

## **Draft Issue Paper:**

# **Rogue River's Applegate Trail Fords & Use of IV Wagon Road By Applegate Trail Emigrants**



**Mike Walker, Member  
Hugo Emigrant Trails Committee  
Hugo Neighborhood Association & Historical Society**

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## GEOGRAPHIC NAMES APPLICABLE TO ROGUE RIVER (incomplete)

- Bear Creek, Jackson County, Oregon.
- Bluffs (generic) - a steep promontory, bank, or cliff, especially one formed by river erosion on the outside bend of a meander.
- Chinook County Park Josephine (JO) County (CO), Oregon (OR) (along Rogue River upstream of Pearce Riffle).
- Dardanelles, Jackson County, Oregon (2 plus mile segment of Rogue River from Gold Hill to Rock Point).
- Dardanelles Post Office, Jackson County, Oregon (across Rogue River from Gold Hill).
- Emigrant Creek, Jackson County, Oregon.
- Foots Creek, Jackson County, Oregon (tributary of Rogue River).
- Foots Creek Bridge, Jackson County, Oregon (44.9' concrete bridge)
- Gold Hill, Jackson County, Oregon (city along the Rogue River).
- Grants Pass, JO CO, OR (city along the Rogue River).
- Grants Pass Area Ford, JO CO, OR (potential Applegate Trail ford).
- Grave Creek, JO CO, OR (tributary of Rogue River).
- Illinois Valley (IV) Wagon Road, JO CO, OR (alternate route of Applegate Trail)
- Jacksonville Wagon Road, JO CO, OR (main route of Applegate Trail)
- Jones Creek, JO CO, OR (tributary of Rogue River).

- Jumpoff Joe Creek, JO CO, OR (tributary of Rogue River).
- Louse Creek, JO CO, OR (tributary of Jumpoff Joe Creek).
- Merlin, JO CO, OR (community).
- Pearce Riffle (downstream of Chinook Park at Tom Pearce County Park), Josephine County, Oregon (riffle on Rogue River).
- Pierce Point, JO CO, OR (not sure, but near Jones Creek, 1995 *Scott Applegate Trail: 1846 - 1847, Atlas and Gazetteer*; 2001 *The South Road And the Route Across Southern Oregon*).
- Pearce Riffle Ford, JO CO, OR (potential Applegate Trail ford).
- Pierce Riffle (near Pierce Riffle Park), JO CO, OR (riffle on Rogue River).
- Pierce Riffle County Park, JO CO, OR (along Rogue River).
- Places, other (see Appendix F).
- Point of Rocks, Jackson County, Oregon (geological formation along Rogue River). Assume it is the same as Rock Point.
- Rat Creek, JO CO, OR (tributary of Grave Creek).
- Rich Gulch, JO CO, OR (gulch along Rogue River).
- Rock Point, Jackson County, Oregon (geological formation along Rogue River). Assume it is the same as Point of Rocks.
- Rogue River, Jackson County, Oregon (city along the Rogue River).
- Sexton Mountain, JO CO, OR (Sexton Mt., Grave Creek Hills).
- Sunny Valley, JO CO, OR (community)
- Tom Pearce County Park, JO CO, OR (along Rogue River).
- Vannoy Creek, JO CO, OR (tributary of Rogue River).
- Vannoy Creek Ford, JO CO, OR (1846 - 1852 ford of Rogue River).
- Vannoy Ferry, JO CO, OR (Established 1851 on Rogue River).
- Willow Springs, Jackson County, Oregon (near confluence of Willow Cr. & Lane Cr.). Fort Lane was constructed in 1853 in what was to become Willow Springs, and later, Tolo, Oregon (?).
- Willow Springs Post Office (1864), Jackson County, Oregon.

## **Draft Issue Paper: Rogue River's Applegate Trail Fords & Use of IV Wagon Road By Applegate Trail Emigrants**

The catalyst for this issue paper started out as comments on a December 1, 2014 paper entitled *Applegate Trail Routes & Fords Across The Rogue River*, and map submitted to the Hugo Emigrant Trails Committee (HETC), Hugo Neighborhood Association & Historical Society (HNA&HS), from Bob Black, Member, HETC, HNA&HS.

- December 1, 2015. *Applegate Trail Routes & Fords Across The Rogue River*.
- December 15, 2014 Map. *Applegate Trail - 1846/47, Ford Site At Pearce Riffle*.

In developing comments on the December 1, 2014 paper it soon became obvious that there were emigrant trail issues that needed a comprehensive systematic approach by the HETC.

### **I. PURPOSE**

The purpose of this issue paper is to synthesize the HETC's previous Applegate Trail (*Trail*) analyses applicable to the Rogue River's possible *Trail* ford alternatives, and use of the Illinois Valley wagon road by emigrants, and to explore the resulting *Trail* questions. It is, hopefully, the beginning of a future comprehensive research project by the HETC of addressing the issues of fords and *Trail* segment usage. Our marking effort will soon include signage in addition to our carsonite markers and buried metal monuments program. For instance, finalizing the identification of fords and routes of the *Trail* north of the Rogue River, will be of value in working with the National Park Service on signage.

The HETC believes that historical trail inventories must be systematically and comprehensively documented for verification and reliability of evidence. This approach will foster credibility and lead to public trust and acceptance, and just as important it will result in more accurate inventories. Verifiability means other researchers and the public reading its educational brochures or other inventory documents can check where the information comes from and make their own determination if the references or sources are reliable (Appendix G).

The verification and reliability standards are even more important in wet Western Oregon. The mostly eroded and buried emigrant trails in these relative wet lands will never provide the landscape context and visual setting for real physical scars, tracks, and ruts still sometimes visible in the relatively pristine deserts of Oregon and California east of the Cascades and the Sierra Nevada. This situation has resulted in the huge majority of emigrant trail work occurring east of the Cascades and Sierra mostly on lands administered by the federal government. As a matter of priorities the developed private lowlands of Western Oregon have been by-passed for the relative *Trail* treasures of the desert. However, a good lowland campground with grass and water is still a good campground with history nuggets waiting to be discovered.

If this issue paper is updated, any member of the HETC can be a joint author of future editions.

## **II. ISSUES FOR HETC TO CONSIDER**

The following are several major emigrant trails' issues for the HETC to consider.

### **A. IV Wagon Road Usage by Applegate Trail Emigrants?**

Was the IV Wagon Road used by Applegate Trail emigrants (Maps 1 & 4)? The IV Road for this purpose is considered to be a combination of two wagon road segments: 1. Segment 1 south of the Rogue River from Pearce Riffle Ford downstream to Vannoy Ford, and 2. Segment 2 of IV Road from Vannoy Ford north to Widow Niday's place. Segment 1 is identified as "*Road Crescent City Illinois Valley*" on the 1855 GLO Map, T.36S. R.5W., W.M., and "Road to Jacksonville" on the 1855 GLO Map, T.36S. R.6W., W.M.

### **B. IV Wagon Road Used by 1846 Emigrant Virgil Pringle?**

Did the 1846 Emigrant Virgil Pringle use the IV Road of the Applegate from the Rogue River to Widow Niday's place: October 16 - 19, 1846 (Maps 1 & 4)?

### **C. Rogue River's Applegate Trail Fords: 1846 - 1847?**

What fords of the Rogue River did Applegate Trail emigrants use in 1846 - 1847? At least three potential ford locations have been identified.

1. Alternative 1. Pearce Riffle Ford (Map 2)
2. Alternative 2. Grants Pass Area Ford
3. Alternative 3. Vannoy Creek Ford (Maps 1 & 4)

These issues are primarily about determining the activities (i.e., written stories in the form of diaries, journals, and reminiscences) of the emigrants versus the location of emigrant wagon roads through the use of 1850s General Land Office (GLO) and donation land claim (DLC) surveys and maps.

The final identification of emigrant trails' issues leading to their analysis can have a significant impact on the HETC's research, mapping, and marking emigrant trails program.

### III. OPINIONS

#### A. Value of Diaries and Journals Versus Reminiscences

For the final emigrant trails' issues, the value of diaries and journals will take on a greater importance for the HETC versus the normal heavy reliance on the 1850s GLO and DLC surveys and maps.

Everything else being equal, the value of dairies and journals over reminiscences is documented and understood. In general, three types of *Trail* narratives exist: diaries, journals, and reminiscences. Diaries and journals were actually written by emigrants as they trekked the miles and miles and miles west; reminiscences were written much later in life. Reminiscences are the most suspect form of "eyewitness testimony" to history because of the many years that have passed since the event occurred. Historians generally check their accounts against diaries and journals, which were usually written only hours or days after the events they chronicle, as well as other forms of primary documentary evidence.

There is always an exception for any normal probability assumption, including the value of diaries and journals compared to reminiscences, or even among diaries. For example, emigrants Pringle and Hulin's diary entries have been found to be objective entries about facts, whereas, emigrant Thorton's work sometimes mixes his facts and opinions to fit his mood (i.e., all diaries and journals are not equal).

Emigrant Diarist Virgil K. Pringle, 1846  
Emigrant Diarist Lester Hulin, 1847

#### B. Value of Levi Scott's Applegate Trail Reminiscences

Collins, James Layton. 1967. *Independence to Independence - Capt. Levi Scott*. Edited and amplified by James Collis; approved by Levi Scott; later introduction by Dean Collis. Sitka, AK.

Levi Scott's reminiscences are an exception to the rule of lending more credence to diaries and journals. The rationale for Levi Scott's reminiscences being on par with most day-to-day diary or journal recordings is identified in *Applegate Trail II West of the Cascades*. This does not mean everything written in the 1967 edited and amplified verison of Scott's reminiscences (i.e., *Independence to Independence*) by James L. Collins are correct. For example, many specific statements about the number of days traveled are suspect.

Scott was not one of the normal 95% plus emigrants who wrote reminiscences many years after one event, with the experience of that one event. Scott made five trips over the Applegate Trail during emigrant days; settled along-side it; and ranged cattle from the Yoncalla Country as far south as the Rogue River Valley. He also had the advantage of returning over that portion of the *Trail* "West of the Cascades" after some settlement had been made, and more modern day names had been applied to the various locations and physical features (Appendix B). Memory of the details of the emigration would mostly likely result in change over time, but location memories would be more accurate when places at particular sites of memory were revisited.

It is recommended that the HETC consider Scott's 1967 reminiscences as an equal to diaries and journals in corroborating diaries and journals and, sometimes, as the original independent source in a judgement call. For example, Scott's reminiscences in establishing the fact that the Pearce Riffle ford was the probable route of the 1846 and 1847 emigrants along the Applegate Trail are important as he was the leader and scout for both wagon trains.

*Levi Scott: 1846 South Road Expedition & His Reminiscences of 1846 Crossing Diaries, Journals, & Reminiscences*, Hugo Neighborhood Association & Historical Society  
<http://hugoneighborhood.org/diaries.htm>

### *Levi Scott's Independence to Independence*

Collins, James Layton. 1967. *Independence to Independence - Capt. Levi Scott*. Edited and amplified by James Collis; approved by Levi Scott; later introduction by Dean Collis. Sitka, AK.

"We went down Emigrant Creek and camped on it another night. The next day we struck **Bear Creek** (emphasis added), traveled for some distance down its beautiful and fertile valley, when we crossed the broad prairie and camped at the **Willow Springs, between this creek and Rogue River** (emphasis added). The next night we camped on **Rogue River just above the Point of Rocks** (emphasis added), a place afterwards rendered famous, and a dreaded Thermopylae to travelers during the wars with the treacherous and bloodthirsty Rogue River Indians (p. 191).

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** (emphasis added), even late in the fall when it is at its lowest stage (p. 192) [Appendix G].

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 passable for wagons** (emphasis added). 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** (emphasis added), as it is now called, by the realistic and unpoetical people who live along its banks (p. 193).

Scott's 1846 reminiscences do not actually identify physical landscape characteristics explicitly describing the Pearce Riffle Ford, except that the ford was swift, turbulent, and rapid, and there are not many places where the Rogue River can be forded with safety. The reminiscence explicitly identifies a relative rareness of useable fords for the river in Josephine County. This background combined with the reminiscence of improving a horse trail too rough for wagons, with the termination of needed road improvements close to a location by Louse Creek suggests a ford located in eastern Josephine County (Map 2). The too rough horse trail is identified in the later 1855 GLO survey and 1856 GLO map (Map 3). The next year's wagon train, also lead by Scott, resulted in diary entries by 1847 emigrant Hulin, one of which described the location after crossing the Rogue River at the Pearce Riffle Ford (Map 2) as "passed among the bluffs."



## C. Virgil Pringle's 1846 Vannoy Creek Fording

The HETC's present interpretation is that the Applegate Wagon train in 1846 had at least two sub-trains fording the Rogue River in two locations: one at Pearce Riffle and the other near Vannoy Creek (Appendices A - B). Its interpretation opinion is exactly that, an interpretive judgement; it is not necessarily verified fact as there are significant and conflicting reports of *Trail* crossings of the Rogue reported by different sources (Appendix C). The following arguments focus on the South Road Expedition's route south over the river, and interpretations in *Applegate Trail II West of the Cascades* of emigrants traveling north over the Rogue.

### 1. *Notes and Reminiscences of Laying Out and Establishing the Old Emigrant Road into Southern Oregon in The Year 1846* (South Road Expedition's route, Appendix A)

The Fort Vannoy Ford was not identified in the 1855 GLO survey or on the 1856 GLO map. However, the several hundred acre prairie identified by Lindsey Applegate was identified in the 1855 GLO survey notes and on 1856 GLO map as "*River bottom with some 1<sup>st</sup> rate soil.*" The size of the river bottom land approximated Applegate's several hundred acre prairie.

A physical fact is that this ford was, and is, the best place to ford the Rogue River in Josephine County as the river is wide at the gravel bars and the water is shallower in the fall of the year after the dry summers, especially before the Lost Creek Lake (reservoir) was constructed in 1977 (William L. Jess Dam). The ford is approximately 1,300' - 1,400' downstream from the 1855 GLO Vannoy ferry crossing at the head of a minor riffle (Maps 1, 4, & 5). Many assume this was the ford used by Hudson's Bay Company trappers as early as 1827 and by the U.S. navy Wilkes Expedition in 1841 because it was the best ford at anytime of the year, especially during the fall prior to the winter rains.

The following is an example of summer river flow for the ford at Pearce Riffle. The title page photograph of the head of Pearce Riffle shows the dam regulated water flow at 1,760 cubic feet per second (ft<sup>3</sup>/s). The lowest recorded water flow prior to the construction of Lost Creek Reservoir was 606 ft<sup>3</sup>/s in 1968. It was estimated that the flow at the 1846/1847 ford was between 700 - 800 ft<sup>3</sup>/s with water in the wagon beds (see Appendix G for a 2007 analysis).

Hugo Neighborhood Association & Historical Society and Sexton Enterprises. March 30, 2010. *JR Ford No. 1: Rogue River's Pearce Riffle Ford*. Brochure 2 of Applegate Trail Fords Broch. Series. Hugo, OR.  
<http://hugoneighborhood.org/BROCHURE%20%20RR%20Pearce%20Riffle%20Ford%20020210.pdf>

Back to the main point which is that the several hundred acre prairie observed by Lindsay Applegate reported in his 1921 reminiscences fits the 1855 GLO survey notes and the 1856 GLO map for bottom land that could be identified as a prairie. The HETC's assumption was that the scouting party forded the Rogue River near what would become known as Vannoy Ferry. This is the only location on the Rogue River in Josephine County that has a large prairie and ford adjacent to each other. Therefore, the South Road Expedition scouting party members would have been well aware of this ford, as an option to cross the river, on their way back to the Willamette Valley, now with emigrants diverted from the Oregon Trail (Appendix A).

“After crossing, we turned up the river, and the Indians in large numbers came out of the thickets on the opposite side and tried in every way to provoke us. **Our course was for some distance southeast along the bank of the river** (emphasis added), and the Indians, some mounted and some on foot, passed on rapidly on the other side. . .”

## ***2. Applegate Trail II West of the Cascades***

*Applegate Trail II* has summary statements that the exploring party from the Willamette Valley under the leadership of Jesse Applegate forded the Rogue in the vicinity of what would become the Vannoy Ferry and passed down the south side of the Rogue through the Rogue River Valley (Appendix A).

Passing on the next day from Cow Creek, several streams and two ranges of hills were crossed after which Rogue River was reached somewhere about four miles west of present day Grants Pass, or some three miles south of Merlin, at which later became Vannoy Ferry. **From this crossing the exploring company traveled up the south side of Rogue River, past the present towns of Rogue River and Gold Hill** (emphasis added). When opposite the latter place they left the river and passing **Willow Springs** (emphasis added), reached Bear Creek, a tributary of Rogue River, just below present day Phoenix (Appendix A, *Applegate Trail II West of the Cascades*, p. 8).

The assumption is that the South Road Expedition scouting members would have discovered the potential of the head of Pearce Riffle as an alternate ford in their scouting travels. Therefore, they would know where it was when they traveled back to the Willamette Valley along the same approximate route.

*Applegate Trail II* clearly makes the case for emigrant Pringle traveling the IV Wagon Road of the *Trail* and crossing in the vicinity of the 1855 Vannoy ferry (Appendix B; Map 1).

In conclusion, the Applegate Trail interpretations of the Klamath County Historical Society and the Helfrich could be in error, or they could be correct, and Helfrich was a respected Applegate Trail researcher conducting original emigrant trail work for over 30 years (Appendix B).

## IV. MINOR OBSERVATIONS

### A. Applegate's 1853 Sketch Map Of Military Road

The HETC's current informal position might be the assumption that Jesse Applegate's 1853 military road sketch map for landmark distances was almost as good as a survey, even though it does not have any evidence that these survey notes would reflect a final survey if one had been completed.

The only known analysis of the credibility of the 1853 Applegate sketch map was developed by the Hugo Native American Team (HNAT) in a 2014 paper about an Indian Trail over Grave Creek Hills. Part of that project was evaluating map reliability. The sketch map (i.e., 1853 Military Road from Myrtle Creek Umpqua Valley to Camp Stuart) with an estimated scale of 1:135,000 was rate far down the list of reliability.

The HNAT's conclusion was that it was a sketch map not a survey, the map's scale was small versus the preferred 1:24,000 for trail analyses, and the author, Jesse Applegate, described the sketch as a rough tracing of the road's position. Applegate was a capable respected surveyor. However, he noted that the mapping project desired by Major Alvord was primarily to determine its length, not for distance accuracy to noted landmarks. Applegate in correspondence to Alvord (see what follows) described the sketch map as a rough tracing that would give Alvord noted landmarks and principal valleys that would require future surveying. The original sketch map is located at the Division of Cartographic Records, National Archives. It is assumed that a survey was never completed as the archives material has a notation that "*no field notes of survey furnished the Bureau.*"

*Indian Trail Over Grave Creek Hills: 1855* (two parts)

[http://hugoneighborhood.org/Hugo\\_Native\\_American\\_Program.htm](http://hugoneighborhood.org/Hugo_Native_American_Program.htm)

Hugo Native American Team, Hugo Neighborhood Association & Historical Society. August 12, 2012, Updated April 12, 2014. *Indian Trail Over Grave Creek Hills: 1855*. Edited by Mike Walker, Liz & Mike Butowitsch, and Janet McKy, Members HNA&HS. Hugo, OR.

#### ***Indian Trail Over Grave Creek Hills: 1855 (Part 1: Chapters I - V)***

"3. Map Reliability. Maps based on reliable, third-party, published sources with a reputation for fact-checking and accuracy are more reliable. Source material must have been published, the definition of which for our purposes is "made available to the public in some form". Unpublished materials are not considered reliable. The best sources have a professional structure in place for checking or analyzing facts, legal issues, evidence, and arguments (e.g., GLO U.S.D.S. Surveyors, USGS topographic surveys and maps, etc.). The greater the degree of scrutiny given to these issues, the more reliable the source." (p. IV - 2).

"C. Map Order Of Usability. The following maps in the HNAT's Indian trail area of interest are listed in their order of reliability and usability as screened by the three criteria of whether or not they were surveyed, their scale, and their source (Appendix F)." (p. IV - 3).

"The large scale 7.5 Minute Topo at 1:24,000 was considered the best scale for the HNAT's purpose. As a general rule, the closer in time the surveys are in relation to the actual use of the trail under investigation, the more reliable that evidence becomes. At a minimum the reliability

of a surveyed plat or map is prima facie evidence that unless rebutted would be sufficient to prove a particular proposition or fact. The larger the scale of the map, the better the features that can be detailed. Maps based on reliable, third-party, published sources with a reputation for fact checking and accuracy are more reliable. Maps in the HNAT's Indian trail area of interest were listed in their order of reliability and usability as screened by the three criteria of whether or not they were surveyed, their scale, and their source." (p. IV - 3).

**Appendix F. Maps For Use In Identifying & Mapping Indian Trails**  
***Indian Trail Over Grave Creek Hills: 1855 (Part 2: Chapters VI - IX)***  
**1853 Jesse Applegate Sketch Map of Military Road**

1853 Jesse Applegate Survey Notes of Military Road. **Except for the 1853 sketch map** (emphasis added), the HNAT and the HETC do not have any primary documents (e.g., survey notes, U.S. Army reports, etc.).

1853 Jesse Applegate Sketch of Military Road Military Road from the Mouth of Myrtle Creek on the Umpqua River to Camp Stuart in Rogue River. A detailed map of this survey transmitted to the Bureau of Topographical Engineers of the War Department may be seen in the Division of Cartographic Records, The National Archives. The map is entitled "**Sketch of the Military Road from Myrtle Creek, Umpqua Valley to Camp Stuart, Rogue River Valley, Oregon** (emphasis added), located in the autumn of the year 1853 by Major B. Alvord, 4<sup>th</sup> Infantry, U. S. Army," with an additional notation "surveyed and drawn by Jesse Applegate of Yoncalla, Oregon, with Burt's Solar Compass." A table of distances has been included." Jackson, W. Turrentine. March 1949. Federal Road Building Grants For Early Oregon. Oregon Historical Quarterly. Volume 50, No. 1. p. 7.

A detailed map of the Jesse Applegate survey is in the National Archives. The sketch map has a table of distances and someone in the Bureau has written "**no field notes of survey furnished the Bureau.**" (emphasis added) Federal Road Building Grants For Early Oregon. p. 7.

1853 Alvord Military Road located or surveyed for construction. (ca., scale is 1:?????). Sketch of the military road from Myrtle Creek Umpqua Valley to Camp Stuart Rogue River Valley, Oregon Territory, by Jesse A. Applegate (without survey notes)

September 9, 1853. Jesse Applegate Letter to Honorable John B. Preston, Surveyor General of Oregon. Courtesy of Leta Lovelace Neiderheiser on February 17, 2012. "As Maj. Alvord merely wants the length of the road and not the elevation and depressions I shall not have with me my theodolite, and cannot **therefore ascertain with that degree of exactness you may require for the distance to noted land marks** (emphasis added)."

October 14, 1853. Jesse Applegate Letter to Honorable John B. Preston, Surveyor General of Oregon. Courtesy of Leta Lovelace Neiderheiser on February 17, 2012. "The mail closing at 6 o'clock tomorrow morning, it will be improbable for me to comply with your wishes in regard to the military road but I hope to have for you a **rough tracing of its position** (emphasis added) on the scale of your former diagram by ??? mail **and will also give as near as I am able the noted land marks, and the positions of the principal valleys that will require surveying** (emphasis added)." "You will please to excuse the haste of this note on the ground of fatigue, having finished the last 3 miles of the road, and carried all my instruments through the Cañon in the last 2 days."

Question to members of the HETC: Are there other sources of information on Applegate's 1853 sketch map (i.e., Trails West, Inc., OCTA, etc.)?

## V. REQUEST TO HETC FOR CLARIFYING INFORMATION/RATIONALE

Clarification from the HETC is requested on three topics covered in the December 1, 2014 paper entitled *Applegate Trail Routes & Fords Across The Rogue River*.

- Topic 1. Position that emigrant Virgil Pringle's wagon route was via the Jacksonville Road of the Applegate Trail and not also a portion of the IV Wagon Road.
- Topic 2. Rationale for the location of Dardanelles and opinion statement that Dardanelles' location corresponded to a location in both the diaries of pioneers Pringle and Hulin.
- Topic 3. Rationale that two different emigrant trains a year apart camped in the same location - at the Dardanelles.

### A. Rationale for Virgil Pringle Crossing at Potential Ford in Vicinity of Pearce Riffle Compared to *Applegate Trail II West of the Cascades* (Appendix B; Map 1)

The assumption that Virgil Pringle's 1846 route of the Applegate Trail did not cover part of the IV Road of the Applegate Trail is a significant conflict with the position of the HETC up to this point. It is also in conflict with extensive detailed work documented in *Applegate Trail II West of the Cascades* (Appendix B). The HETC's present position is supported by other credible history sources (Appendices A, C, & G).

The author admits that he was, and is, impressed with the early 1970s comprehensive works of the Klamath County Historical Society: *Applegate Trail* (1971) and *Applegate Trail II West of the Cascades* (1976). He did not conduct any significant analysis for segments of the *Trail* outside of northern Josephine County, Oregon. The *Trail* work in *Applegate Trail II* was accepted (i.e., the Pringle diary research interpretation by Devere Helfrich in that Pringle's route included a portion of the IV Road of the Applegate Trail; Appendix B; Map 1). A weakness of *Applegate Trail II* is that *Trail* locations were opinions without understandable rationales and/or methodologies. It was assumed that *Applegate Trail II's* location interpretations were tied to Levi Scott's 1967 *Independence to Independence* location reminiscences for Emigrant Creek, Bear Creek, Willow Springs, and Point of Rocks. His location reminiscences, unlike most, were reinforced by memories from numerous additional travels over the same ground, to the same locations, including in more modern days when the sites had modern names.

“We went down **Emigrant Creek** (emphasis added) and camped on it another night. The next day we struck **Bear Creek** (emphasis added), traveled for some distance down its beautiful and fertile valley, when we crossed the broad prairie and camped at the **Willow Springs** (emphasis added), between this creek and Rogue River. The next night we camped on Rogue River just above the **Point of Rocks** (emphasis added), a place afterwards rendered famous, and a dreaded Thermopylae to travelers during the wars with the treacherous and bloodthirsty Rogue River Indians (*Independence to Independence*, p. 191).

This position is supported by other diaries and reminiscences (e.g., Lindsay Applegate in 1921; Appendix A), the author's GLO mileage calculations for both Jacksonville and Illinois Valley segments of the Applegate Trail from the Rogue River to the Widow Niday's place, etc.). For example, Pringle's diary entry as interpreted by *Applegate Trail II* follows.

- *Saturday, October 17 – Travel 8 miles, road good and a good camp which is not common, the country being mostly burnt [Camp approximately two miles north of Merlin on Jump Off Joe Creek near Russell Road bridge]. 8 – 2,218 miles. 8 miles (Applegate Trail II, p. 23)*

The author’s research corroborated the “good camp” because it fit the “eight miles” in the Pringle diary with milage on the ground from a camp on north side of Rogue River to a “good camp” approximately ½ mile northeast of Jumpoff Joe Creek (just northeast of Applegate Trail Site IV-4) on the Crockett homestead. This 160 acre homestead was patented along Bannister Creek (Patent No. 702) on August 15, 1876 by Garrett Crockett, in part because of the good farm ground (i.e., good camp).

- Hugo Emigrant Trails Committee Hugo Neighborhood Association & Historical Society & Josephine County Historical Society. April 27, 2010. *IV Road Of Applegate Trail: Jumpoff Joe Creek 1 (IV-3)*. Brochure 25 of Applegate Trail GLO Surveys Brochure Series. Hugo, OR.  
[http://hugoneighborhood.org/BROCHURE%2025A%20IV%20Road%20Jumpoff%20Joe%20Creek%201\\_IV3%20042710.pdf](http://hugoneighborhood.org/BROCHURE%2025A%20IV%20Road%20Jumpoff%20Joe%20Creek%201_IV3%20042710.pdf)
- Hugo Emigrant Trails Committee Hugo Neighborhood Association & Historical Society & Josephine County Historical Society. March 8, 2010. *IV Road Of Applegate Trail: Jumpoff Joe Creek 2 (IV-4)*. Brochure 26 of Applegate Trail GLO Surveys Brochure Series. Hugo, OR.  
[http://hugoneighborhood.org/BROCHURE%2026%20IV%20Road%20Jumpoff%20Joe%20Creek%202\\_IV4%20030810.pdf](http://hugoneighborhood.org/BROCHURE%2026%20IV%20Road%20Jumpoff%20Joe%20Creek%202_IV4%20030810.pdf)

Another corroborating milage analysis example, was for the following two 1847 Hulin diary entries.

- *T. 18th. 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 abut 12 Ms. Some of the Indians are yet following us. Their room is better than their company.*
- *W. 19th. 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. (p. 25)*

The HETC’s previous analysis plotting the 12 miles from the Rogue River’s alternative ford/crossing at Pearce Riffle on the 1856 GLO map found a good match (i.e., the 12 mile point camp location noted in the October 18<sup>th</sup> diary entry was just south of today’s Jumpoff Joe Creek in a prairie noted in the 1855 GLO survey notes (Subdivisions of Township No 35 South of Range No 6 W, West on True Line Between Secs 2 & 11; reference Appendix G).

43.50 Chains Enter Prairie & Bank bottom  
54.00 Chains Road to Jacksonville c NE & SW  
60.00 Chains leave Prairie & Enter trees NW&SE

The prairie identified in the 1855 GLO survey notes and 1856 GLO map can be viewed on Map 5 of this paper. Additional information is provided in the following two web published brochures.

- Hugo Emigrant Trails Committee Hugo Neighborhood Association, and Historical Society Josephine County Historical Society. March 7, 2010. *JR Of Applegate Trail: Pleasant Valley (JA-9)*. Brochure 13 of Applegate Trail GLO Surveys Brochure Series. Hugo, OR.  
[http://hugoneighborhood.org/BROCHURE%2013%20JA%20Pleasant%20Valley\\_JA9%20030710.pdf](http://hugoneighborhood.org/BROCHURE%2013%20JA%20Pleasant%20Valley_JA9%20030710.pdf)
- Hugo Neighborhood Association & Historical Society. September 10, 2009, Updated October 15, 2010. *JR Ford No. 6: Jumpoff Joe Creek Ford*. Brochure 7 of Applegate Trail Fords Brochure Series. Hugo, OR.  
[http://hugoneighborhood.org/BROCHURE%20JR%20Ford%20No%207%20Jumpoff%20Joe%20Creek%20Ford%20\\_101710.pdf](http://hugoneighborhood.org/BROCHURE%20JR%20Ford%20No%207%20Jumpoff%20Joe%20Creek%20Ford%20_101710.pdf)

## **B. Rationale for the Location of Dardanelles**

It would be valuable to have a rationale for the assumption that the following diary entries, for 1846 Emigrant Diarist Virgil K. Pringle's and 1847 Emigrant Diarist Lester Hulin, were for a location at the Dardanelles.

- [Pringle] Wednesday, Oct. 14 – “Travel 12 miles of good road and camp on Rogue River . . .” (at the site known as the Dardanelles)
- [Hulin] Sunday, October 17 – “Found very good camping Ground about 5 on the river bank.” (Dardanelles)

During the research for where the Dardanelles was located, the book *Oregon Geographic Names* identified three geographic names of interest (Appendix E).

1. Dardanelles
2. Fooths Creek
3. Rock Point

The three locations implied that Dardanelles could be a specific place, mostly likely the location across the river from Gold Hill (i.e., At this point the river passes from a wider valley into a much more constricted section, with hills close on each hand; Appendix E). The Dardanelles has also been referred to as an approximately two mile river segment from Gold Hill to Rock Point where the river is more closely bordered by mountains. For example, the definition of “*Rock Point is now principally famous because of a fine concrete arch over Rogue River carrying the old Pacific Highway. It is two miles west of Gold Hill, and is named because of the geologic formation. In pioneer days this general locality was known as Dardanelles . . .*”

Is Dardanelles the old hamlet on the Rogue River opposite the present City of Gold Hill, before the railroad was built, or Dardanelles by Fooths Creek and the Valley of the Rogue State Park, or Dardanelles for the area from Fooths Creek to Gold Hill, or all of these descriptions? What location definition criteria for the Dardanelles was used? How was the definition criteria applied to the two diary entries?

## **C. Rationale Two Different Emigrant Trains Camped at the Dardanelles**

It would be valuable to have a rationale for the opinion/assumption why two different emigrant trains a year apart camped in the same location. Perhaps it was just too good a camp to pass up. If so, why?

## **VI. RECOMMENDATIONS TO HETC**

The following recommendations are ideas for the HETC to consider.

### **A. Detailed Analysis of Rogue Valley Diaries, Journals, & Reminiscences**

There are conflicting opinions concerning the emigrant fords of the Rogue River. All emigrant Rogue Valley diaries, journals, and reminiscences should be comprehensively analyzed for their connection to physical features for the purpose of anchoring these statements to locations on the ground. Information in conflict will favor diaries, journals, and Scott's reminiscences.

### **B. Alternative Applegate Trail Routes After Pearce Riffle Ford**

The map entitled *Applegate Trail - 1846/47, Ford Site At Pearce Riffle* is professional. The use of the modern clear topographic base map at a scale of understanding makes the paper much more understandable.

The alternative of the *Trail's* route after fording the Rogue up Rich Gulch is credible as this works for Hulin's 18<sup>th</sup> diary entry: ". . . we crossed the river and left it after following it about 50 MS in all. passed among the bluffs . . ." Another credible alternate route would be for the wagon train to continue downstream across the sand and gravel bar passing Rich Gulch and veering northwest up the Jones Creek drainage. This also fits the "bluffs" diary entry criteria. It is identified by several sources (Appendix C).

### **C. Analysis of 1853 Sketch Map Road Distances**

Another idea is corroborating the value of the Applegate's survey notes. For example, what is the relationship for distances identified on the Applegate Sketch Map for the 1853 Military Road and on-the-ground distances? The objective would be to identify the qualitative work of the entire set of sketch map distances to better understand the work for the area of the Dardanelles (Appendix F).

### **D. Evaluate HNAT's Evaluation Of Applegate's 1853 Sketch Map**

Does the HETC support, or not, the Hugo Native American Team's evaluation of Applegate's 1853 sketch map of the military road?

The HNAT evaluated Applegate's sketch map (i.e., 1853 Military Road from Myrtle Creek Umpqua Valley to Camp Stuart) as far down a large list of maps in their order of reliability and usability as screened by the three criteria of whether or not they were surveyed, their scale, and their source.

1. The map was a sketch map not a surveyed map (i.e., there is evidence that a survey was never completed).



2. The sketch map's scale was small versus the preferred 1:24,000 for *Trail* work.
3. The author, Jesse Applegate who was a capable surveyor, described the sketch map as a rough tracing of the military road's position.

#### **E. Full Bibliographic Documentation for Applegate Trail Analysis**

Significant Applegate Trail work by the HETC, and other credible analyses like it, will be used by others, and it is believed that reviewers should know the credibility of these documents by provided the information necessary for a full bibliographic entry. For example, the following information should appear somewhere in the *Applegate Trail Routes & Fords Across The Rogue River* text analysis and map.

- Black, Bob, Member HETC. December 1, 2015. *Applegate Trail Routes & Fords Across The Rogue River*. Analysis for Hugo Emigrant Trails Committee, Hugo Neighborhood Association & Historical Society & Trails West, Inc. Grants Pass, OR.
- Black, Bob, Member HETC. December 15, 2014. *Applegate Trail - 1846/47, Ford Site At Pearce Riffle*. Map for Hugo Emigrant Trails Committee, Hugo Neighborhood Association & Historical Society & Trails West, Inc. Grants Pass, OR.

#### **VII. FUTURE**

The purpose of this draft issue paper was to synthesize the HETC's current Applegate Trail (*Trail*) analyses applicable to the Rogue River's possible *Trail* ford alternatives, use of the Illinois Valley wagon road by 1846 - 1847 emigrants, and to explore the resulting *Trail* questions. It is, hopefully, the beginning of a future comprehensive research project by the HETC for addressing the issues of Rogue fords and route segment usage, along with verification and reliability of evidence standards for the following *Trail* issues, opinions, clarifying information needs, and recommendations.

- Detailed Analysis of Rogue Valley Diaries, Journals, & Reminiscences
- Evaluation of Levi Scott's Applegate Trail Reminiscences
- Determination of Virgil Pringle's 1846 Crossing Ford of Rogue River
- Identify Alternative Applegate Trail Routes after Pearce Riffle Ford
- Evaluation of Pringle and Hulin Diaries and Scott Reminiscences For Trail Locations, Miles Traveled, and Dates
- Analysis of 1853 Sketch Map Distances for Military Road
- Evaluate HNAT's Conclusions Of Applegate's 1853 Sketch Map
- Evaluate Full Bibliographic Documentation Guidelines for Emigrant Trail Analysis
- Determine Verification & Reliability of *Trail* Evidence Criteria

This draft issue paper will be distributed to HETC members and web published as an agenda item for future meetings of the HETC. Reviews and editing comments on the draft would be appreciated. It will be finalized and web published as a preliminary issue paper in January 2015

If consensus on new research and analysis is reached by the HETC, the preliminary issue paper can be updated. If updated, any member of the HETC can be a joint author of future editions. An update would be an expression of *Trail* research that needs to be completed by the HETC.

## Appendix A. *1921 Notes and Reminiscences of Laying Out and Establishing the Old Emigrant Road into Southern Oregon in The Year 1846*

Applegate, Lindsay. March, 1921. *Notes and Reminiscences of Laying Out and Establishing the Old Emigrant Road into Southern Oregon in The Year 1846*. Oregon Historical Quarterly, Vol. 22, No. 1.

### Lindsay Applegate, an Explorer of South Road Expedition in 1846

Brother of Jessie and Charles Applegate

Hugo Neighborhood Association & Historical Society

[http://hugoneighborhood.org/Lindsay\\_Applegate\\_SouthRoadExpeditioner.pdf](http://hugoneighborhood.org/Lindsay_Applegate_SouthRoadExpeditioner.pdf)

“On the morning of the [June] 26th, we divided our forces, part going back to explore the canyon, while the remainder stayed to guard the camp and horses. The exploring party went back to where we left the canyon on a little trail the day before, and returning through the canyon, came into camp after night, reporting that wagons could be taken through.”

“We found everything all right on the morning of the 27th, although the Indians had hovered around us all night, frightening our horses a number of times. From the tracks we could see that they approached very closely to our encampment. Making an early start we moved on very cautiously. Whenever the trail passed through the cuts we dismounted and led our horses, having our guns in hand ready at any moment to use them in self-defense, for we had adopted this rule, never to be the aggressor. Traveling through a very broken country the sharp hills separated by little streams upon which there were small openings, we came out at about noon into a large creek, a branch of Rogue river, now call Grave creek, on which we rested about two hours. During the afternoon our course was over a more open country—through scattering pine and oak timber. Towards evening, we saw a good many Indians posted along the mountain side and then running ahead of us. About an hour by sun we reached a **prairie of several hundred acres, which extends down to very near the bank of Rogue river** (emphasis added). As we advanced towards the river, the Indians in large numbers occupied the riverbank near where the trail crossed. Having understood that this crossing was a favorite place of attack, we decided as it was growing late, **to pass the night in the prairie** (emphasis added). Selecting a place as far from the brush as possible, we made every preparation for a night attack.”

“. . . We keep vigilant guard during the night, and the next morning could see the Indians occupying the same position as at dark. After an early breakfast we began to make preparations for moving forward. . . . In moving forward, we formed two divisions, with the pack horses behind. On reaching the river bank the front division fell behind the pack horses and drove them over, while the rear division faced the brush, with gun in hand, until the front division was safely over. Then they turned about, and the rear division passed over under the protection of their rifles. The Indians watched the performance from their places of concealment, but there was no chance for them to make an attack without exposing themselves to our fire. The river was deep and rapid, and for a short distance some of the smaller animals had to swim. Had we rushed pell mell in the stream, as parties sometimes do under such circumstances, our expedition would probably have come to an end there.”

After crossing, we turned up the river, and the Indians in large numbers came out of the thickets on the opposite side and tried in every way to provoke us. **Our course was for some distance southeast along the bank of the river** (emphasis added), and the Indians, some mounted and some on foot, passed on rapidly on the other side. . . . **At about three o'clock, we left the river and bore southward up a little stream for four or five miles and encamped** (emphasis added). . .

On the morning of June 29th, we passed over a low range of hills, from the summit of which we had a splendid view of the Rogue River valley. It seemed like a great meadow, interspersed with groves of oaks which appeared like vast orchards. All day long we traveled over rich black soil covered with rank grass, clover and pea vine, and at night encamped near the other party on the stream now known as Emigrant creek, near the foot of the Siskiyou mountains. This night, the Indians having gone to the mountains to ambush the French party as we afterwards learned, we were not disturbed. Here our course diverged from that of the other company, they following the old California trail across the Siskiyou, while our route was eastward through an unexplored region several hundred miles in extent.”

\*\*\*\*\*

[The exploring party from the Willamette Vally under the leadership of Jesse Applegate] Passing on the next day from Cow Creek, several streams and two ranges of hills were crossed after which Rogue River was reached somewhere about four miles west of present day Grants Pass, or some three miles south of Merlin, at which later became Vannoy Ferry. From this crossing the exploring company traveled up the south side of Rogue River, past the present towns of Rogue River and Gold Hill. When opposite the latter place they left the river and passing Willow Springs, reached Bear Creek, a tributary of Rogue River, just below present day Phoenix (see Appendix B, *Applegate Trail II West of the Cascades*, p. 8).

## **Appendix B. *Applegate Trail II West of the Cascades*' Interpretations of Pringle & Hulin Diary Locations**

Helfrich, Devere. 1976. *Applegate Trail II West of the Cascades*. 14<sup>th</sup> Issue of Klamath Echoes by the society's staff, Devere and Helen Helfrich for the Klamath County Historical Society. Pages 20 - 25. Klamath Falls, OR.

This is a collection of selected quotes from *Applegate Trail II West of the Cascades* for Devere Helfrich's location interpretations for the Pringle and Hulin diary entries.

This book [*Applegate Trail II West of the Cascades*], the history of that portion of the Applegate Trail "West of the Cascades," is being published with a three-fold purpose (p. iv).

1. As Part II of the history of the Applegate Trail to finish that began in Part I, Klamath Echoes No. 9, published in 1971.
2. As a Bicentennial Issue of Klamath Echoes as best suited for our contribution to Oregon History.
3. As a culmination of more than 30 years intermittent and concentrated research, both "armchair" and on location.

Although out of the boundaries of Klamath Country history, we have gathered so much material and retraced too much of the old trail to leave it dangling at the head (south end) of Rogue River Valley. Otherwise unrecorded history of great interest to future historians might be lost forever (p. iv).

[EDITOR'S NOTE: . . . The Pringle and Hulin diaries are divided into seven chapters, with a map accompanying each, covering identical distances from a point a few miles south of Ashland to Eugene, . . . Hereafter, all notes made by this writer, clarifying documents used, and correlating them with present day place names, will be enclosed in brackets – Editor.] (p. 16)

Chapter IV EMIGRANT RESERVOIR (KLAMATH JUNCTION TO GOLD HILL (p. 16)

In preparing the text for the latter chapters of Part I, Applegate Trail, this writer quoted the diaries of Virgil K. Pringle, 1846, and Lester G. Hulin, 1847. Quotations from the John Beeson and Velina A. Williams diaries were also used, the latter being supplemented by the rather extensive reminiscences of Orson A. Stearns. (p. 16)

In addition to the above mentioned sources we have several reminiscences of others who traveled the Applegate Trail in 1846 and later. One of these, the unpublished reminiscences of Levi Scott, this writer regards as being on a par with any day to day diary or journal recording. Scott made five trips over the Applegate Trail during emigrant days; settled along-side it; ranged cattle from the Yoncalla Country as far south as the Rogue River Valley. He also had the advantage of returning over that portion "West of the Cascades" after some settlement had been made, and also more modern day names had been applied to the various locations and physical features. (p. 16)

Chapter IV EMIGRANT RESERVIOR (KLAMATH JUNCTION TO GOLD HILL: VIRGIL K. PRINGLE, 1846 (pps 16 - 23) Map shows Pringle's route over IV Road of Applegate Trail (p. 24)

- *Monday, October 12 – Travel 15 miles of very pretty mountain country and camp in a fine prairie without water [Approximately two miles west of Central Point, Oregon near the junction of Taylor and Old Stage Roads]. 15 miles. (p. 20)*
- *Tuesday, October 13 – Move about one mile to a spring [Willow Springs on present Old Stage Road] and spend the day to explore ahead, the road not being marked. 1 mile. (p. 20)*
- *Wednesday, October 14 – Travel 12 miles of good road and camp on Rogue River [Probably northwest of Fooths' Creek, southeast of town of Rogue River], a beautiful, pure stream about fifty yards wide, but shut in by mountains. 12 miles. (p. 20)*

CHAPTER V GOLD HILL TO AZALEA: VIRGIL K. PRINGLE, 1846 (pps. 23 -33)

- *Thursday, October 15 – Move down the river 10 miles and camp [About one-half mile west of So. 6<sup>th</sup> Street, in Grants Pass near the Fairgrounds]. Plenty of Indians about, but none come near. Lose some cattle by them 10 miles. (p. 23)*
- *Friday, October 16 – Cross Rogue River about 4 miles from last camp. Ford good. Camp on right bank [At site of later Fort Vannoy, approximately four and one-half miles west, or downstream from central Grants Pass]. (p. 23)*
- *Saturday, October 17 – Travel 8 miles, road good and a good camp which is not common, the country being mostly burnt [Camp approximately two miles north of Merlin on Jump Off Joe Creek near Russell Road bridge]. 8 –2,218 miles. 8 miles (p. 23)*
- *Sunday, October 18 – Have some bad road that takes till after dark to go 6 miles [Up and over Sexton Mountain. Camp near junction of Rat and Grave Creeks]. 6 miles.*
- *Monday, October 19 – 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 [Camp near the covered bridge over Grave Creek in Sunny Valley on Old Highway 99]. 1 mile. (p. 23)*

Chapter IV EMIGRANT RESERVIOR (KLAMATH JUNCTION TO GOLD HILL: LESTER HULIN'S DIARY, 1947 (pps 16 - 23)

- *(14)th. Continued descending the stream on which we camped last night. The valley increased in width and the face of nature became more interesting. During the day several Mt. branches had increased the main stream considerable. At noon we saw some Indians and their lodges or shanties. They ran like wild men from us. passed on to one of these streams and camped. The grass and water, timber and soil is of good quality. Distance today about 10 miles. (HNA&HS's web page)*
- *S. 15th. The roads today were excellent and the face of nature appeared full s interesting as yesterday. Followed down Rogue River about 12 Ms & camp [Somewhere in the Phoenix-Medford area]. (p. 20)*
- *Sun. 16th. 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 [Somewhere in the general area of Gold Hill] and. . ." (p. 20)*

Map shows Pringle's route over IV Road of Applegate Trail (p. 24)

CHAPTER V GOLD HILL TO AZALEA: LESTER HULIN'S DIARY, 1947 (pps. 23 -33)

- *". . . moved on again about 1 P.M. Found very good camping ground about 5 on the river bank with plenty of Indians who brought us fish to trade. Distance to day about 15 Ms. [Camp in the general Foots Creek area] (pps. 23 - 25)*
- *M. 18th. Followed down the river (with some of our too neighborly indians) about 12 Ms and camped. [I believe Lester Hulin's diary entries for October 14 - 18 should have been 13 - 17.] (p. 24)*
- *T. 18th. 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 abut 12 Ms. Some of the Indians are yet following us. Their room is better than their company. [It thus appears that the 1847 ford was very near but east of present Grants Pass. It is known for sure that by 1853 there was a ford or ferry in use about one mile above Grants Pass as indicated by old surveys. More on this later. Camp was probably near present Merlin] (p. 25)*
- *W. 19th. 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 [On Grave Creek in Sunny Valley]. Distance 8 Ms. (p. 25)*

## Appendix C. Hugo's Regional Applegate Trail Fords Program

Applegate Trail Fords Brochure Series  
Hugo Neighborhood Association & Historical Society  
<http://hugoneighborhood.org/applegatetrailfords.htm>

Fords: 1846 & 1847 Except as otherwise noted in individual ford brochures, Hugo's fords program starts with the identification of fords for the Applegate Trail wagon trains of 1846 and 1847 as identified from the GLO surveys and maps.

### Applegate Trail Overview Ford Brochures

Ford Brochure 1A.	Hugo's Regional Applegate Trail Fords Program
Ford Brochure 1B.	1846 & 1847 Applegate Trail Wagon Companies In Hugo Region
Ford Brochure 1C.	1846 & 1847 Applegate Trail Wagon Companies' Two Fords of Rogue River

### Jacksonville Road (JR) of Applegate Trail Fords

JR Ford No. 1.	Rogue River's Pearce Riffle Ford
JR Ford No. 2.	Tokay Creek Ford
JR Ford No. 3.	Louse Creek Ford
JR Ford No. 4.	Harris Creek Ford
JR Ford No. 5.	Schoolhouse Creek Ford
JR Ford No. 6.	Jumpoff Joe Creek Ford
JR Ford No. 7.	Bannister Creek Fords
JR Ford No. 8.	Maple Creek Ford No. I
JR Ford No. 9.	Maple Creek Ford No. II
JR Ford No. 10.	Rat Creek Fords
JR Ford No. 11.	Grave Creek Ford

### Illinois Valley (IV) Road of Applegate Trail Fords

IV Ford No. 1.	Rogue River's Fort Vannoy Ford
IV Ford No. 2.	Vannoy Creek Ford
IV Ford No. 3.	Louse Creek Ford
IV Ford No. 4.	Harris Creek Ford
IV Ford No. 5.	Jumpoff Joe Creek Ford
IV Ford No. 6.	Bannister Creek Ford No. I
IV Ford No. 7.	Bannister Creek Ford No. II
IV Ford No. 8.	Corliss Creek Ford No. I
IV Ford No. 9.	Corliss Creek Ford No. II

The following information is from selected ford brochures applicable to the topic (not finished).

### Vannoy Ferry

[http://www.hugoneighborhood.org/BROCHURE\\_NA36%20Beckham%27s%20Notes%20On%20Van%20Noy%20Ferry%20100511.pdf](http://www.hugoneighborhood.org/BROCHURE_NA36%20Beckham%27s%20Notes%20On%20Van%20Noy%20Ferry%20100511.pdf)

Hugo Neighborhood Association & Historical Society, and Josephine County Historical Society. October 5, 2011. Beckham's Notes On Vannoy Ferry ("Van Noy Ferry"). Brochure NA-36 Of Hugo's Native American Brochure Series. Hugo, OR.

## **Appendix D. Conflicting Applegate Trail Rogue River Crossings Reported by Different Sources**

### **1967 Levi Scott's Applegate Trail Reminiscences**

Collins, James Layton. 1967. *Independence to Independence - Capt. Levi Scott*. Edited and amplified by James Collis; approved by Levi Scott; later introduction by Dean Collis. Sitka, AK.

See Section III.B.

### **1976 *Applegate Trail II West of the Cascades*'**

Helfrich, Devere. 1976. *Applegate Trail II West of the Cascades*. 14<sup>th</sup> Issue of Klamath Echoes by the society's staff, Devere and Helen Helfrich for the Klamath County Historical Society. Pages 20 - 25. Klamath Falls, OR.

*Applegate Trail II* reported part of the 1846 emigrant train crossing the Rogue River upstream of Grants Pass near Jones Creek and the Pringle wagon train taking the IV Road Cutoff via Rogue River crossing/ford near vicinity of later Vannoy Creek/Ferry (Map 1). It reported the 1847 Hulin wagon train taking the Pearce Riffle crossing up Jones Creek (Map 2).

### **1995 *Scott Applegate Trail: 1846 - 1847, Atlas and Gazetteer***

David, Charles George. 1995. *Scott Applegate Trail: 1846 - 1847, Atlas and Gazetteer*. Memorial Edition Celebrating 150 Years: 1846 - 1996. State of OR.

“The first 1846 Emigrants crossed Rogue River at a point in the hills near **Jones Creek** (emphasis added) and proceeded in a northwesterly direction . . . “The new way turned around a butte north the I-5 interchange north of present day Grants Pass.” (p. 29) (Maps 2 - 3)

“Some of the last Emigrants in 1846, those not committed to the first way, may have continued downstream after they heard the first way was blocked.” (p. 29)

Levi Scott led the 1847 Emigrants to cross Rogue River a mile or so below the town of Rogue River. He follow[ed] the north side of the river down to a point in the hills at **Jones Creek** (emphasis added) where they turned northwesterly through the bluffs on the first road built by the 1846 Emigrants.” (p. 29) (Maps 2 - 3)

Two maps show two crossings of the Rogue River (pps. 59 - 60). The first one was “near **Jones Creek at Pierce Point** (Maps 2 - 3). The downstream crossing was a **middle route** approximately three miles downstream and four miles upstream of the vicinity of the later **Vannoy Ferry** (p. 59) (Map 4).

### **1995 *First There Was Twogood***

McLane, Larry L. 1995 *First There Was Twogood*. A Pictorial History of Northern Josephine County. Sexton Enterprises Publication. Sunny Valley, OR.

[In 1852?] Jimmie related in his writing that there was no actual road but rather a pair of tracks through the wilderness that was nearly impassable from Canyonville to the Rogue River (p. 1).

As the Grave Creek Indians were reported to be the most fierce of all Southern Oregon Indians, Grave Creek Crossing was not a safe place at this time to camp or linger. Therefore, Jimmie and Sam proceeded on to the Rogue River where they came to a ferry operated by Ben Halstead. Crossing the river, they continued down river until they came to Vannoy's Ferry. Halstead and Vannoy had the only shelters or cabins built between the Rogue River and Joseph and Levi Knott's land claims of Canyon at the time (p. 2).

The Rogue River itself was beyond the boundaries of *First There Was Twogood*. Nevertheless, MacLane investigated its emigrant fordings.

### **1996 *The Applegate Trail of 1846***

Emerson, William. 1996. *The Applegate Trail of 1846*. A Documentary Guide to the Original Southern Emigrant Route to Oregon. Ashland, OR.

The company of Virgil Pringle spent the day of October 13 camped at **Willow Springs** (emphasis added) just past present day Central Point. . . . The next day the foremost company moved west by northwest along the south side of the Rogue River. They **stopped near Foot Creek Canyon** (emphasis added) just west to the present site of Gold Hill (p. 74). Another camp was made somewhere near present day Grants Pass. By now the two main forward companies were probably all traveling together. The next day the lead wagons traveled about four miles down the Rogue River to Vannoy Creek. They decided this was where they would cross the river. There were not many good places to cross. Even in early autumn there was a swift and rapid current. (p. 77).

Figure 3 (p. 76) identifies one crossing of the Rogue River in 1846.

### **1999 *Maps Of The California Trail***

Franzwa, Gregory M. 1999. *Maps Of The California Trail*. Bagley, Will (Forward). The Patrice Press. Tucson, AZ.

Map A21 (p. 222). One map showing one crossing of the Rogue River just downstream of Grants Pass (i.e., same as alternate route identified in 1995 *Scott Applegate Trail: 1846 - 1847, Atlas and Gazetteer* - The downstream crossing was a **middle route** (emphasis added) approximately three miles downstream and four miles upstream of the vicinity of the **later Vannoy Ferry** (emphasis added).

## 2001 *The South Road And the Route Across Southern Oregon*

Davis, Charles George. 2001. *The South Road And the Route Across Southern Oregon*. U.S.A.

“Rogue River Crossing. Some knowledgeable historians say emigrants crossed the Rogue River at a point in the hills a mile below the present city of Rogue River. Others say the crossing was **near Jones Creek at Pierce Point** (emphasis added).” (p. 184)

“The Rogue River was fast, rocky, and turbulent with white-water rapids. There were not many places where the river could be crossed safely. The crossing was rough and rather deep.” (p. 184)

“George Riddle wrote in 1851: “We **forded the Rogue River somewhere above Grants Pass** (emphasis added).” (p. 184)

Lester Hulin wrote that the Oskaloosa Company “**crossed the river [near the city of Rogue River]** (emphasis added) and left it after following it about 5 miles in all (and) passed among the bluffs. . . .” in 1847. (p. 184)

After crossing the Rogue River, the 1847 road continued among the low hills for another five miles, before turning northwesterly at the foot of Pierce Point. (p. 184)

Map 30. Sastise River - Rogue River (p. 261) and Map 31 Grave Creek - Umpqua Mountain (p. 262) locate two routes of the Applegate Trail (i.e., Pearce Riffle and Vannoy Creek). However, the Vannoy Creek route northward does not rejoin the Jacksonville Road at Widow Nidays. It is located through Merlin and north over Tunnel No. 9, downstream on Grave Creek, and upstream on Wolf Creek, etc. Very odd as the route does not rejoin the Jacksonville Road. The reviewer does not know what the route location is showing.



## Appendix E. *Oregon Geographic Names for Dardanelles, Fooths Creek, and Rock Point*

The book, *Oregon Geographic Names*, was consulted from which three geographic names of interest were found.

McArthur, Lewis A. 1992. *Oregon Geographic Names*. 6<sup>th</sup> Edition, Oregon Historical Society Press. Portland, OR.

1. Dardanelles (pps. 236 - 237)
2. Fooths Creek (pps. 320 - 321)
3. Rock Point (p. 716)

**1. Dardanelles, JACKSON.** Dardanelles was a place of importance in pioneer days in the Rogue River Valley, but the community passed into discard. Dardanelles post office was established Oct. 19, 1852, with William G. T'Vault postmaster. T'Vault was a prominent pioneer of southwest Oregon and started **this settlement south of and across the Rogue River from the present town of Gold Hill** (emphasis added). At this point the river passes from a wider valley into a much more constricted section, with hills close on each hand. Apparently this natural setting suggested the Strait of the Dardanells to T'Vault, although it could hardly be more than a suggestion. T'Vault was a newspaper editor of prominence and had a wide range of interests. The original Dardanells gets its name from the city of Dardanus. It is said that the first quartz mill in southern Oregon was installed near Dardanells in 1860. There are interesting references to this even in Walling's *History of Southern Oregon*, pp. 329 and 379. (pps. 236 - 237). Other original post office records located the 1866 Dardanells Post Office to be located in the NW quarter of Section 22, T.36S., R.3W., WM and 2.5 miles east of the Rock Point Post Office.

**2. Fooths Creek, JACKSON.** Walling, in *History of Southern Oregon*, pp. 379, says this stream was named for O. G. Foot, a miner who prospected along the creek in early days. Fooths Creek flows into the Rogue River from the south a few miles west of Gold Hill. The community at the mouth of Fooths Creek has been known as Bolt since pioneer days. A post office called Fooths Creek was in operation near this stream from Apr. 1878, until July 1879, with Silas Draper postmaster. The writer does not know the exact location of the office, but Draper was interested in mining on the upper reaches of the creek and the office may have been near what was later known as Draper. *See Draper*. (pps. 320 - 321)

**3. Rock Point, JACKSON.** Rock Point is now principally famous because of a fine concrete arch over Rogue River carrying the old Pacific Highway. It is two miles west of Gold Hill, and is named because of the geologic formation. **In pioneer days this general locality was known as Dardanelles** (emphasis added), and there was a post office by that name established Oct. 19, 1852, with William G. T'Vault first postmaster. It was also an important travelers' station and the tavern building built in the 1870s, and similar to the Wolf Creek Tavern, is still standing. The T'Vault place was on the south bank of the river about two miles east of Rock Point Bridge. Dardanells post office operated intermittently until Dec. 1878. There was also a post office named Rock Point, established in Nov. 1859, with John B. White first postmaster. This office operated until Oct. 1912. **Early writers sometimes referred to this locality as Point of Rocks** (emphasis added). (p. 716)

## Appendix F. Potential Analysis of 1853 Military Road Sketch Map Distances

What is the relationship for distances identified on Jesse Applegate's 1853 sketch map for the military road and on-the-ground distances? The objective is to identify the qualitative work of the entire set of sketch map notes to better understand the work for the area of the Dardanelles.

The following locations and distances are from the Jesse Applegate sketch map notes for the 1853 military road from Jacksonville, Oregon

<u>Place</u>	<u>Miles</u>	+	<u>Chains</u>
Deans's	6 miles	+	30 chains
Dardanelles	11 miles	+	33 chains
Evan's Ferry	23 miles	+	25 chains
Miller's	31 miles	+	53 chains
Rice's [Benson]	38 miles	+	21 chains
Grave Creek	42 miles	+	43 chains
Reavis'	47 miles	+	0 chains
Cow Creek	51 miles	+	45 chains
Ellipp's	58 miles	+	0 chains
Canyonville	69 miles	+	63 chains

## **Appendix G. Oregon Surveyor's General Land Office Map For Jumpoff Joe Creek Bridge: 1856**

Appendix G is a 2007 history of Monument Drive's Jumpoff Joe Creek Bridge in northern Josephine County, Oregon built in 1924. Chapter IV was about the 1846 - 1883 Applegate Trail that evolved into Monument Drive. Chapter V was about the 1856 Oregon Surveyor's General Land Office Map for the area of the bridge.

Walker, Mike. August 23, 2007. *Jumpoff Joe Creek Bridge: 1924 - 2007*. Mike Walker, Education Chair, Hugo Neighborhood Association & Historical Society. Hugo, OR.

The Jumpoff Joe Creek Bridge was part of a highway system that started with Indian trails and evolved into a sophisticated interstate highway system. There were several land transportation systems before and after the official Pacific Highway (1913 - 1926) in southwestern Oregon of which the Jumpoff Joe Creek Bridge was an integral part: from Indian and trapper trails to pioneer trails and wagon roads following water courses and topographic divides, and during the auto age from dirt and granite roads to macadam and narrow paved roads, two-lane paved roads, and finally the large four lane Interstate 5 (I-5) freeway.

The first paragraph to Chapter IV, *Applegate Trail: 1846 - 1883*, follows. The Applegate Trail, as the main north-south route through Josephine County, remained stable for 28 years in the location of the Jumpoff Joe Creek crossing on Augustus Walker's donation land claim (DLC) from 1846 through 1874 and perhaps as late as 1891. Parts of the Applegate Trail in the Hugo region began as Indian trails and then as pack trails of the Hudson Bay trappers who came to the region in the 1820s.

Except for the photographs, the entirety of Chapter V, *Oregon Surveyor's General Land Office Map: 1856*, follows.

There were two wagon roads in northern Josephine County in 1856 that later became known as the Applegate Trail. The main road was the "Road from Willamette Valley to Jacksonville". Another major road was the "Road to Illinois Valley via Van Noys Ferry."<sup>4</sup> The 1856 Jacksonville Road crossing of Jumpoff Joe Creek was approximately ½ mile northeast of the 1924 - 2007 Jumpoff Joe Creek Bridge (Map 4A). The Jacksonville Road and the Illinois Valley Road joined approximately two miles north of the Jumpoff Joe Creek crossing at the Widow Niday's place (Map 4A; Map 4B).

Lester G. Hulin was a 1847 pioneer traveling the Jacksonville Road of the Applegate Trail (Appendix C). A specific analysis of Hulin's diary entries describing topography and mileage for the Jacksonville Road from fording the Rogue River to the wagon train's camp at Grave Creek with the 1855 GLO survey notes and 1856 GLO maps resulted in a perfect match.

Lester G. Hulin's October 1847 Diary Entry *T[uesday] 19<sup>th</sup> In about 1 M[ile] we crossed the [Rogue] river and left it after following it about 50 M[iles] in all, passed among the bluffs and camped after a distance of about 12 M[iles].*

The Rogue River ford for Hulin was associated with the mild gradient to and from the river at the head of Pearce Riffle: 1. sand bar to get to the river (i.e., Chinook Park boat landing area), and 2. leaving the river on the gravel bar at today's Tom Pearce Park (Map 4C; Map 4D). Levi Scott was the 1846 and 1847 wagon train leader. He reported the crossing for the 1846 wagon train:

*“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.” Appendix C Bibliography*

There are mountains and river bluffs on both sides of this section of the river. On right bank, upstream and at the head of Pearce Riffle, there is a 100 foot plus vertical bluff caused by river erosion which descends to the river waters. A gravel bar on right bank starts at the head of Pearce Riffle and within a half mile the bar widens to approximately a 1,000 feet. This bluff remains for the half mile, but loses its vertical nature and its prominence. On left bank a serious, but less imposing bluff at 25 - 35 feet high starts at the head of Pearce Riffle and extends downstream for approximately a mile. The left bank bluff is generally the river's boundary. Between the bluffs at the head of Pearce Riffle is a small corridor of gentle gradient gravel and sand bars (Photographs 3B). The September 1, 2009 photograph shows the dam regulated water flow at 1,760 cubic feet per second (ft<sup>3</sup>/s) at Grants Pass, Oregon. The lowest recorded water flow prior to the construction of Lost Creek Reservoir was 606 ft<sup>3</sup>/s on September 10, 1968.

After crossing the river the 1847 wagon train would be traveling on the right bank gravel bar between the river's bluffs. The wagon train would leave the gravel bar: 1. within approximately one-half mile up today's Rich Gulch between two isolated hills, or 2. within approximately one mile up Jones Creek (Map 4D).

Starting the mileage analysis at the start of Pearce Riffle and hooking into the 1856 GLO route of the Jacksonville Road of the Applegate Trail after leaving the river bar, and traveling approximately 11 miles would have found the wagon train camping in the Cochran wet meadow lands of what would become the Cochrane Ranch (west of I-5 at the Josephine County Sportsman Park).

The meadows soils at the Cochrane wet lands have similar characteristics: they are seasonally wetlands and their properties limit effective rooting depth and plant growth. The soils of interest in the meadow or wetlands are the Brockman and Copsey meadow soils: 12B, 12D, and 18B. It turns out there is a scientific rationale for the naturally occurring meadow area of the old Cochrane ranch and its desirability for camping and grazing. All three of these meadows soils have similar characteristics: the ultramafic rock from which the soils developed are very high in content of magnesium and very low in calcium, which limits plant growth.

The 160-acre 1861 military patent by John Davis (Map 3) included most of the open wetlands of what would become the 240-acre J. C. Cochrane ranch (Appendix B - 1895 Map of Gravel Pit Station Neighbors). The military patent and the ranch's location had a reason: natural sub-irrigation for pasture during the winter, spring, and early summer. Naturally irrigated pasture was crucial prior to pumps, electricity, and sprinkler irrigation.

In 1855 the wetlands and pasture for stock were identified in the GLO notes as part of a gently rolling land with timber, oak, or pine openings. In early summer, on July 31, 1940, the wetland area was generally open and without trees with plain visible moisture patterns showing in the ground cover (Aerial Photograph 2).

*Lester G. Hulin's October 1847 Diary Entry W[ednesday] 20<sup>th</sup> Upon leaving camp soon came to a fine creek [Jumpoff Joe Creek] then bad roads ensued (rough hilly and sideling) but by night we were in a valley with good camping ground at hand [on Grave Creek] distance 8 M[iles].*

The next day, upon leaving camp at the Cochrane wetlands the wagon train soon came to a fine creek [Jumpoff Joe Creek at the Pleasant Valley Prairie] (Map 4A; Aerial Photograph 2). Then bad roads ensued at the foot of what would be named Sexton Mountain in the Oxbow of the Applegate Trail (Map 4E; Appendix B - 1895 Map of Gravel Pit Station Neighbors).

The topography of the north part of the oxbow is a perfect match for Hulin's description of a rough hilly road, especially the sideling of the north oxbow. Another perfect match is Hulin's description of a valley with good camping ground when compared to the 1856 GLO survey notes of a prairie at Grave Creek with "good grazing". The distance of eight miles is also a perfect match from the Cochrane wet lands to the camp at the Grave Creek prairie.

## Appendix H. Document Verification & Reliability of Evidence

The HETC, Hugo Neighborhood Association & Historical Society, believes that historical trail inventories must be systematically and comprehensively documented for verification and reliability of evidence. This approach will foster credibility and lead to public trust and acceptance, and just as important it will result in more accurate inventories.

For the HETC, verifiability means other researchers and the public reading its educational brochures or other inventory documents can check where the information comes from and make their own determination if the references or sources are reliable. The HETC's goal is not to try impose "the truth" on its readers, and does not ask that they trust something just because they read it in an HETC document. It does not ask for their trust. Its goal is to empower other researchers and the public through educational materials that can be checked in order for them to find their own truth.

HETC's publications are intended as intelligent summaries and reflections of current published information, as well as an overview and analysis of the relevant literature, and most importantly new *Trail* research. Verifiability is related to another core content concept, neutral point of view, which holds that the HETC include all significant views on a subject. Citing reliable sources for any material challenged or likely to be challenged gives readers the chance to check for themselves that the most appropriate sources have been used, and used as well as the applicable evidence available.

That the HETC has guidelines for the inclusion of material does not mean HETC has no respect for truth and accuracy, just as a court's reliance on rules of evidence does not mean the court does not respect truth. HETC values accuracy, but it *requires* verifiability.

Toward those transparent inventory goals, the HETC combines ideas from HNA&HS's and OCTA's missions; the MET Manual (i.e, general principles governing trail location and verification, and ranking the reliability of evidence used to verify trail location); OCTA Mapping, Marking, and Monitoring (MMM) program; and its own ideas about adequate information.

The HETC believes transparent inventories has to do with disclosure, discussion and documentation (DDD). At the first level transparency is providing information about an issue, event, project, policy, program, etc. and then providing a way for other researchers and the public to find and review that information.

At the second level the definition of transparency is defined as DDD in the sense of credibility and accountability. After all, these issues, projects, and programs all have to do with the public's interest, and potentially using public money or perhaps others' private money. For example, all trail inventories usually lead to a trail classification category and a recommended management regime that costs money. The HETC's and OCTA's classification categories for trails are designed to assess the condition of trails at the time of mapping and establish a basis on which to recommend levels of preservation and use for trails on public lands. The HETC encourages private landowners to consider the recommended levels of preservation and use for trails.

The HETC believes inventory information becomes more valuable as it is shared, and less valuable as it is hoarded. Adequate information is a goal the HETC strives for all its published materials. It believes that any inventory opinion for purposes other than therapeutic subjective venting, should meet standards of adequacy to have any credibility. Any opinion purported to be based on analysis must meet standards of adequacy for an inventory decision to be credible. Any significant controversial inventory issue must meet stringent standards of adequacy for the final inventory decision to be credible and, therefore, its best opportunity to be accepted and supported by other researchers and the public.

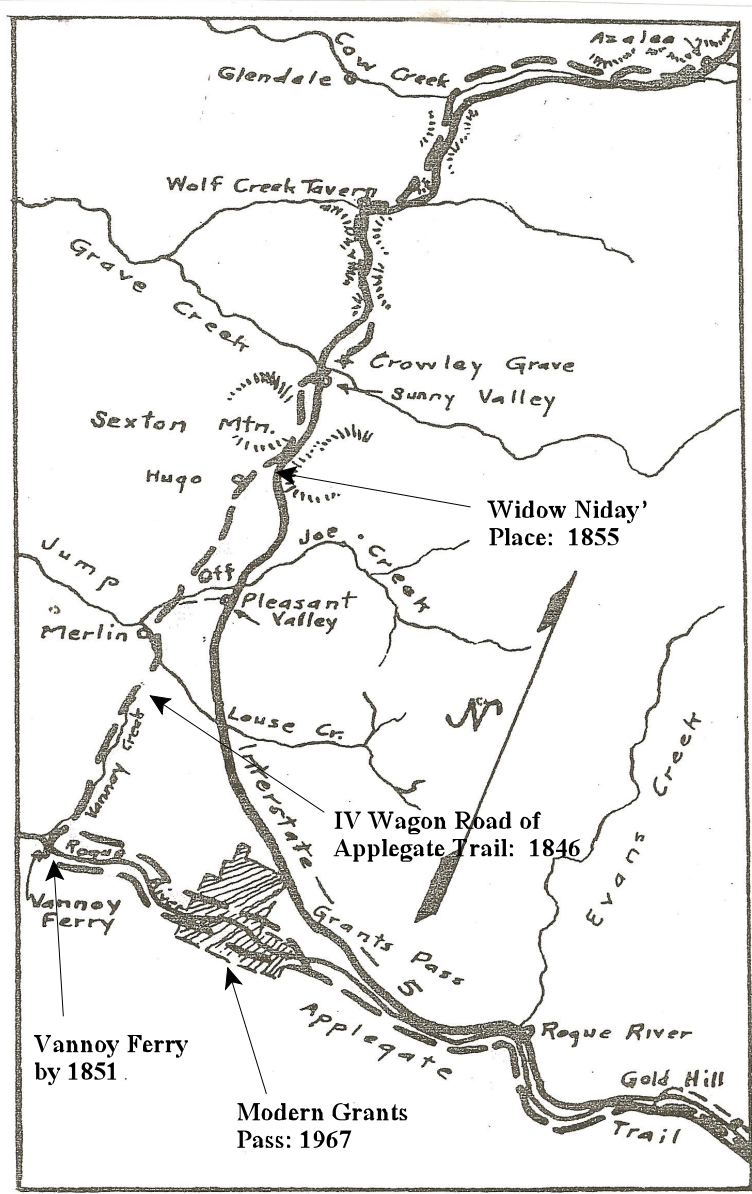
An adequate trail inventory analysis has several elements, along with published documentation.

- Information Is Understood Or Not
- Supporting Arguments Are Made Or Not
- Standard(s) of Review Have Been Identified Or Not
- Applicable Evidence/Facts Are Available Or Not
- References and Sources of Information Were Identified Or Not
- Compliance With Adequacy Information Analysis Elements Or Not

Walker, Mike. July 4, 2012. *Historical Trail Inventories Must Document Verification And Reliability Of Evidence* - Draft Proposal to Hugo Emigrant Trails Committee. Walker is the Education Chair, Hugo Neighborhood Association & Historical Society. Hugo, Oregon. Not web published.

In summary, document verification and reliability of evidence guidelines should be met for all HETC emigrant trail analysis and documentation.

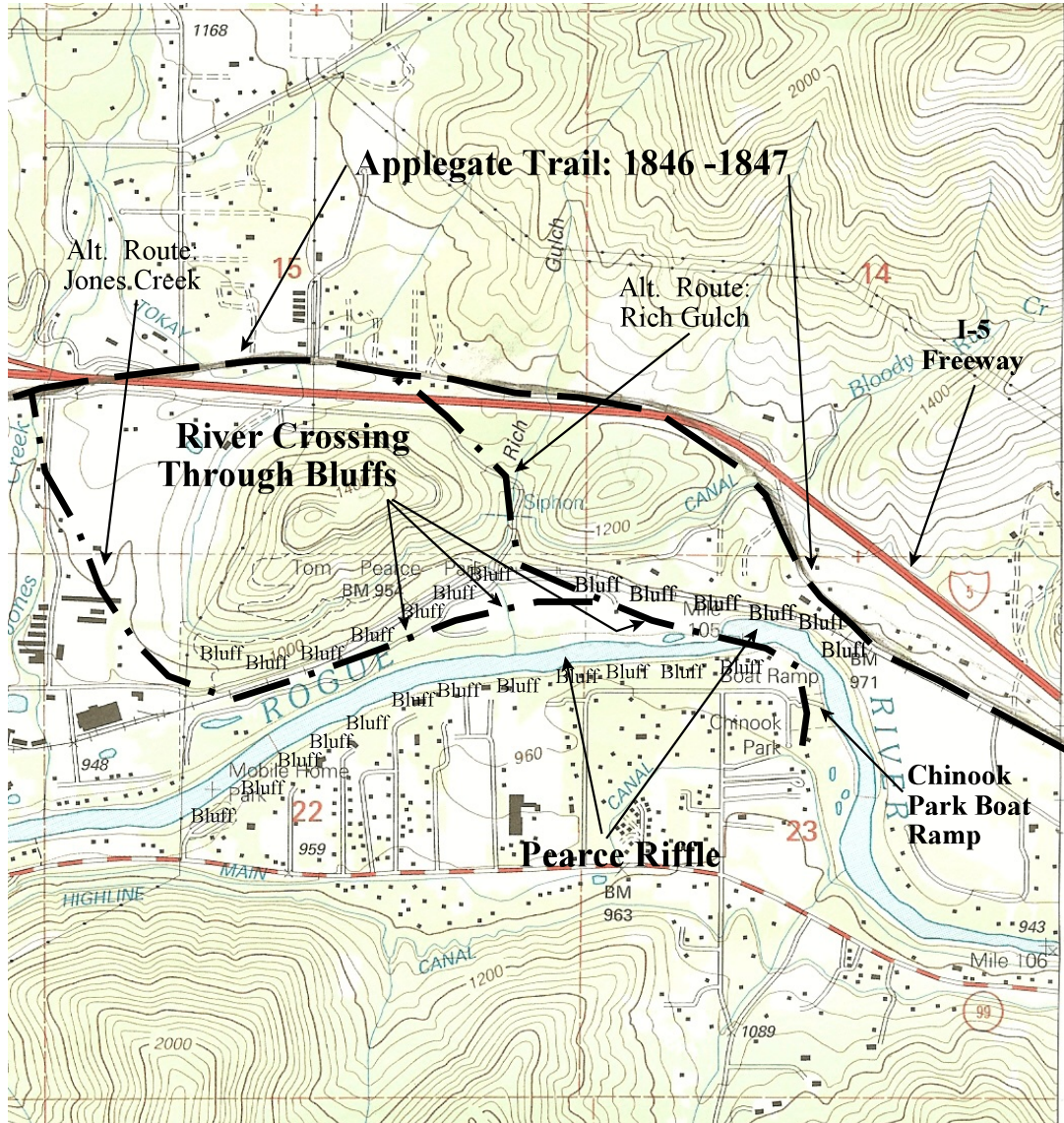
**Map 1. Pringle's 1846 Fording the Rogue River Near Vannoy Creek  
From Applegate Trail II<sup>1</sup>**



1. Helfrich, Devere. 1976. *Applegate Trail II West of the Cascades*. 14<sup>th</sup> Issue of *Klamath Echoes* by the society's staff, Devere and Helen Helfrich for the Klamath County Historical Society. Map on Page 24. Klamath Falls, OR.

**Map 2. Pearce Riffle Ford Of Rogue River's Adjacent Topography, Including Bluffs<sup>1-2</sup>**

**1846 & 1847 Applegate Trail Ford Of Rogue River**



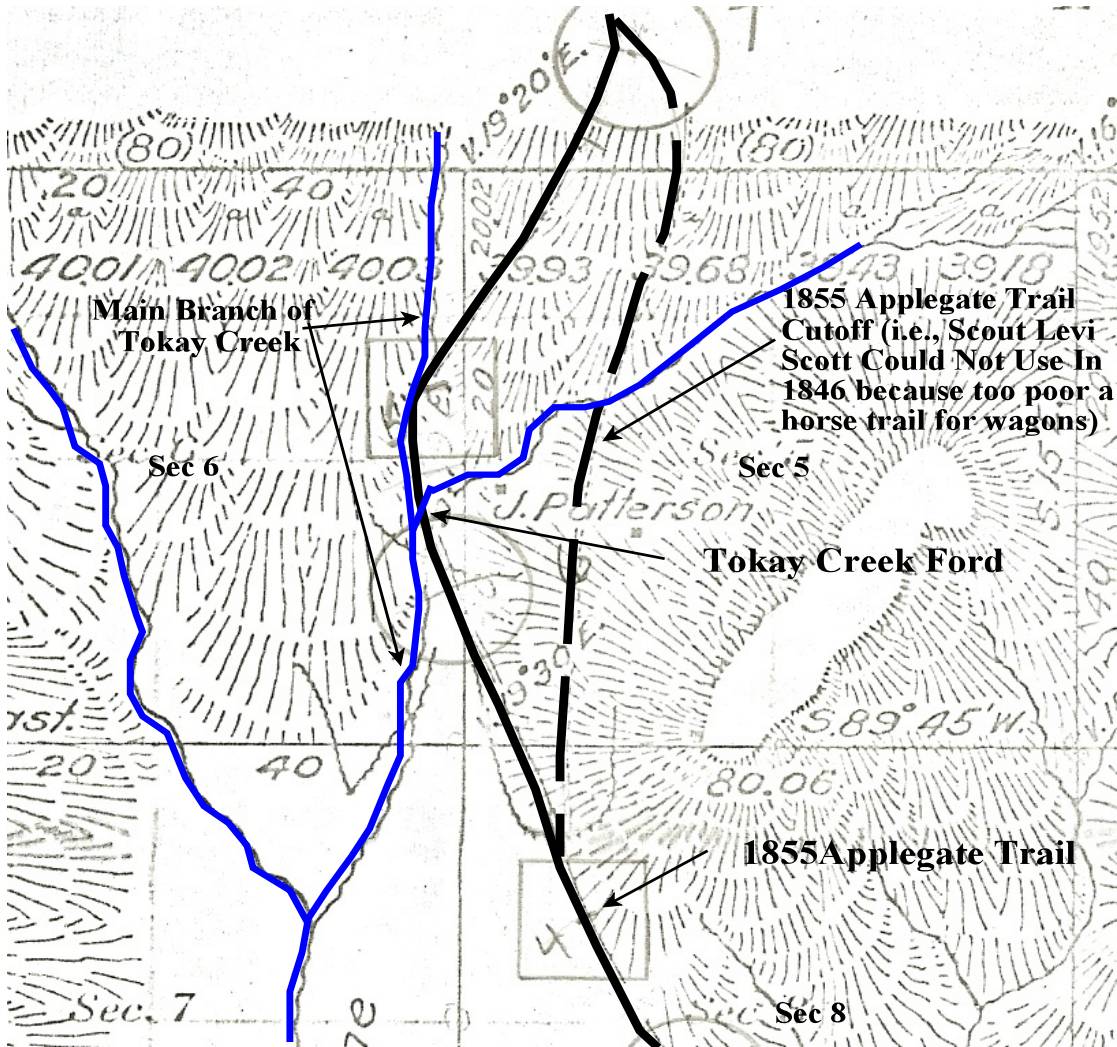
**Map 2. Pearce Riffle Ford's Adjacent Topography, Including Bluffs: 1998**

1. Hugo Neighborhood Association & Historical Society and Sexton Enterprises. March 30, 2010. *JR Ford No. 1: Rogue River's Pearce Riffle Ford*. Brochure 2 of Applegate Trail Fords. Brochure Series. Hugo, OR.
2. Base Map: 1996 Grants Pass, Oregon USGS Quadrangle.



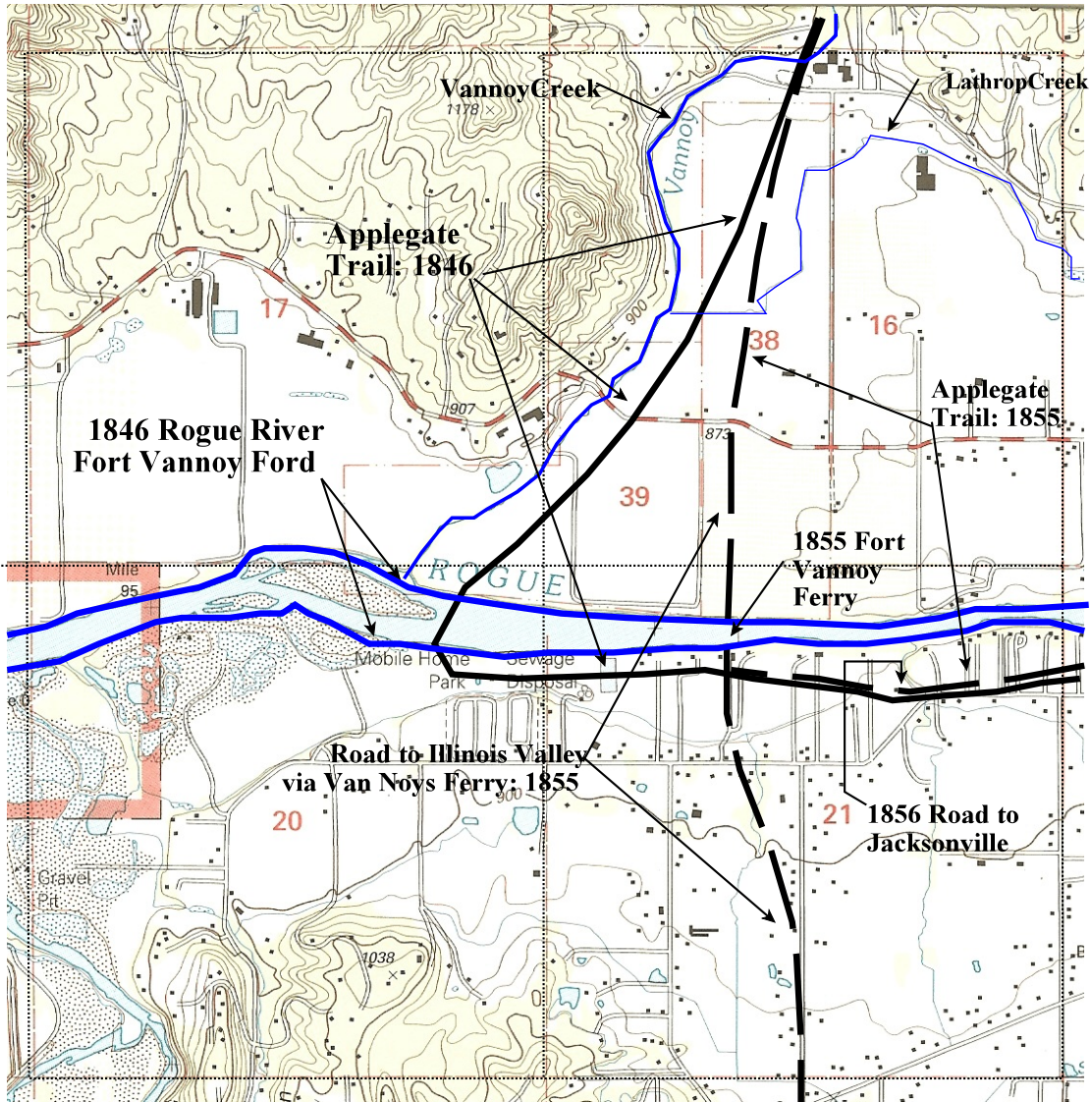
**Map 3. 1846 Jacksonville Road (JR) Of Applegate Trail Over Tokay Creek & 1855 Applegate Trail Cutoff Scout Levi Scott Could Not Use In 1846<sup>1-2</sup>**

**JR Ford No. 2: Tokay Creek Ford**



1. Hugo Emigrant Trails Committee, Hugo Neighborhood Association & Historical Society. October 14, 2009. *JR Ford No. 2: Tokay Creek Ford*. Brochure 3 of Applegate Trail Fords Brochure Series. Hugo, OR.  
2. Base Map: 1856 General Land Office (GLO) Map

**Map 4. 1996 Vannoy Creek Topography, Including Approximate Location  
1846 Applegate Trail Ford & 1855 Fort Vannoy Ferry<sup>1-2</sup>**

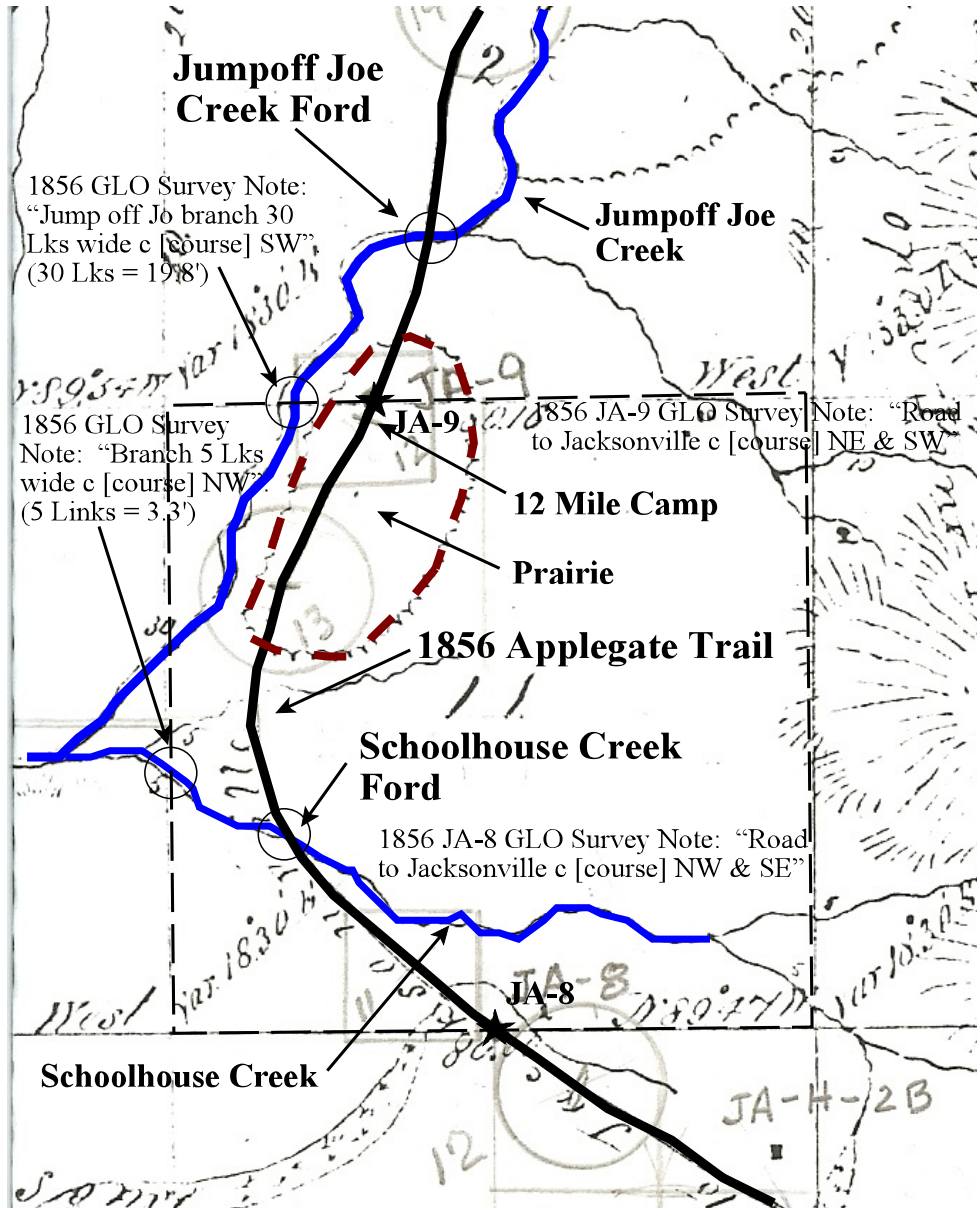


1. Hugo Neighborhood Association & Historical Society and Sexton Enterprises. March 30, 2010. *IV Ford No. 1: Rogue River's Vannoy Creek Ford*. Brochure 13 of Applegate Trail Fords Brochure Series. Hugo, OR.

2. Base Map: 1856 General Land Office (GLO) Map

**Map 5. Jacksonville Road (JR) Of Applegate Trail Over Jumpoff Joe Creek: 1856**

**JR Ford No. 6: Jumpoff Joe Creek**



1. Background Map For: Hugo Neighborhood Association & Historical Society. September 10, 2009, Updated October 15, 2010. *JR Ford No. 6: Jumpoff Joe Creek Ford*. Brochure 7 of Applegate Trail Fords Brochure Series. Hugo, OR.
2. Base Map: 1856 General Land Office (GLO) Map