

## HUGO EMIGRANT TRAILS – COMPOSITE METHODOLOGY APPLEGATE TRAIL

On June 20, 1846, The South Road Company agreed to explore and find a trail from the Willamette Valley over the Cascade Mountains to near Ft. Hall on the Snake River which was passable for the covered wagons.

The members of the South Road Company were: Jesse Applegate, Levi Scott, David Goff, John M. Scott, John Jones, Robert Smith, John Owen, Wm. Sportsman, Samuel H. Goodhue, Lindsay Applegate, Moses “Black” Harris, Wm. G. Parker, Benj. (or Bennett) Osborne, Benj. F. Birch (or Burch) and Henry Boygus (Boggs, or Bogus).

Virgil Pringle, Levi Scott, Tolbert Carter, Abraham E. Garrison, Henry A. Garrison and Tabitha Brown were some of the emigrants that documented their travels along the Southern Route(South Road) or Scott-Applegate Trail in 1846 through diaries, journals, letters or later reminiscences. Levi Scott led wagon trains in both 1846 and 1847.

Thomas Holt’s diary is of his rescue mission from the Willamette Valley south to locate and provide provisions to struggling emigrants in the year 1846.

The Oskaloosa Company traveled the Applegate Trail in 1847. Lester Hulin piloted this company and kept a daily record. Cornelius Hills and David D. Davis were among this train of approximately 20 wagons and were the last train to reach the Willamette Valley by the Southern Route in 1847.

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.

Quotes from these various sources are preceded by the author’s initials. (See KEY CODE at the end of this document.)

When the emigrants reached the Rogue Valley their exact route and crossings of the Rogue River varies based on several things: a) Indian activity, b) time of year c) height or level of the river, and d) known obstacles. There was no single Applegate Trail through our area of interest.

The 1856 General Land Office Map shows mainly two routes:

- 1) The road from the Willamette Valley to Jacksonville
- 2) The road to the Illinois Valley via Van Noys ferry (route of the Applegate Trail from Widow Niday’s place to ferry location on Rogue River)

In 1846 – the lead wagon train led by Levi Scott crossed the Rogue River at the Jones Creek Crossing and followed roughly Interstate 5 to Widow Niday’s place. (Road from Willamette Valley to Jacksonville)

Another wagon train company with Virgil Pringle and the Garrisons crossed the Rogue River at Vannoy Creek thus they were on the alternate route until they reached Widow Niday’s place just south of Mt. Sexton. Widow Niday’s place is located at the intersection of Oxyoke

Road and Hugo Road. (Road to the Illinois Valley via Van Noys ferry) See map titled Diarists Applegate Trail Routes.

### 1846 TRAIN

#### \*\*\*\*\* **APPROACHING OUR INVENTORY AREA**

**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 14<sup>th</sup> near the site of Fort Lane. “ (Notes)

**AG** – “...leaving the Siskiyou mountains we descended into the Rogue-River valley the Indians yet remaining troublesome, at our camp near what is called the point of rocks, when we started in the morning, and the wagons fairly strung out, the Indians made a raid on our loose cattle, but was so well defended by our cattle drivers that the Indians only killed one cow, a dispatch being sent to the front the wagons were soon put in order for defense and the teamsters returned to have a jolly old time, but the Indians had skedaddled. That night I dreamed the Indians met us at the crossing of Rogue River, and we sent over some horsemen and drove the Indians back, I told my dream to my wife in the morning and it became true to the letter, the Indians held the opposite shore, we sent over a number of horsemen who fired several shots, I saw Indians when I got over, and my wagon was about the fourth wagon, in crossing our train was about a hundred wagons strong, here is another little incident, on one occasion in those mountains the train was late getting into camp, we camped near a very pretty branch, my old friend John D. Woods who started with me from my home in Missouri, stepped down to the branch a little after dark to get a pail of water, but quickly returned pretty badly frightened, stating that as he went to dip his water zip-zip went some arrows by his head at that moment a flint lock gun snapped in a few feet of him, we were soon called to arms, and let the Indians know that we were on the alert, we discharged a few volleys which made the mountains fairly ring, the Indians went off a short distance and with their old musket fired a few rounds, this ended the fight.”

**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.”

**LS** – “Captain Medders Vanderpool had a fine flock of about fifty head of sheep which he had brought safely through the buffalo-wolves, and all the other dangers of the long journey thus far, but, one morning while we were eating breakfast at a camp on Rogue River just

below the Point of Rocks, they were driven off by the Indians, and we were compelled to go on without making an effort to recapture them.”

**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.**

**Klamath Echoes** - above diarist VP was “about one-half mile west of So. 6<sup>th</sup> Street, in Grants Pass, near the fairgrounds.”

**LS** – “After we had left camp about a quarter of a mile, there was also a cow reported missing. Several of us went back to search for her, and found the Indians butchering her, near the camp. The Rogues ran off into the bushes and did not show themselves again. So we were compelled to go on leaving the beef with them as well as the mutton.”

**Scott-Applegate Trail 1846-1847** – “Emigrants crossed the river near Jones creek at Pierce Point. They continued amount eh bluffs in a northwesterly direction until they had to stop. They found the horse trail they were following blocked by an impassable barrier. Levi Scott remembered that it took him a long time to find a way around the mess. Emigrants that had not already crossed the river may have gone farther down before they crossed and followed another way northward.”

\*\*\*\*\* **FIRST 1846 WAGON TRAIN SPLITS HERE** \*\*\*\*\*

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

**Klamath Echoes** – above diarist VP at “site of later Fort Vannoy, approximately four and one-half miles west, or downstream from Central Grants Pass.”

**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.”

**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.”

**MAPI & II**  
**JACKSONVILLE ROAD FROM LOUSE CREEK TO PLEASANT VALLEY**  
**CEMETERY**  
**(JA-1, H-1, JA-2, JA-3, JA-4, H-2, JA-5, JA-6, JA-7, JA-8, JA-9)**

**Approaching JA-1**

**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 it now called, by the realistic and unpoetical people who live along its banks.”

**Louse Creek – H-1**

**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 know unpoetically as Louse Creek.”

**JA-2, JA-3, JA-4, H-2**

**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.”

**Interstate 5 Manzanita Rest Area – JA-4, H2**

**Oskaloosa** - “Then it went past the wayside between the parking area and I-5.”

**MAP II**  
**ILLINOIS VALLEY ROAD FROM LOUSE CREEK TO JUMPOFF JOE CREEK**  
**(IV-1, IV-2, IV-3, IV-4, IV-5)**

**IV-1, IV-2, IV-3, IV-4, IV-5**

*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.*

**Klamath Echoes** - above diarist VP “camped approximately two miles north of Merlin on Jump Off Joe Creek near Russell Road bridge.”

**The Applegate Trail of 1846** – “The wagon company traveled north about eight miles and crossed Jump Off Joe Creek. They traveled along the creek on approximately the same route as present day Russell Road north of Merlin and camped in Pleasant Valley.”

**MAP III**  
**ILLINOIS VALLEY ROAD FROM JUMPOFF JOE CREEK TO WIDOW NIDAY’S**  
**PLACE**  
**(IV-3, IV-4, IV-5, IV-6, IV-7)**

**Jump Off Joe Creek - IV-3**

**Oskaloosa** – “Most emigrants camped at Jump Off Joe Creek.”

**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.”

**MAP III**  
**JACKSONVILLE ROAD FROM PLEASANT VALLEY CEMETERY TO MT.**  
**SEXTON PASS**  
**(JA-8, JA-9, JA-10, JA-11, JA-12, JA-13, JA-14-1, JA-14-2, JA-15-1, JA-15-2 )**

**Jump Off Joe Creek – near JA-9**

**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.” (this place referred to is Louse Creek)

**Oskaloosa** - “ 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.”

**IV-5, IV-6, IV-7, JA-11, JA-12, JA-13, JA-14-1, JA-14-2, JA-15-1**

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

**Klamath Echoes** – above diarist VP “went up and over Sexton Mountain. Camp near junction of Rat and Grave Creeks.”

**Oskaloosa** – “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.”

#### MAP IV

#### JACKSONVILLE ROAD FROM MT. SEXTON PASS TO GRAVE CREEK

**(JA-14-1, JA-14-2, JA-15-1, JA 15-2, JA-16, JA-17, H-4)**

#### **Rat Creek - JA-15-1**

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

**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.”

### **Near JA-17**

**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.*

**Klamath Echoes** – above diarist VP “camped near the covered bridge over Grave Creek in Sunny Valley on Old Highway 99.”

**Overland** – “After camping near Grants Pass on the 17<sup>th</sup> and near Sexton Mountain on the 18<sup>th</sup>, 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 distance 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 INVENTORY AREA** \*\*\*\*\*

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

**Klamath Echoes** – above diarist VP “camp was probably on Cow Creek near Glendale Junction of the present highway system, some two miles east of the town of Glendale.”

**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 18<sup>th</sup>, “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 28<sup>th</sup>. 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 though....” (Notes)

**VP – Wednesday, October 21, 1846 – *The time from this to Monday, 25<sup>th</sup>, 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.***

**Klamath Echoes** – above diarist VP’s “camp was probably at or near the present Azalea Off-Ramp, exit 88, of Interstate 5 at the mouth of the canyon leading up to the summit of Canyon Creek Pass.”

### **1847 TRAIN**

Note: The following text is taken from the Oskaloosa Company book un-edited unless otherwise noted. 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). Some dates vary between reference sources.

#### **\*\*\*\*\* APPROACHING OUR INVENTORY AREA**

“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. 16<sup>th</sup> The roads today were excellent and the face of nature appeared full as interesting as yesterday. Followed down Rogue River about 12 Ms & camp.***

“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. 17<sup>th</sup>. 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 oblige 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.***

“Sunday, October 17<sup>th</sup>, 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 though 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 18<sup>th</sup>. Followed down the river (with some of our too neighborly Indians) about 12 Ms and camped.***

**Klamath Echoes** – above diarist LH “camp was approximately one mile east or upstream from So. 7<sup>th</sup> Street across Rogue River in Grants Pass.”

“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. 19<sup>th</sup> 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.*

**Oskaloosa** – “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.

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.”

**MAPI & II**  
**JACKSONVILLE ROAD FROM LOUSE CREEK TO PLEASANT VALLEY**  
**CEMETERY**

(JA-1, H-1, JA-2, JA-3, JA-4, H-2, JA-5, JA-6, JA-7, JA-8, JA-9)

“The Scott-Applegate Trail continued through Craxton [Croxtton] Pioneer Memorial Park and on to Washington Boulevard and Morgan Lane west of Interchange 58 on Interstate 5.

**JA-1, H-1**

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.

### **Interstate 5 – Manzanita Rest Area - JA-4, H2**

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.

### **JA-5, JA-6, JA-7, JA-8, JA-9**

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.”

### **MAP III** **JACKSONVILLE ROAD FROM PLEASANT VALLEY CEMETERY TO MT. SEXTON PASS**

(JA-8, JA-9, JA-10, JA-11, JA-12, JA-13, JA-14-1, JA-14-2, JA-15-1, JA-15-2 )

### **Jump Off Joe Creek – JA-9, JA-13, JA-14-1, JA-14-2, JA-15-1, JA-16**

*LH - W. 20<sup>th</sup> 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.*

**Klamath Echoes** – above diarist LH “camped on Grave Creek in Sunny Valley. Fine creek referred above is Jump Off Joe Creek.”

“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.”

### **MAP IV** **JACKSONVILLE ROAD FROM MT. SEXTON PASS TO GRAVE CREEK**

(JA-14-1, JA-14-2, JA-15-1, JA 15-2, JA-16, JA-17, H-4)

### **JA-14-1, JA-15-1, JA-16, JA-17**

“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, Tolbert 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.”

\*\*\*\*\* LEAVING OUR INVENTORY AREA

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

**Klamath Echoes** - above diarist LH “on Cow Creek, some two miles east of Glendale.”

**Klamath Echoes** - “RETRACING THE APPLGATE TRAIL “WEST OF THE CASCADES” IN 1975

Start at the Old stage Road overpass on Interstate 5, southeast of Gold Hill. Turn onto the north, or outer highway (Lampman Road) between Interstate 5 and Rogue River, headed west. Approximately the first one and one-half miles both the Freeway and Lampman Road have erased all traces of the original Applegate Trail. Then for approximately one mile, Lampman Road probably lies stop the exact route of the emigrant trail as well as the later California-Oregon Stage Road, especially in passing beneath the Old Highway 99 Bridge west of Gold Hill and around Rock Point.

From Rock Point to that portion of Grants Pass (Fruitdale) south of Rogue River, Old 99 very closely approximates the original trail. In between these two points are a number of historical sites: first, Footh Creek, a probable emigrant campsite; second, Old Fort Birdseye Wayside Park where settlers congregated during the Indian War of 1855; third, the Coyote Evans Wayside Park immediately east of the bridge across Rogue River to the town of Rogue River, where an early day saddle and pack-horse ford was located; fourth, approximately one mile below the mouth of Evans Creek there was a ferry in operation at least as early as 1855; fifth, by 1851 the Joel Perkins ferry was in operation one mile or

so east of Grants Pass; and sixth, the 1847 emigration, as reported by Lester G. Hulin, forded Rogue River in the same neighborhood, or north of the Fruitdale School.

From eastern Grants Pass the trail very closely approximates South East Park Street bordering Riverside Park, to continue parallel to the river and north of the Josephine County Fairgrounds. Still continuing parallel with the south bank of Rouge River, the trail approximates a route closely following present South River Road nearly to the Ed Fritsch Ranch (R.R. Box 4914). The first emigrant ford seems to have been almost due north of the Fritsch ranch buildings. No roads lead to the ford and later ferry site; it now being on private land.

Return to Grants Pass and cross Rogue River, then turn west onto Lower River Road. Approximately four and on half miles west of South Seventh Street in Grants Pass you will arrive at the Fort Vannoy marker.

The 1846 emigration crossed here, while the 1847 emigration, as previously stated, seems to have crossed one mile east of Grants Pass, then continued down the north bank to the 1846 ford site on the route close to Lower River Road. Which route was used during gold rush days to California is unknown, but probably both. Ferries appear to have been established at both locations by 1850 and 1851 respectively.

The Vannoy Ferry saw extensive use after the discovery of gold at Sailor Diggings (Waldo) and neighboring localities. The Perkins Ferry or one farther east is indicated by the Major B. Alford map, surveyed and drawn by Jesse Applegate in the fall of 1853. This Military Road led from Myrtle Creek to Camp Stuart near Phoenix. Leading from the north it turned from the Applegate Trail in Pleasant Valley to follow a route much the same as Interstate 5 now does in by-passing Grants Pass, crossing Rogue River somewhere upstream.

From the Vannoy Ferry site, the Applegate Trail headed almost due north along the west side of Vannoy Creek to a point on Louse Creek one mile east of Merlin. Then following down Louse Creek to near its junction with Jump Off Joe Creek, the trail turned up the latter. New roads have been and are being built to new subdivisions so that it is impossible in this limited space to say which to travel to anywhere closely follow the trail. However, near the Vannoy school, turn into Azalea Road and after numerous intersection with new roads Merlin can be reached.

There, cross the Southern Pacific Railroad to pass just west of a large sawmill. Here also is a large historical marker. Continue northeasterly, up Jump Off Joe Creek to Russell Road which crosses the creek at approximately the same location as did the emigrant trail. The latter followed up a left branch of Jump Off Joe Creek paralleling but east of Russell Road. Continue northeasterly to a junction with Old 99, then follow it through Pleasant Valley to the Hugo turn-off and continue along that road through a pass in some low hills. In this pass you can occasionally see signs of the old trail. Once over this summit the trail followed up Bummer Creek to the pass on Sexton Mountain, later traveled by the California-Oregon Stage Road, Old 99 and present Interstate 5.”

### **KEY CODE**

**AG** – Abraham Garrison – 1846, (see Garrison below)

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

**LH** – Lester Hulin – 1847 Oskaloosa Train (see Oskaloosa 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)

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