much as possible. We then corralled all the stock so that they should tread over the grave, and when we got ready to start, drove all the wagons, one after another over it, in the hope of so obliterating all traces of it as to prevent the Indians from finding, or disturbing it.

*******LEAVING OUR AREA OF INVENTORY*******

VP – Tuesday, October 20, 1846 – Our route continues over spurs of mountains with steep pulls and thick timber and underbrush. Make 6 miles.

Overland – Pringle provides only an elliptical account of the working of the road through the hereafter celebrated “Umpqua Canyon,” the Canyon Creek Pass road by which U.S. 99 today makes its way to Canyonville on the South Umpqua River. He seems to say that the wet season began on October 16, but at Oregon City George Gary wrote in his diary on the 18th, “Meridian it commences raining as though winter is about to set in. We have had very fine weather up to this time.” Far to the south, this same storm turned back the Donner Party, just short of Donner Pass. Edwin Bryant says that the rain began at Sutter’s on the night of the 28th. Now emigrants on both the California and Oregon trails would begin to know real hardship and suffering. (Notes)

TB & Overland - Evidently the wagon was Tabitha Brown's. In her letter of 1854, speaking of "the Umpqua Mountains, 12 miles through," she says "I rode through in three days at the risk of my life, on horseback, having lost my wagon and all that I had but the horse I was on. Our families were the first that started through the canyon, so that we got through the mud and rocks much better than those that followed. Out of hundreds of wagons, only one came through without breaking. The canyon was strewn with dead cattle, broken wagons, beds, clothing, and everything but provisions, of which latter we were neatly all destitute. Some people were in the canyon two or three before they could get through...." (Notes)

VP – Wednesday, October 21, 1846 – The time from this to Monday, 25th, we were occupied in making 5 miles to the foot of Umpqua Mountain and working the road through the pass, which is nearly impassable. Started through on Monday morning and reached the opposite plain on Friday Night after a series of hardships, brake-downs and being constantly wet and laboring hard and very little to eat, the provisions being exhausted in the whole company. We ate our last the evening we got through. The wet season commenced the second day after we started through the mountains and continues until the first of November, which was a partially fair day. The distance through: 16 miles. There is great loss of property and suffering, no bread, live altogether on beef. Leave one wagon.

1847 TRAIN

Note: The following text is taken from the Oskaloosa Company book un-edited. I have put Lester Hulin's diary in italics and bold. It is October 1847. The letters before the dates are the days in the week (M-Monday, etc).

"The Oskaloosa Company, The Last Wagon Train To Skinners, left their camp on Neil Creek east of Ashland early in the morning Saturday, October 16, 1847.

LH - S. 16th The roads today were excellent and the face of nature appeared full as interesting as yesterday. Followed down Rogue River about 12 Ms & camp. (LH)

The roads were excellent, spirits were high, and the whole country appeared fully as beautiful as the day before. They traveled twelve miles down Neil Creek and Bear Creek to present day Phoenix. They camped a block or so northwest of the center of town.

(Note: Lester Hulin's daily journal, being quoted in Script, lost one date by making two entries dated September 11, 1847. The day of the week was correctly shown on both entries. Dates have been edited in the following pages while the days remain as correctly shown in the journal.)

LH - Sun. 17th. Our cattle have good grass but do not appear to eat early while the frost & dew is on. So we concluded to travel while the dew was on and stop about 9 o'clock but not finding a convenient place we were obliged to travel until 11 A. M. Then, we took breakfast and moved on again about 1 P.M. Found very good camping ground about 5 on the riverbank with plenty of Indians who brought us fish to trade. Distance to day about 15 Ms. (LH)

Sunday, October 17th, the Company continued down Bear Creek through present-day Medford. Near Central Point, the Scott-Applegate Trail turned northwest toward a notch in the hills. The trail went down Kane Creek to the Rogue River where the emigrants camped. There was a good camp-ground with lots of water and grass for the cattle. Also there were many Indians. The Indians brought fall run Chinook Salmon and resident Cutthroat Trout to trade.

Benjamin and Catherine Davis had an interesting meeting with the Indians when they reached the Rogue River. They were only a few days ahead of David and Hannah. Two hundred warriors surrounded their camp. There were only eighteen men capable of bearing arms in the Benjamin Davis party. Complete annihilation was almost certain. By a bit of strategy however, Mr. Davis prevented the attack. In the back part of his wagon was a cook stove with a drum. From this the smoke was coming through a pipe that extended through the top of the wagon cover. Mr. Davis made signs that this was a cannon or some sort of explosive machine that at this direction would destroy them. The Indians gradually withdrew and allowed the wagon train to pass.

The Chief recalled this incident at a council of these Indians and whites some time later. He said they had planned to destroy the whole wagon train. They would have done so but for the “big gun” in the Davis wagon. (JG)

LH - M 18th. Followed down the river (with some of our too neighborly Indians) about 12 Ms and camped.

The Oskaloosa Company traveled twelve miles down Rogue River past Gold Hill to a point across from the present day city of Rogue River. The wagon train camped one mile upstream from the upper ford at Grants Pass.

Some of their neighborly Indians accompanied the wagon train on its journey down the river. These Indians were probably the same Indians that had planned to massacre the Benjamin Davis party only a few days earlier. David and Hannah Davis did not know that.

Little Billy Davis was only a year old when the last wagon train to Skinner’s passes through here in 1847. Many years later he returned to look for gold and was quite successful. A younger stepsister later wrote that her two bachelor brothers (William and Thomas) gave her and her sister one thousand dollars each in gold. William Davis died on this ranch at Beagle in Jackson County in 1925.

LH - T. 19th In about one M we crossed the river and left it after following it about 50 MS in all. Passed among the bluffs and camped after a distance of about 12 Ms. Some of the Indians are yet following us. Their room is better than their company.

David and Hannah Davis left their camp near the present day city of Rogue River. They forded Rogue River to the north side about one mile downstream from the bridge over the river. They continued down the river for another five miles before turning north-westerly as they passed the

foot of Pierce Point. They left the river near Interstate 5 interchange #55 at Fairview Avenue and Foothill Boulevard in Grants Pass.

The Scott-Applegate Trail continued through Craxton Pioneer Memorial Park and on to Washington Boulevard and Morgan Lane west of Interchange 58 on Interstate 5. Then up Granite Hill Road through a pass and down to Butcher Knife Creek now known as Louse Creek. They camped south of the present day golf course.

During the late 1960's and early 1970's you could travel from Ashland to Grants Pass in 45 minutes without breaking the seventy MPH speed limit. It took David and Hannah four days to travel the same distance.

Some Indians were still following the wagon train. The people liked the country but did not appreciate being followed by Indians. Their wagon train had been attacked less than a month previously in High Rock Canyon by Paiute Indians, and again in Fandango Valley. There was reason to be afraid. Ann Davis was still in serious condition after the attack at Fandango Pass less than three weeks before.

LH - W. 20th Upon leaving camp we soon came to a fine creek. Then bad roads ensued (rough hilly and sideling) but by night we were in a valley with good camping ground at hand. Distance 8 Ms.

The Oskaloosa Company moved along the east edge of Interstate 5 near the sewage disposal ponds passing between the northbound lanes and the parking area at the Manzanita Rest Area. The Scott-Applegate Trail crossed present day Interstate 5 at Sportsman Park on its way to Schoolhouse Creek and Jump Off Joe Creek in Pleasant Valley.

The road went over the summit at Sexton Mountain Pass and down Rat Creek. The Oskaloosa Company camped near Miss Martha Leland Crowley Grave Creek in Sunny Valley.

Sexton Mountain was the first in a series of high, rocky, rugged mountains they had to go over on their way to the Willamette Valley.

These mountains were steep and rocky. They were heavily timbered with large fir trees several feet in diameter at ground level. Levi Scott had to select the way **among** the trees so the wagons would have room to pass.

Miss Martha Leland Crowley was one of the most beautiful and popular young ladies of the 1846 emigration. She became severely ill with typhoid fever and died as the wagon she was riding in descended from Sexton Mountain. The wagon she died in stopped and those behind could not pass. Those ahead kept traveling because they did not know what had happened. The wagon train broke into two parts.

Indians approached closely to the creeping wagon train. Arrows showered down upon both animals and people. An ox hit by the arrows later died. Arrows whizzed past the beleaguered emigrants but no person was injured. Three dogs from the wagon train were “hissed” on the concealed Indians. There was a fierce struggle that was heard from the wagon train. The Indians were run off. One of the dogs was severely injured but recovered. (TC)

The broken wagon train got itself together a few miles down the road and camped. The next morning they moved on about one mile and crossed Grave Creek. Miss Martha Leland Crowley was buried near the crossing. The first General Land Office Survey Maps of the area show the name of the creek as Martha Leland Crowley Grave Creek. The little stream has been known as Grave Creek since then. One of Oregon’s historic covered bridges was built across the creek in 1920 as part of the Pacific Highway.

This was only one of many distressing incidents befalling the Crowleys in their 1846 journey to Oregon. In another incident, Talbert Carter wrote that a mother and newborn son from the Crowley family, died of exposure after crossing Long Tom River south of Avery’s Cabin.

LH - Thurs 21. Today we had bad roads and reached a good camping ground at dark. Distance 9 Ms.”

ABBREVIATIONS

HG – Henry Garrison – 1846 train, (see Garrison below)

LS – Levi Scott – 1846 train, (see Collins below)

TB – Tabitha Brown – 1846 train, letter in Morgan’s book (see Overland below)

TC – Tolbert Carter – 1846 train

VP – Virgil Pringle – 1846 train, diary in Morgan’s book (see Overland below)

WAM - ??? - 1847 train, (see Oskaloosa below)

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