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## 1846 & 1847 Jacksonville Road (JR) Ford No. 1: Rogue River's Pearce Riffle<sup>1</sup>

**Two Rogue River Fords** The JR Ford No. 1 and IV Ford No. 1 are not identified on the 1855 GLO surveys and 1856 GLO maps.<sup>1</sup>

The South Road company reached the Rogue River somewhere about four miles west of present day Grants Pass, or some three miles south of Merlin, at what later became Vannoy Ferry.<sup>4</sup> (p.8)

### 1846 & 1847 JR Ford No. 1 Over Rogue River

Levi Scott, 1846 and 1847 wagon train leader, reported the ford for the 1846 wagon train:<sup>2</sup>

*“We traveled down Rogue River about forty or fifty miles, and crossed it at a place where the ford was rather deep and rough. It is a swift, turbulent, and rapid stream, and there are not many places where it can be forded with safety, even late in the fall when it is at its lowest stage.”*

Levi Scott led the 1847 emigrants to cross the Rogue River a mile or so below the town of Rogue River. He followed the north side of the river down to a point in the hills at Jones Creek where they turned northwesterly through the bluffs on the first road built by the 1846 Emigrants.<sup>5</sup> (p. 29)

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1. Hugo Neighborhood Association & Historical Society and Sexton Enterprises. September 2009. *Hugo's Regional Applegate Trail Fords*. Hugo, OR.  
2. Rose, Karen. 2006. Hugo Emigrant Trails Committee, Hugo Neighborhood Association & Historical Society. *Hugo's Applegate Trail Diaries, Journals & Reminiscences Project*. “Yellow Book Project” For Participants of the Diaries, Journals and Reminiscences Sub-Committee. Hugo, OR  
3. Helfrich, Devere, Klamath Echoes. 1971. *Applegate Trail*. [I] Klamath Falls, OR  
4. Helfrich, Devere, Klamath Echoes. 1976. *Applegate Trail II: “West of the Cascades”*. Klamath Falls, OR

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## 1846 Illinois Valley (IV) Ford No. 1: Rogue River's Fort Vannoy Ford

**1846 & 1847 JR Ford No. 1 (Continued)** Tolbert Carter<sup>4</sup> with Scott on the 1846 train wrote:

*“. . . we forded the river, a swift, ugly stream with the water in the wagon beds in some places, but all got safely over . . .”*

**1847** Lester G. Hulin, 1847 pioneer and diarist, forded the Rogue River at the same place the first company of the 1846 wagon train lead by Levi Scott.<sup>2</sup> Hulin recorded:

*T [October]19<sup>th</sup> In about 1 M we crossed the [Rogue] river and left it after following it about 50 M in all, passed among the bluffs and camped after a distance of about 12 M.*

Hulin's diary entry matches the 1996 topography map as there are river bluffs on both sides of the river and his mileage figures fit the GLO survey notes from the Rogue River to Grave Creek.<sup>6</sup>

Only the first 1846 emigrants on the JR cut brush at Butcher-Knife and Jumpoff Joe Creeks in 1846.<sup>5</sup> (p. 29) – It is the interpretative conclusion of the authors that Scott road building company and Tolbert Carter used the JR Ford No. 1.

The Davis, Hulin, and Hills wagon train with about twenty wagons was the last substantive wagon train to reach the Willamette Valley by the Southern Route – in 1847.<sup>5</sup> (p. 26)

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## Scott, Pringle, Vanderpool, Harrison-Linville, Hulin Companies

**1846 IV Ford No. 1 Over Rogue River** “Some of the last Emigrants in 1846, those not committed to the first way [JR Ford No. 1], may have continued downstream after they heard the first way was blocked.”<sup>5</sup> (p. 29) Virgil Pringle's Fort Vannoy Rogue River ford entry follows:

*Friday, October 16, 1846 – Cross Rogue River about 4 miles from last camp. **Ford good**. Camp on right bank. [emphasis added]*

It is the interpretative conclusion of the authors that the following companies used the IV Ford No. 1: Pringle, Vanderpool-Linville, and Goff.

Unlike the upper crossing at Pearce Riffle, the IV Ford No. 1 crossing was reported by Pringle as good. The 1846 JR Ford No 1 crossing was reported by both Levi Scott and Tolbert Carter as deep and rough and swift and ugly. Pringle's diary entry matches the 1996 topography map as the ford was good (i.e., shallow and wide) and his mileage figures are close to the GLO survey notes from Rogue River to Grave Creek (i.e., 15 diary miles versus 16 GLO miles).<sup>7</sup>

**Want more information?** Contact the *Hugo Neighborhood* and/or Sexton Enterprises.<sup>8</sup>

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5. Davis, C. G. 1995. *Scott Applegate Trail Atlas And Gazetteer*. page 29. Soap Creek Enterprises. North Plains, OR.  
6. Hugo Neighborhood Association & Historical Society. 2009. *JR Ford No. 1: Rogue River's Pearce Riffle Ford*. Hugo, OR.  
7. Hugo Neighborhood Association & Historical Society. 2009. *IV Ford No. 1: Rogue River's Fort Vannoy Ford*. Hugo, OR.  
8. McLane, Larry L. 1995. *First There Was Twogood*. Sexton Enterprises. Sunny Valley, OR.

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## Hugo Neighborhood Association & Historical Society's Mission

This information brochure is one of a series of documents published by the Hugo Neighborhood Association & Historical Society (*Hugo Neighborhood*). It is designed to be shared with neighbors for the purpose of helping protect our rural quality of life by promoting an informed citizenry in decision-making. The *Hugo Neighborhood* is an informal nonprofit charitable and educational organization with a land use and history mission of promoting the social welfare of its neighbors.

### Land Use & History

The *Hugo Neighborhood's* land use mission is to promote Oregon Statewide Goal 1 — Citizen Involvement, and to preserve, protect, and enhance the livability and economic viability of its farms, forests, and rural neighbors. It will act, if requested, as a technical resource assisting neighbors to represent themselves.

Its history mission is to educate, collect, preserve, interpret, and research its local history and to encourage public interest in the history of the Hugo area.

Volunteer membership dues are \$10.00 annually per family and normally used for paper, ink, envelopes, publications and mailings.

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Chair, Farm & Forest Committee

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## 1846 & 1847 Applegate Trail Wagon Companies' Two Fords of Rogue River

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