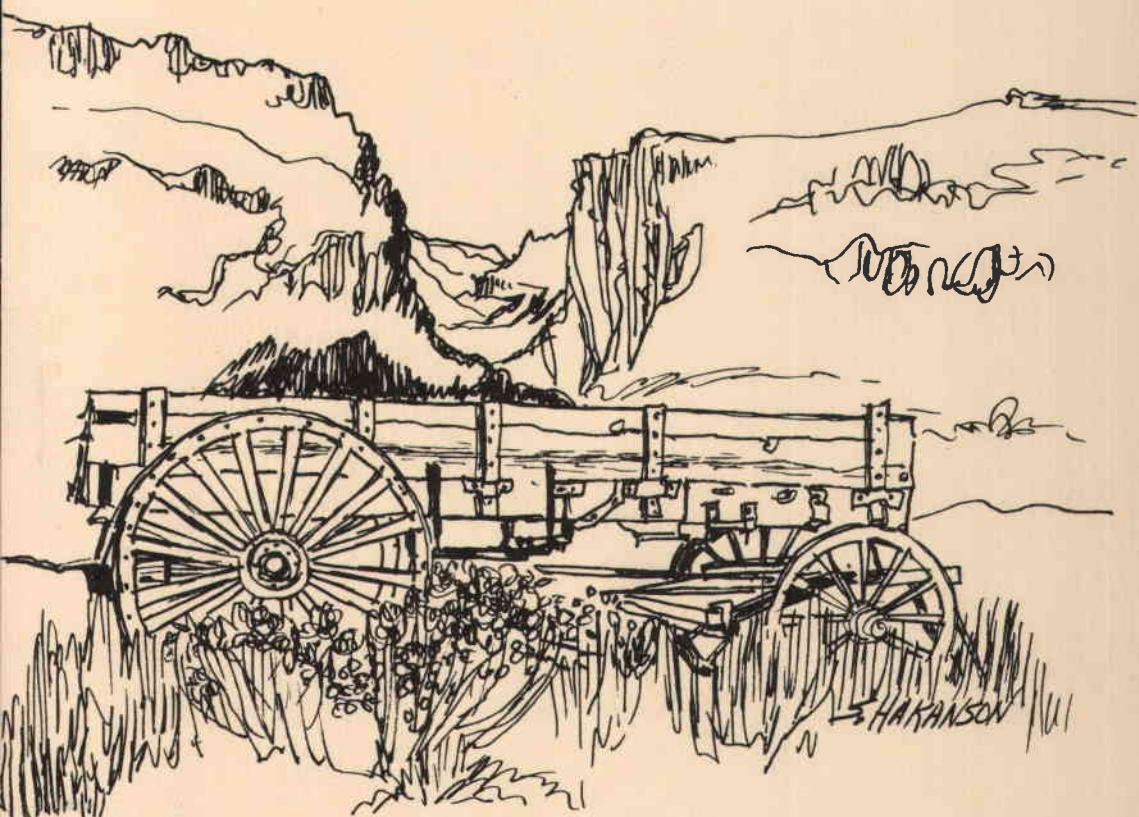


APPLEGATE TRAIL

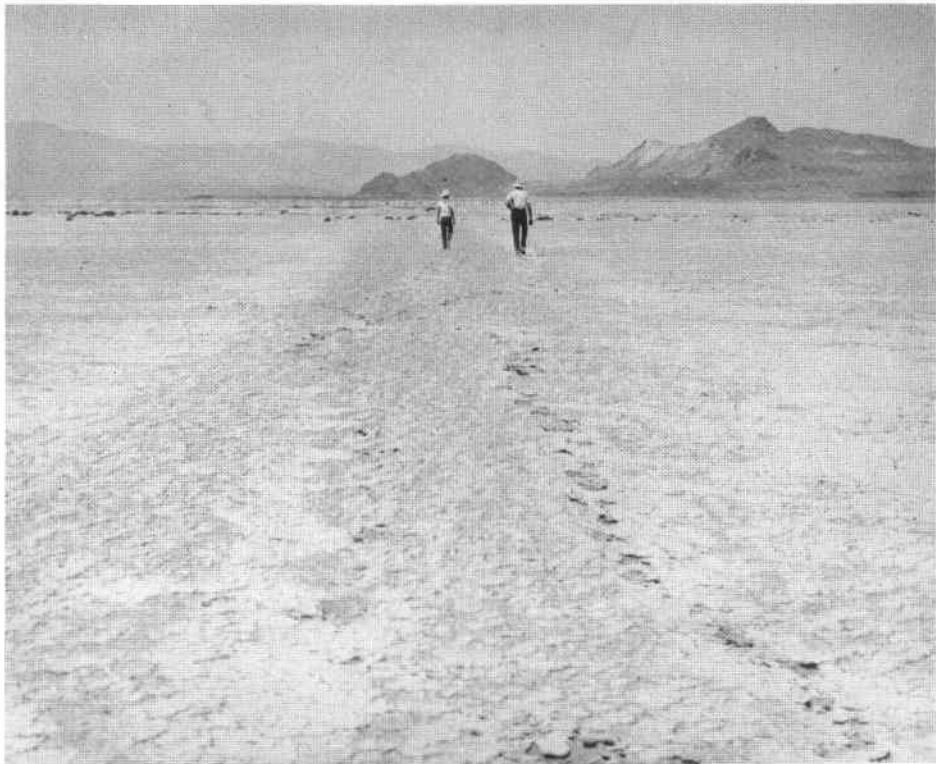
1971

KLAMATH ECHOES



Sanctioned by
Klamath County Historical Society

NUMBER 9



**Retracing the Applegate Trail across Black Rock Desert in June, 1959.
Mark Runnels, our grandson, left, and Dick Teater.**

PIONEER TRAILS

Have you an eye for the old, old trails,
The old roads and the new?
Who hurried here, who loitered there,
In the dust and the dew?

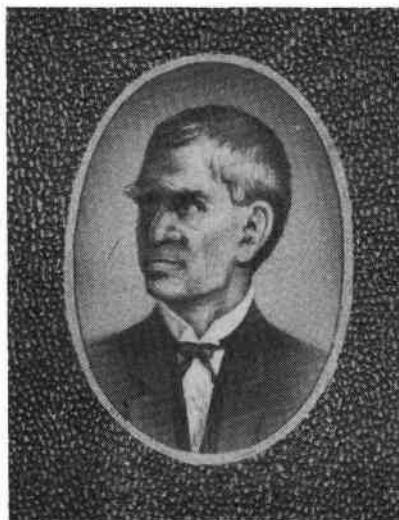
O, was it a schooner last went by,
And where will it ford the stream?
Where will it halt in the early dusk,
And where will the camp-fire gleam?

O, little by-path and long emigrant trail,
Alas your lives are done!
The emigrant's track is a weed grown ditch
Pointing to the setting sun.

The marks are faint and hard to trace,
The lore is hard to learn.

O heart, what ghosts would follow
the trail
If the old years might return?

²
\$1.00



Jesse Applegate, Captain of the
1846 road-hunters.



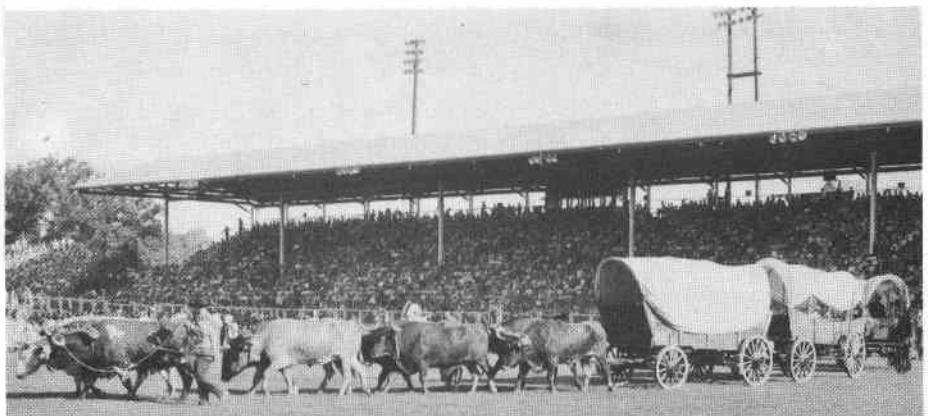
Dedication

We respectfully dedicate this, the ninth issue of *Klamath Echoes*, to Jesse Applegate, "The Sage of Yoncalla," much maligned and unrewarded founder of the Applegate Trail.

Statesman, Surveyor, Captain of the Cow Column, 1843; Captain of the Southern Emigrant Route Exploring Party, 1846; Road Builder and Pioneer.

"This is the noblest Roman of them all,
His life was gentle and the elements
So mixed in him that nature might stand up
And say to all the world,
This is a man."

—Senator James W. Nesmith



Then. Ox-team and wagons as depicted at the Pendleton Round Up. Most emigrant ox-teams consisted of four oxen and one wagon.



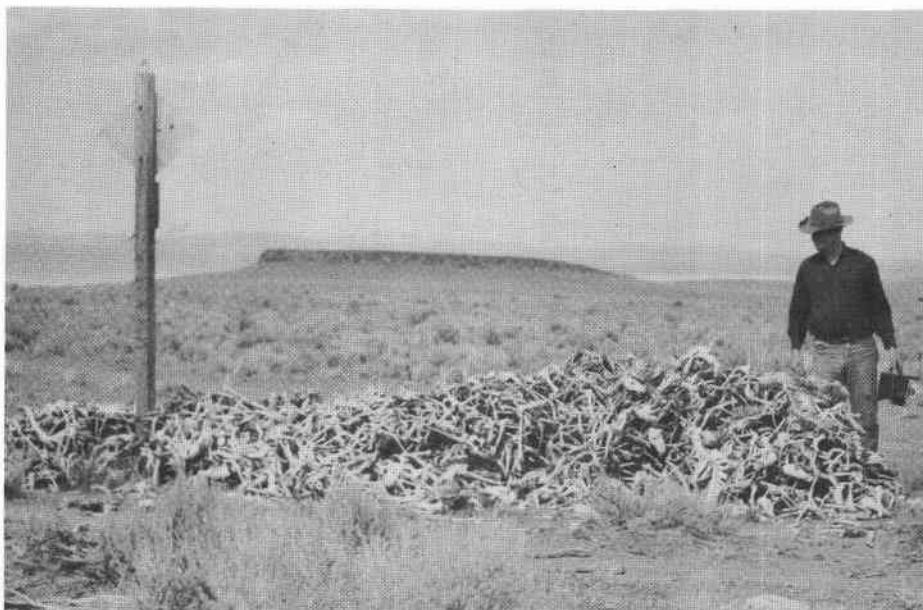
Now. Trails West, Inc., historical caravan, following the Applegate Trail on July 18, 1970. In the Ipos beds, near Pot Hole Springs.



Another mode of travel, Scooters, used by the Helfriches in retracing the Applegate Trail through High Rock Canyon in September, 1964.



An unidentified grave or a mass grave (8 x 13 feet), three-fourths of a mile northeast of the Massacre Ranch buildings. Some of the rocks were shaped by a stone mason from a nearby ledge. The marker has recently disappeared. The names and date would be appreciated. Dick Teeter, left, and Devere Helfrich, right.



Devere Helfrich at the coyote pile along the Applegate Trail west of Massacre Ranch one mile, in March 1951. A Government trapper stacked the carcasses at this location in the early 1940's to prove his success. Massacre Butte and Lakes in background.

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THE COVER: Our cover is a sketch of an actual photograph of a deserted wagon in the High Rock Canyon area. It was drawn by Stephanie Bonotto Hakanson, artist for all previous *Klamath Echoes* covers.

Editor's Page

The Applegate Trail should be preserved by marking in some manner. One hundred and twenty-five years have elapsed since it was laid out, and its traces are disappearing by the day. It was the forerunner to the settlement of Southern Oregon and Northern California. Several members of the 1846 exploring party liked what they saw, later returning to settle in the Klamath Country. Most of the emigrants after 1851 settled either in Scott and Shasta Valleys of Northern California, or the Rogue and Umpqua Valleys of Southwestern Oregon. Many of their descendants filtered back across the Cascades and Sierras to become the first pioneers east of the mountains.

A substantial start in marking the trail has been made by the organization, Trails West, Inc., headquartered in Reno, Nevada, working with the North Cal-Neva Resources, Conservation and Development Project. Markers have been placed at Black Rock, Double Hot, the wagon slide into Fly Canyon, mouth of High Rock Canyon, both ends of Upper High Rock Canyon, Bruff's Elbow Rock near Massacre Ranch, Painted Point and possibly Fandango Pass. There has been a California State historical marker commemorating the combined Applegate and Lassen Trails at this point for a number of years.

More tours and the placing of markers are planned for the 1971 summer season (if it ever arrives). Possibly this issue of *Klamath Echoes* may help in the location of many more markers.

The purpose of Trails West, Inc., as now organized, includes marking the Applegate, Lassen and Nobles' Trails in Nevada from Lassen's Meadow (Rye Patch Reservoir) westward to the California State Line. Further, the overall plan is to continue the marking of these trails through Modoc and Lassen Counties.

Insofar as the Applegate Trail is concerned, the North Cal-Neva R C & D Project ends at a line west of Goose Lake, running due south from Crowder Flat through Willow Creek Ranch.

This brings up the need of a new organization, or a subsidiary of Trails West, Inc., to mark the trail through the remainder of Modoc County, and the northeastern corner of Siskiyou County, including the Yreka trail in full. Klamath, Jackson, Josephine, Douglas, Lane and possibly

other Willamette Valley counties should also participate. It would be a big step toward furthering the recreation and tourism movement in these areas.

During the 1940's the Oregon Council, American Pioneer Trails Association placed a number of "Applegate Trail" markers, starting in the Willamette Valley and reaching as far south as Emigrant Creek at the western base of Green Spring Mountain. There they ran into difficulties. A certain group objected to the name "Applegate Trail," suggesting in its place "Southern Route to Oregon". Thus died that project, and the marker on Emigrant Creek has long since disappeared.

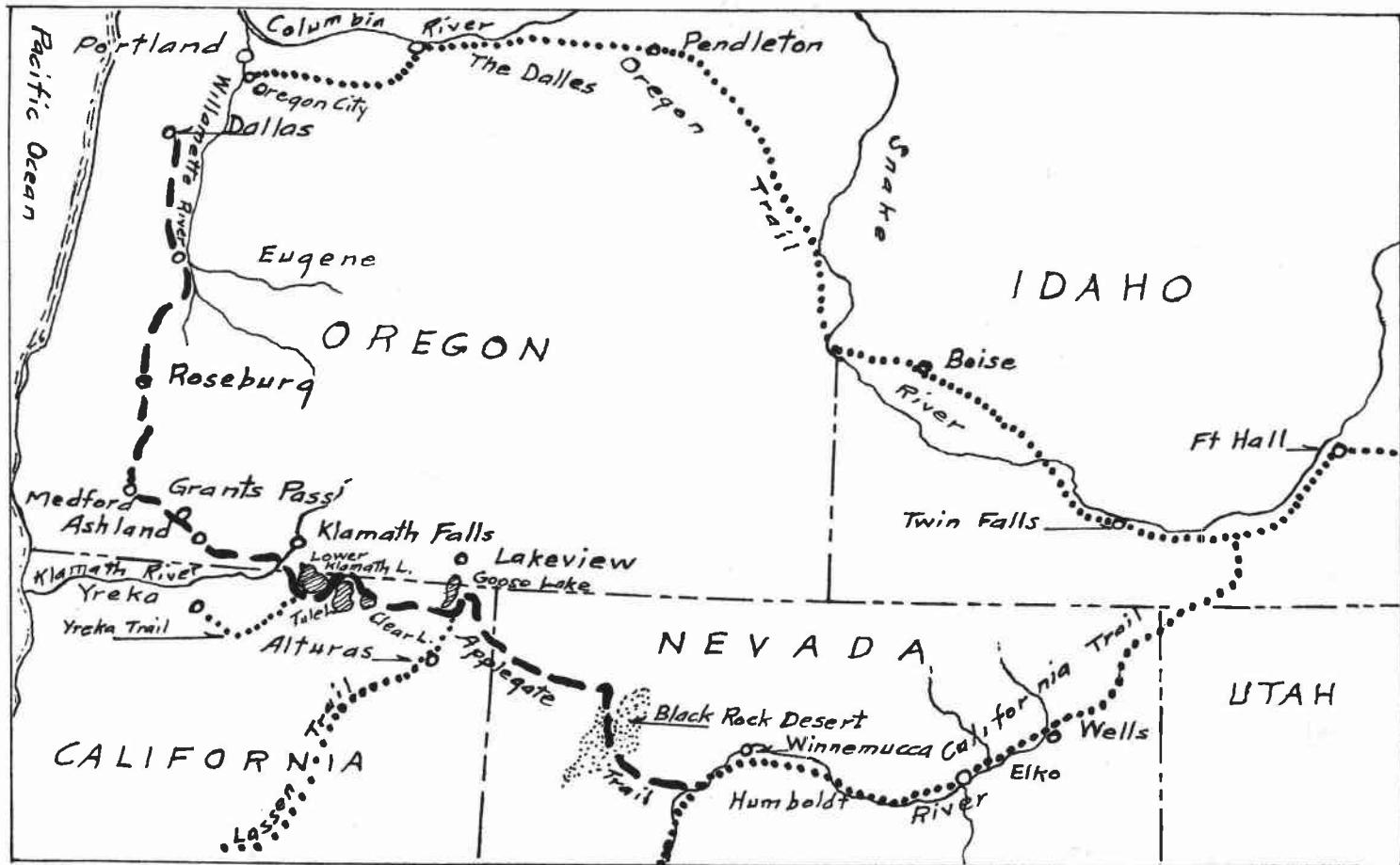
This writer, during the summer of 1970, with two members of the United States Forest Service, from Canby, California, retraced some of the trail west of Goose Lake, and as a result of that trip, a segment of the trail has been saved from the bull-dozer's blade.

It is the further hope of this writer that certain timber interests can be persuaded to save the Jenny Creek Wagon Slide, possibly by building a path to the slide for foot traffic only.

It was during the late summer of 1970 that the Applegate Trail was decided upon for the subject of this year's issue of *Klamath Echoes*. Most of the material has been gathered over a period of years, and the field research was completed to the base of the Cascade Mountains. It was through this much could be completely written during the winter months and the remainder finished when spring arrived.

Old man weather saw it otherwise. The snows came, and the snows came. When spring was supposed to break, much of the country we needed to explore was still covered with snow, mud and fallen trees. Late in April we began to probe the side roads. Then the rains came and more snow. The last snow-fall caught us in the Jenny Creek area on May 20th. By luckily hitting a few beautiful, warm days, interspersed with the storms, we have been able to finish our project, except in two or three short sectors. Tomorrow, May 28th, 1971 the manuscript of the Applegate Trail goes to the printer.

It is hoped that this will give a better understanding of the beginning of the settlement of this territory and aid in some marking organization being formed.



THE APPLEGATE TRAIL

By Devere Helfrich

Chapter I — When, Where, Why, Who and How

The Applegate Trail was explored, laid out and first used in the year 1846, as a southern route into the Willamette Valley, then the principle settlement in the Oregon Country.

The trail itself, branched from the parent California Trail on the Humboldt River at what later became known as Lassen's Meadow, now Rye Patch Reservoir, near Imlay, Nevada. It led in a northwesterly direction across the Black Rock Desert, through High Rock and Forty Nine Conyons, in northwestern Nevada, to enter California near its extreme northeastern corner, 29 miles south of the California-Oregon State Line.

It crossed the Warner Mountains at Fandango Pass, skirted the southern end of Goose Lake, this section varying from year to year depending on the shore line of the lake, and keeping a slightly north of west course, passed north of Clear Lake to reach the Tule Lake Basin a few miles south of present Malin, Oregon.

The trail crossed Lost River at the Stone Bridge, some two miles southeast of Merrill, Oregon to once more dip into California and pass south of "Little" or Lower Klamath Lake.

Continuing northwesterly, the Klamath River was forded near Keno the first year, and some four or five miles farther down stream in later years. Then following a westward course, the Cascade Mountains were crossed on a route closely approximating the present Green Springs Highway, State Route No. 66, to enter the Rogue River Valley a few miles southeast of Ashland, Oregon.

From this point to Eugene, Oregon near the head, or southern end of the Willamette Valley, the Applegate Trail is closely approximated by present Interstate Highway No. 5, or old Pacific Highway 99.

There were several reasons why such a

route was deemed necessary:

1. War with Great Britain over the location of the boundary between Canada and the United States was a definite possibility, and, if such a situation came to pass, Great Britain controlled, by means of a string of Hudson's Bay Company posts at Fort Vancouver, Fort Nez Perce and Fort Hall, the only road into or out of the Oregon Country by which troops or supplies could be moved, or, for that matter, settlers make a retreat out of the territory south of the Columbia.

2. There was the difficulty of the Oregon Trail down the Snake and Columbia Rivers to The Dalles where the wagon road then ended. On this route the emigrants of 1843, '44 and '45 experienced much loss of property and even life. In addition, grass and water were scarce over much of the way, and the hardships almost unbearable.

3. From The Dalles only crude Indian trails crossed the Cascade Mountains, over which wagons could not be transported. These sorely needed vehicles in the new settlements must be abandoned at The Dalles, or be taken apart and floated down the Columbia River, a difficult and dangerous trip on hastily constructed rafts.

Thus by the early summer of 1846, several fruitless attempts to find a new route into the Willamette Valley had all failed. The Barlow Trail, south of Mount Hood, had stopped short of the Cascade Summit, nor was it then known whether it could be extended into the settlements in time for the 1846 emigration.

Therefore, a group of 15 men set out from the La Creole, near present Dallas, Oregon under the Captaincy of Jesse Applegate, with Levi Scott and David Goff appointed Lieutenants near Tule Lake, while en route on their undertaking. Other members of the road hunting party were: John Scott, 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 (or Boggs, or Bogus).

The question may arise as to how the road hunters knew where to go and why? There were several reasons:

1. They obtained all the information possible from Hudson's Bay Company employees and others. "Black" Harris, one of their number, had been a mountain man and may have had some first hand knowledge.

2. Jesse Applegate had in his possession a map drawn by Peter Skene Ogden which proved to be quite accurate whenever the party was in territory over which Ogden had traveled.

3. Jesse Applegate had consulted "Mitchell's Map" and learned that a straight line between a point slightly south of the head of Rogue River Valley (near the summit of the Siskiyou Mountains) and a point on Bear River in extreme southwestern Wyoming (near present Cokeville, where Sublette's Cut-off intersected the Oregon Trail), approximated the 42nd parallel. This line is now the southern boundary of the States of Oregon and Idaho. The original intention of the road hunters was to intercept the 1846 emigrants on the Oregon Trail at this point.

4. Jesse Applegate evidently had recently read one of Capt. John C. Fremont's reports of his 1843-44 explorations through Oregon and Nevada. He knew that Fremont crossed the 42nd parallel on December 27, 1843, but thought he was crossing the "Siera Nevada" Mountains at the time. He further thought the "Siera Nevada" Mountains (The Warner Range) to be a continuation of the Blue Mountains of northeastern Oregon.

5. Jesse Applegate, who had been and was a professional engineer, owned a "Burr's Solar Compass" but whether he had it with him on the trip is unknown.

6. When near present Ashland, Oregon, on the old trappers trail between Oregon and California, which the road hunters had been following almost since leaving home, they overtook a group of French Canadians and half-breeds. These people

directed them where to turn east from the trapper's trail and cross the Cascade Mountains, by way of the present Green Springs Summit on State Highway 66.

7. From the above mentioned maps, reports and information gathered, the road-hunters knew the general location of the Humboldt River, and that the California Emigrant Trail led down it and across the Truckee Route into the Central California Valleys. Their plan was to strike the Humboldt as near the 42nd parallel as possible and follow up the emigrant road as far eastward as practicable.

Actually, the road-hunters succeeded in finding a route, more or less as planned, except where mountain ranges and other physical features forced them to make detours.

Making their way over the route described at the beginning of this chapter, but in reverse, they reached the Boiling Springs at Black Rock. Here they divided, one group heading almost due south, and the other, under Jesse Applegate, heading southeast for a gap in the mountains, wherein Rabbit Hole Springs were found. Both groups turned from their eastward course at Black Rock, probably hoping to find water sooner in a southern direction, where the Humboldt River was thought to flow.

It was like jumping from the frying-pan into the fire. Some members of both groups almost perished from thirst, but all at last reached a common point on the Humboldt, some ten or so miles south of present Lovelock, Nevada, or some 50 to 60 miles south of the point where they now wished to intersect the river and the California Emigrant Trail.

Thus, several days later, on July 21st, 1846 the road-hunters reached a spot on the Humboldt River and California Trail from which they deemed it possible to start their proposed southern route into Oregon. (This date is taken from Lindsay Applegate's "Journal" or reminiscences of 31 years after the fact. However, this date and all other dates given by Lindsay Applegate from the time of starting, June 20th, to this point may be wrong by two-days.)

Jesse Applegate in a letter dated "Fort Hall, Snake River, August 9, 1846" (51 days after starting) wrote: "We left our homes on Willamette the 22nd June last to explore a Southern route into that valley from the U.S. . . ." On the next day, August 10th, he further wrote: "The exploring party left the upper settlements of the Willamette (near present day Eugene, Oregon) on the 25th of June last . . ."

In passing, it may be said that Lindsay Applegate's 'Journal' was first printed by the Portland *West Shore* between June and September, 1877. Further it was also printed in the Ashland *Tidings* at practically the same time, but beginning October 26, 1877. O. C. Applegate, Lindsay's youngest son, was the editor of the *Tidings* at the time.

The "Journal" as printed, appears to have actually been written by someone other than Lindsay, probably O. C. Applegate. Its spelling, English and general wording do not correspond to existing manuscripts known to be in Lindsay's own handwriting.

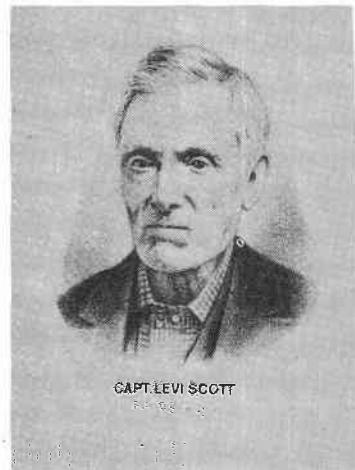
Between the above printings and 1905, innumerable histories, including H. H. Bancroft's when speaking of the Applegate Trail, have all based their articles, almost exclusively, on Lindsay's "Journal".

This seems strange, since there were many contemporary diaries, letters, newspaper articles and even reminiscences from which to draw. Possibly they were not available or unknown to the various writers at the time. Therefore the history of the Applegate Trail needs to be rewritten.

Following, in this chapter, the road-hunters' activities from the turn-off to Fort Hall and back will be briefly reconstructed from these heretofore non-consulted sources.

Upon reaching a favorable road turn-off on the Humboldt River, there were several things necessary to do immediately:

1. Reassess their situation and choose a plan to follow thereafter. Levi Scott was elected to lead the emigration over the newly discovered route, and chose William G. Parker as his aide. However, David Goff eventually replaced Parker as the aide.



Levi Scott, lieutenant of the road-hunters, who later piloted the 1846 and 1847 emigrant trains over the Applegate Trail.

2. Connect their present location to some point on the outbound trail. This was accomplished by Levi Scott and William G. Parker traveling westward the following day. About 15 miles out they discovered some springs (Antelope) at the base of a range of hills. Continuing westward they reached Rabbit Hole Springs and their cut-off was completed.

3. Continue ahead and intercept that year's emigration somewhere along the Oregon Trail. In order to accomplish this, a party of five men, Jesse Applegate in command, 'Black' Harris, David Goff, John Owen and Henry Boygus, were sent ahead. One of this group, Henry Boygus, went ahead alone, somewhere along the way and probably was killed by Indians according to Lindsay Applegate. No word was ever heard of him and no further mention of him by anyone has been found to date.

It became necessary for the lead party to travel ahead as fast as possible in order to arrive at the junction of the Oregon and California Trails on Raft River, before the Oregon bound emigration had passed that point.

The remainder of the road-hunters, traveling every day, but more slowly, recruiting themselves and their jaded ani-

mals, were to rendezvous with the lead party at Thousand Springs Valley in north-eastern Nevada.

4. Secure some sorely needed supplies as soon as possible. Since the road-hunters were now far behind their anticipated time of travel, due mainly to their late start, the latter part of June, from the Willamette Valley and their further loss of time in wandering too far to the south, seeking the Humboldt River and California Trail, they now found themselves almost destitute of provisions.

For example the second party, when nearing their rendezvous site, became so near out of meat that they boiled their last piece of bacon rind three times, making soup by thickening the broth with flour. The third time they boiled the rind they also ate it and then they were out of any kind of meat.

By August 3rd, the Jesse Applegate party was at the head of Bishop Creek near present Wells, Nevada. William E. Taylor, a member of the lead wagon train (the Larkin Stanley train of 2 wagons and 8 men) to California in 1846 recorded "...met Black Harris and Applegate who had been to view a new Road to Oregon and designed meeting the emigrants to turn them into it."

At least two things evidently were learned by the party of 5 as a result of this meeting. One, it must have been at that time that Henry Boygus "hearing that a son of Capt. Grant, commander of Fort Hall (according to Lindsay Applegate), had recently started for Canada (However, he had not yet started when Jesse Applegate wrote his letter of the 9th from Fort Hall), via St. Louis, concluded to leave the party and, by forced marches, endeavor to overtake Grant, as he was anxious to return to his home in Missouri."

The other, that a "Medders" Vanderpool, former mountain man known to "Black" Harris, and presently captain of a train of 14 wagons, was leading them down Snake River. Harris and David Goff hurried ahead, and following down Goose Creek met the Vanderpool train at the mouth of that stream.



David Goff, the other lieutenant of the road-hunters, who remained at the Humboldt River to direct the rear companies of 1846 into the Applegate Trail.

David Goff later wrote (*Oregon Spectator*, April 3, 1847) that Harris and himself "...met a Mr. (Meadows) Vanderpool's company at Goose creek where they had encamped on the 5th day of August. As Goose creek is two days' (approximately 28 miles) travel for wagons on this side of the forks of the road, and the rear of the emigrants on the old road (except the Iowa company) were a day ahead of them, it follows that they (the rear of the Oregon bound emigration) must have arrived at the forks of the road on the 2nd day of August." (Concerning the "rear" of the 1846 emigration on "the old road," Goff has here become somewhat confused as indicated in a letter written by Jesse Applegate from Fort Hall on August 10th: "... Owing to unavoidable delays, the exploring party did not arrive at the forks of the road until some of the front companies of the emigrants were passed, perhaps eighty or one hundred wagons.") Mr. Applegate arrived at the forks of the road on the morning of the 6th, and Mr. (Harrison) Linville's company (of 15 wagons), who were the first who turned into the new road, arrived there the evening of the 7th of that month, being 5 days travel, or near-

ly 100 miles behind the rest of the emigrants on the old road. Mr. Linville's company united to that of Mr. Vanderpool's alone broke and made road to the Sacramento river (Lost River in the Klamath Basin near the Oregon-California line.)."

Heretofore, as a result of David Goff's letter, it has been thought that the Meadows Vanderpool train was originally headed for California and were met on Goose Creek somewhere in the vicinity of the extreme northeastern corner of Nevada. It was also thought that they must have been persuaded to change their destination at that time.

Now, however, it appears that the Vanderpool train had continued along the Oregon Trail to the mouth of Goose Creek near present Burley, Idaho. There Harris and Goff intercepted them, persuaded them probably to turn directly south up Goose Creek on a new route, past present day Oakley, Idaho and fall into the California Trail near the junction of Birch and Goose Creeks. If so, they are the only emigrant train ever known to have used this route. It is doubtful if they doubled back two days on their trail, to strike the California Trail somewhere on Raft River.

On August 8th, a fourth known wagon train entered the California Trail on Raft River. This train would have been met by Jesse Applegate on the 7th, somewhere in the Rock or Fall Creek area. No mention of this event however, has ever been found. Among its members was Nicholas Carriger, diarist and a California bound emigrant. It is through the recordings of William E. Taylor and Nicholas Carriger that we are able to reconstruct some of the early activities of the Oregon bound emigrants.

Farther east on the old trail leading west from Fort Hall, Jesse Applegate met Virgil K. Pringle on August 8th, somewhere above American Falls on the Snake River. Pringle was a member of a 21 wagon train (at least after turning into the new cut-off), and is the only day to day contemporary diarist located to date, who traveled the Applegate Trail in 1846, and who recorded the entire Overland trip

from the Missouri River to the Willamette Valley.

Later the same day Jesse Applegate met Jesse Quinn Thornton "laying over" some 8 miles south of Fort Hall (west of present Pocatello, Idaho). Thornton also kept a diary, published in 1849 as "Oregon and California in 1848." The diary as a day to day record ceased somewhere in Thousand Springs Valley on August 21st, and is of little value thereafter since the remainder was written from memory, and its statements become extremely confused at times.

On August 9th, at Fort Hall, Jesse Applegate wrote a letter in which he stated: "... I arrived here yesterday alone and on foot from the Willamette valley at the head of a party to meet the emigration. ... a part of the emigrants had passed our place of intersection with the old road (Oregon Trail at Raft River) before we could possibly reach it..."

He remained at Fort Hall the next two days, August 9th and 10th. His time was filled writing letters, securing provisions, also men to help open the new route on the return, and, as he wrote: "I would give you a more lengthy description of this road if I had time or opportunity but I cannot escape the importunities of the emigrants who are pursuing me into every room of the fort and besieging me with endless questionings on all possible subjects—so much am I confused that I scarce know what I have written or wish to write—." This last statement further emphasizes the fact that there were still many emigrants en route to Oregon and California.

The emigration of 1846 was given as 541 wagons met by Joel Palmer from Oregon, as he was eastward bound along the Oregon Trail. At the average of five persons per wagon this would total 2705 individuals on the trail. However, a total of those coming through that year was probably closer to 2500-2600.

The Oregon bound emigration is supposed to have run from 1100 to 1200 people. Of this amount, somewhere around 450 to 500 (90 to 100 wagons) came by way of the Applegate Trail. The Califor-

nia emigration ran somewhere around 1500 people, give or take 100. Of this number, approximately 90 wagons (450 to 500 people) took the Hastings Cut-off, via the Great Salt Desert, and wound up far in the rear of the last emigrants to take the California Trail at Raft River. None of those emigrants traveled the Applegate Trail. Thus we find between Raft River and the Applegate Trail cut-off, approximately 1000 California bound emigrants intermingled with the 450 to 500 bound for Oregon.

This history is not concerned with the California bound emigrants except where their trails, as noted by the various diarists, met or connected with Oregon bound trains.

There were evidently a considerable number of unknown or unmentioned trains who traveled down the Humboldt that year, sandwiched in between the known trains. Where their position was, in connection with the known trains, probably will never come to light.

On August 11th, Jesse Applegate started from Fort Hall on his return trip homeward, accompanied by at least two men, Joseph Burke, and William Scott, but there probably were more, one of whom may have been a Bannock Indian. Burke, a British botanist, later wrote a letter dated Walla Walla, October 17, 1846 which has proven to be of much value to this history. William Scott, a son of Levi Scott, upon hearing from Applegate that his father and brother John were farther back along the trail gladly joined the company of road workers. Imagine the surprise and gratification the father and brothers experienced when the three were reunited after two years separation.

Next, on either the evening of the 12th, or the morning of the 13th, Applegate overtook the Thornton train, probably on Raft River near the forks of the road. At least Thornton wrote for August 13th: "Wm. Kirquendall and Charles Putnam (Charles G. Putnam married Rozelle Applegate, 16, eldest daughter of Jesse Applegate, December 28, 1847) left our company in the morning to go forward

with others, led by Captain Applegate, to mark and open the ned road."

It now becomes necessary to account for the activities of John Owen, fifth member of the advance party of road-hunters. Since Boygus went ahead alone, and Harris with Goff traveled down Goose Creek to intercept Vanderpool's train, it follows that Owen accompanied Jesse Applegate along the main trail toward Fort Hall. Somewhere, before reaching that place, they met Owen's mother in an as yet unidentified emigrant train. She was traveling in a light two-horse carriage, or hack. Owen then turned back, accompanying his mother, which accounts for Jesse Applegate arriving at Fort Hall alone. It was at first thought the mother could travel in her light carriage, with the road-working party, and she may have done so for a time. But she seems to have later ended up in the lead (Linville) emigrant train.

Meanwhile, on August 9th, far back along the Humboldt River, some twenty miles northeast of present Elko, Nevada, the remainder of the road-hunters were making their weary way upstream.

To this party, when passing up the trail that day, happened one of the most unusual events of trail history. When opposite the mouth of Secret Creek, their line of march was intersected by a group of horsemen from the United States, following down that creek, headed for California, via the Great Salt Desert of Utah. This was the Col. Russell company, among whom were Edwin Bryant, a journalist of that year's emigration. Bryant, in 1848, published his recordings under the title of "What I Saw in California."

In recording this meeting Bryant wrote in part: "...I saw at the distance of about half a mile a party of some ten or fifteen men mounted on horses, and mules, marching toward the north.... We soon learned that they were a party of men from the Willamette Valley in Oregon, headed by Messrs. Applegate,... Five members of their party had preceeded them several days, having been supplied with their best animals, for the purpose of reaching Ft. Hall, or meeting the emigrants this side

as soon as possible, and returning immediately with supplies, for the relief of the main party, they being nearly destitute of all provisions, and having been on very short allowance for several days....They informed us that there were two emigrant wagons (the Larkin Stanley train) with ten or twelve men, about four or five days in advance of us."

Thus is one of the trails most noteworthy oddities recorded. Two parties from so widely separated areas who met in the desert, hundreds of miles and many weary days from any settlement in either direction, had only a matter of "ten minutes" to spare from missing each other.

Lindsay Applegate makes no mention in his "Journal" of this meeting, or of any others along the way. He too, seems to become confused in his memory of dates, writing: "On the 5th of August, we reached Hot Springs valley,... On the 10th the Fort Hall party returned to us with a supply of provisions, and on the 11th we turned our faces towards our homes...." Bryant's above recording proves these dates to be wrong, and it would seem they probably did not arrive in Thousand Springs Valley before the 10th at the best. All other dates in the "Journal" at this period seem to be wrong by approximately the same five days.

Lindsay Applegate further wrote: "... Before starting on the morning of August 11th (16th?), a small party of young men from the immigrant train generously volunteered to accompany us and assist in opening the road. These were: Thomas Powers, Burges(s), Shaw, Carnahan, Alfred Stewart, Charles Putnam, and two others whose names I now disremember. A Bannock Indian, from about the head of Snake River also joined us. This increased our road party to twenty-one men exclusive of Scott and Goff, who remained to guide and otherwise assist the immigrants on their way to Oregon." Joseph Burke, who may have been the "Burges" above, states, "We numbered 24."

The emigration along the California Trail was now strung out over several hundred miles. William E. Taylor, diarist,

maintaining his lead over all other wagon trains, wrote on August 13th: "...visited by Large party of Indians (at Big Meadows a few miles northeast of present Winnemucca, Nevada)." On the 15th, he further wrote: "...divergence of new oregon road (the Applegate Trail, probably described to him or marked)." We now bid Taylor good-bye as he continues down the Humboldt River.

Edwin Bryant noted on the 15th: "... a large body of Indians—some 200 or 300 (evidently the same encampment of Indians seen by Taylor at Big Meadows)," but made no reference to the Applegate Trail turn-off as he passed, supposedly on the 16th.

A few days later Joseph Burke, with the returning road-working party, noted in passing: "We followed Ogden's river until the 26th of August—The river & California trail which we had been following, turns with a sharp bend to the S., a little inclining to E—and about 400 miles from Fort Hall—"

The next diarist along the trail, Nicholas Carriger, when somewhere between present Beowawe and Dunphy, Nevada, wrote on the 26th: "... passed part of Van der pools Company they have three in Camps sick and not expected to live."

This may indicate that the Harrison Linville Company was in advance and so remained until the turn-off was reached.

On September 2nd, Carriger again wrote: "... passing Scotts and Dearborns battle Ground with the diggers (the same encampment at Big Meadows)."

It is now known that Levi Scott in a following train (probably Vanderpool's) was met by John Owen, from the lead (Linville) train while passing along the emigrant trail south of Big Meadows. The Linville train was stopped about four miles ahead (near present Winnemucca) after having one horse stolen (perhaps from the team of Owen's mother) and another shot by arrows.

Scott, Owen, _____ Thomas, Dan Toole (known to have traveled in the Linville train) and four others, one of whom may have been the "Dearborn" mentioned

above, approached the Indian encampment, who were digging for their winter supply of roots, had a skirmish with them, but failed to get the stolen horse. Scott and his saddle horse were both wounded by arrows. A notice of this fight was left on a slip of paper fastened to a stick, stuck by the roadside as a warning to following emigrants.

Finally on the 4th, Carriger reported: "... thence down the river 12 miles to the forks of the road & from thence down the river 8 miles...." We here also say good-bye to Carriger.

Virgil K. Pringle, the 1846 Applegate Trail diarist over the entire route, traveled steadily and uneventfully down the Humboldt River, reaching "the place where the Oregon road leaves the California road and Mary's (Humboldt) River" sometime during September 5th. He turned into the Applegate Trail and desert supposedly on the morning of the 6th.

Jesse Quinn Thornton evidently bringing up the rear of the emigration to enter the new cut-off, wrote of another Indian fight, seemingly at the same Big Meadows location which took place before he arrived. Two men, "Messrs. Whately and Sallee," were seriously wounded. The latter died and was buried by his fellow travelers along the California Trail, a few miles past the Applegate Trail turn-off. A Samuel Whately, Whitley or Whitelsy was captain of five or six wagons which took the Applegate Trail. He eventually made his way into the Willamette Valley with his train. The location of the Sallee grave is noted on a map drawn by T. H. Jefferson, one of the lead Hastings Cut-off travelers, who passed the location on September 21st.

Thornton, writing from memory, says he did not arrive at the turn-off until sometime around September 15th, nearly two weeks behind the lead wagons. He wrote: "At length we were surprised to meet Major Goff at the forks of the road. He proposed to pilot us over this cut-off of Applegate's." When or with whom Goff arrived at the forks is unknown. Quite possibly with Levi Scott and the first

trains (Linville and Vanderpool), then remained to direct those following into the new route.

Chapter II — Travelers Over the Applegate Trail

The Applegate Trail, as previously explained, was opened in 1846. Parts were laid out from west to east, by the road-hunting party of 15 men. Then in late August the first west bound travelers, again the road-hunting party, but this time consisting of approximately 20 men, followed at intervals by some 90 to 100 wagons, or 450 to 500 persons, made up that year's emigration.

The next year, 1847, Levi Scott accompanied by B. F. Burch, "Black" Harris and "a party of about thirty young men going back to the states," made their way eastward over the Trail.

Scott met that year's emigration at Smith's Fork, a tributary of Bear River, in extreme southeastern Idaho. Only one of his traveling companions, B. F. Burch, returned to Oregon with him. Burch met his father and other relatives somewhere along the way and led them to Oregon by the Applegate Trail.

Whether the migration of 1847 entered the trail as one train or more is unknown. Most westward bound trains seemed to have eventually organized in groups of about 15 wagons. Therefore it seems likely that about three trains constituted this year's migration (Bancroft's History of Oregon states there were 45 wagons that took the Applegate Trail in 1847). One of these trains included Lester G. Hulin, our only diarist for that year's migration, who turned into the trail on September 17th. Another, the Thomas Smith train of 11 wagons, and 15 men and boys "from 15 years old and upward" arrived in the Upper Willamette Valley on October 24th, a week ahead of the Hulin train.

The Wm. Wiggins train of 17 wagons, California bound, seem to have been the first train, by a week, to turn into the Applegate Trail. Their intention was to follow the Applegate Trail to the head-

waters of the Sacramento (Pitt) River, then turning southwest, follow down that stream to the Sacramento Valley. This they seem to have partially done, turning from the Applegate Trail probably at Goose Lake. How far they traveled is unknown, but they were forced to turn back and eventually fell in behind the main Oregon bound migration. When the Wiggins party failed to arrive in California, their friends feared another Donner tragedy, or an Indian massacre. It was not known until the next April, when Wiggins arrived in San Francisco by boat that the party had made their way in safety to Oregon. Whether this party was included in Bancroft's 45 wagons is unknown.

In 1848, the Isaac Pettijohn saddle and pack-horse party of 23 men made their way east along the trail during the latter half of May.

Later, somewhere around September 1st, Peter Lassen led a small wagon train into the Applegate Trail. This train has been estimated at from 11 to 14 wagons, but Henry W. Bigler, when somewhere near or east of present Winnemucca, recorded in his diary on August 26th: "We met ten wagons of emigrants."

This small train, guided by Peter Lassen followed the Applegate Trail to the Goose Lake vicinity where it turned to the south down Pitt River. Could it have followed the Wiggins train tracks of the year previous?

Meanwhile news of the discovery of gold in California reached Oregon late in July. Practically every able bodied man in the territory left for California, by boat, or by the old Oregon-California trappers trail down the Sacramento River.

Another group of 150 men with 46 wagons (Peter Burnett letter of December 2, 1848 from California) left Oregon City September 10th. This group back tracked the Applegate Trail as far as the northeastern shores of Tule Lake, where they turned south, intending to intersect the California Trail (Truckee route) somewhere in the present Reno, Nevada vicinity. Much to their surprise, upon reaching Pitt River in northwestern Big Valley, they

came upon the tracks of the recently passed Peter Lassen wagon train of emigrants. Following these tracks they crossed the Sierras south of Mount Lassen and caught up with the struggling Lassen train some 40 miles before reaching the Sacramento Valley, and helped construct the road into that place.

Following this train by a few days was one of about 20 wagons and 25 men from the Puget Sound country in Washington, who reached the Sacramento Valley with the stragglers of the lead train (Samuel Hancock Narrative).

1849 saw the greatest use in any year of the Applegate Trail, at least that portion from the Humboldt River to Pitt River, outlet of Goose Lake.

First came a group of 30 men from the Willamette Valley with supplies for the Mounted Riflemen under Col. Loring from Missouri, headed for the Oregon country. This party was under the command of a Lt. Hawkins, guided by Joel Palmer, with Levi Scott as scout. The party consisted of 14 wagons, 7 soldiers as escort, and 60 head of beef cattle with about 6 drovers, or extra men, who seem to have included Billy Martin, Rogers, Suttle and Garrison, the latter being killed by Indians near Mud Lake (Soldiers Meadows).

Bryan Farnham, diarist, met the party at Mud Lake and recorded "12 wagons and two soldiers." From other sources it seems that five soldiers deserted when the first gold-rushers to California were met and one wagon seems to have been left in High Rock Canyon at the springs above the cave.

The California bound emigration of 1849 over the various combined central routes numbered somewhere in the neighborhood of 21,000 persons, mostly men.

By late June of that year, it has been estimated there were in excess of 6000 wagons, California bound, who passed Fort Kearney in Nebraska. In addition there were a considerable number of companies of packers.

Of the 21,000 coming into California over the three emigrant trails then in ex-

istance (Carson, Truckee and Lassen), it was estimated 7,000 to 9,000 traveled the Lassen Trail. John H. Peoples, a civilian who led a relief party to aid the emigrants along the Lassen Trail, made this estimate.

With few women and children accompanying the 49'ers, the average persons per wagon dropped from the customary five to four or even less. We therefore find approximately 2,000 wagons turning into the Applegate-Lassen Trail, but, far below that number actually made it through, many being abandoned along the way.

As of now, no record of any emigrants traveling the Applegate Trail to Oregon in 1849 has been found. There were however, probably a few wagons and packers who used the combined Applegate and Lassen Trails to enter California from Oregon. Although no definite mention of the use of this route has been found to date, we know it was used in 1848 by a considerable group, and there is some brief mention of its use in both 1850 and 1851, so why not in 1849?

In 1850, one small party with saddle and pack horses, but of unknown number, traveled eastward over the trail from the Willamette Valley. Two of its members were Cornelius Joel Hills, who returned westward in 1851, and Isaac Constant who returned in 1852. Hills first came west in 1847 as a member of the Lester G. Hulin train.

Evidently no wagon train traveled westward into Oregon over the Applegate Trail in 1850. A few parties, whether packers or wagons is unknown, did travel the Oregon to California (Lassen Trail) road east of the Sierras.

The emigration to California over the Applegate-Lassen Trail by wagon was far less than in 1849, probably less than 500 persons.

The 1851 records, as of now, have left very little to indicate that any parties traveled east over the Applegate Trail, and but few emigrants entered California over it and the Lassen Trail.

Where the Applegate Trail is concerned, the year 1851 is more or less a mystery.

A few indisputable facts have survived from which a more or less fragmentary history may be pieced together:

1. Gold was discovered by Abraham Thompson at Yreka, California in March, 1851. Immediately there was a rush for the new diggings, and a considerable town sprang up. A number of settlers took up claims in Shasta and Scott Valleys, and during the summer lost many head of stock in raids by Modoc Indians who disappeared over "the Bute Creek mountains" to the east.

2. The Hills-Riddle train of twelve wagons, with twenty men capable of bearing arms and probably thirty women and children, turned into the Applegate Trail during the first part of August, and arrived at present Canyonville, Oregon September 20th. Some of the party settled near that place while the others continued on to the Willamette Valley.

3. In late September or early October a group of about 20 whites from Shasta Valley, guided by Ben Wright, set out from Yreka seeking stolen stock. They traveled as far east as the Stone Bridge on Lost River where they encountered the Modocs and recovered part of their stock. They are reported to have had several skirmishes with the Indians in which "sixteen," "several" and "about fifteen or twenty" Indians were killed. Also, "In the huts were found a number of scalps taken from emigrants along the South Emigrant road...." This party, both going from and returning to Yreka, traveled a route that closely approximated the later Yreka Trail.

4. On November 8th, the *Alta Californian* newspaper of San Francisco, printed the following: "(From our own Correspondent) Scott's Valley, October 24, 1851: Merr. Editors: Scott's Valley is fast filling up with emigrants that have come across the plains this year.... A party of 700 emigrants just from the plains were met a few days ago on the Oregon (Applegate?) trail bound for Shasta (Shasta Valley?)"

5. At Pot Hole Springs (Goff Springs), on the Applegate Trail, some 10

miles southeast of Clear Lake in Modoc County, California is a grave with the following inscription engraved on a basaltic headstone:

"Lloyd Dean Shook, Age 14, Oct. 11, 1851."

6. "The Early Indian Wars of Oregon" by Frances Fuller Victor states that "... The immigration of 1851 had been attacked at this place (Bloody Point), but from the fact that these Indians had not yet learned to expect an annual transit of white people through their country, they were not prepared for the work of robbery and murder which was accomplished in 1852...." Upon what source or facts this statement is based is unknown.

7. Gold was discovered by two packers in Rich Gulch at Jacksonville, Oregon in December, 1851, and thus another "gold rush" was touched off.

Analyzing the above facts for 1851, it would seem:

1. That although now unknown, some person or persons, possibly subsidized by the merchants of the newly established boom town of Yreka, or in hopes of meeting friends or relatives, traveled eastward to the California Trail on the Humboldt River. There they intercepted that year's emigration, and induced the above mentioned "700" (probably far less) to travel the Applegate Trail to the southern end of Lower Klamath Lake, where a new route could be followed into the Shasta Valley. If this happened it means the Yreka Trail was established for wagon traffic in 1851.

2. The Hills-Riddle train history was written 67 years later by George W. Riddle, who was 11 years old when the events happened. He could remember no other emigrant trains using the Applegate Trail that year, but his train was seemingly in the lead, or at least six weeks in advance of the "Shook" train. Another reason would seem to be that all following trains would have been "rushing" to the newly discovered gold fields in the Yreka country. Due to the lack of communications in those days, it is possible that an 11 year old boy would never have heard of, or

been interested in, the travel toward Yreka.

3. The Ben Wright party probably did not reach Lost River until nearly a month had elapsed, after the Hills-Riddle train had passed. The history given of encounters with the Modocs is taken from Don Fisher's unpublished "History of the Modoc War". His source seems to have been Granville Stuart's "Forty Years on the Frontier," and if so, the figures are not too dependable. However if dependable, these records establish the fact that unknown emigrants were undoubtedly in the vicinity in 1851.

4. When the Scott Valley correspondent for the *Alta Californian* refers to the "Oregon Trail" it seems unlikely that he could have been referring to the older "Oregon Trail" that led down the Snake and Columbia Rivers. Likewise, the "Shasta" he mentions would seem to be Shasta Valley in which Yreka is situated, and not Shasta City, some five miles west of present Redding, California. Remember, the correspondent was writing from Scott Valley, just a few short miles west of Shasta Valley. To reach Shasta City, it would have been necessary to follow the Lassen Trail, and our trail historian, J. Goldsborough Bruff, records no such emigration arriving in the Sacramento Valley at Lassen's Rancho (present Vina, California), his headquarters at the time.

5. The Shook grave and date, more than any other evidence, establishes the fact that there were others on the trail in 1851 besides the Hills-Riddle train. Furthermore, our scanty but only available historical records for those times, have always indicated 1852 as the year of the first Modoc massacres of emigrants. It seems possible there may have been trouble in 1851, and some of our facts have become distorted in the retelling after some 30 and more years, when our first county and state histories began to be published in 1881-1888, to as late as 1905. Possibly Lloyd Dean Shook might have been one of the victims. Applicable to the Shook grave is an unknown emigrant grave marker near Soda Springs, Idaho with the inscription, "Whose was he, and who were his?"

6. Again we are left in doubt as to the source of a writer's statements and whether the date can be dependable. However, the explanation for no organized attacks seems reasonable.

7. Apparently the discovery of gold at Yreka and Jacksonville in 1851, more than any other reason, brought about or hastened the first change in the Applegate Trail. During that year it ceased to operate as a one-way north-bound emigrant trail to become a two-way pioneer road, from the Rogue River Valley north. Most of its traffic was freight transported by pack trains, at first from Portland, Oregon, then later from Scottsburg, near the mouth of the Umpqua River. The destination of those pack trains was Southern Oregon and Northern California.

No emigrant trains traveling north from the Rogue River Valley after the Hills-Riddle train have been found to date, although some may have done so.

After arriving in the Rogue River Valley, emigrants found it unnecessary to proceed farther, fertile farm lands and nearby rich mining districts offered everything desired. Why travel farther?

On May 3, 1852 Wm. H. Nobles and a party of citizens left Shasta City, California at the north end of the Sacramento Valley, to lay out a new emigrant road to that place. They crossed the Sierras north of Mt. Lassen and reached Honey Lake Valley at present Susanville, California. Then heading more northeasterly they arrived at the Smoke Creek Desert, just inside Nevada, which they circled to reach Granite Creek, near present Gerlach. From Granite Creek they crossed the Black Rock Desert to the Boiling Spring at Black Rock Peak, where they intersected the Applegate-Lassen Trail which they then followed eastward to the Humboldt River.

While laying over there to rest, they were joined by 22 men on their way from Yreka to St. Louis, Missouri. Nobles joined this party, while his companions returned to Shasta City, arriving there in the evening of June 23rd.

So terrible had become the reputation of the Black Rock Desert by this time,

only one small train took the new Nobles Cut-off that year, but they reached "the Sacramento valley without any mishaps or suffering." What a God-send this route would have been to the 49'ers, instead of traveling the Lassen Trail, or "Lassen's Horn" route. A brief history of this cut-off will be given before continuing with the Applegate Trail.

The next year, 1853, "several companies" used the Nobles Cut-off route.

In 1854 the "Roop House Register," a day to day diary kept at a roadside establishment in what is now Susanville, recorded up to early October, the passing of "2136 men, 716 women, 376 children, 510 road wagons, 33 spring wagons, and 33,000 cattle, horses and mules."

Originally Nobles Cut-off branched from the Applegate Trail at the Boiling Spring at Black Rock, but by 1854 (Mrs. P. S. Terwilliger diary) a new route was located. It branched from the present trail at Rabbit Hole Springs and keeping an almost westerly course passed Trego Hot Springs and continued on to Granite Creek. Probably every year thereafter, down to the present time, a certain amount of traffic has passed over this cut-off.

Another development of the Nobles Cut-off was a branch, northwest of Susanville which led, by back-tracking several miles of the Lassen Trail, into Fall River Valley. Crossing at Lockhart's Ferry (Fall River Mills), it continued northwesterly, passing Mt. Shasta to the east, through Military Pass to enter Shasta Valley near Sheep Rock. This route may have developed as early as 1854, but for sure by 1855. With one exception it also became the first freight-wagon road (1855) and stage road (1856), from Red Bluff to Yreka. This new road tended to divert emigrant travel from the Applegate Trail and further reduce travel along that route. It missed the terrible stretch of trail from Rabbit Hole Springs to Mud Meadows, as well as the difficult passage through High Rock Canyon and across the Devil's Garden. Then too, it by-passed the Modoc Indian difficulties which by this time had become a serious obstacle.

Beginning in 1857, with a preliminary wagon road survey from Susanville to the City of Rocks in Idaho, the Ft. Kearney, South Pass and Honey Lake Wagon Road was laid out, to shorten and by-pass the Old Oregon and California Trails from the summit of the Rocky Mountains to California, via Raft River and Susanville. A preliminary survey party under Francis A. Bishop passed over the Applegate Trail portion of the newly proposed road August 12-14, 1857.

This new road, commonly called the "Lander Cut-off" in Wyoming and Idaho, superceded the Oregon and California Trails and many emigrants passed over its western portion through Honey Lake Valley in 1859, the largest on record, 1200 wagons and 4,000 persons. F. W. Lander, in charge of establishing the new cut-off, and for whom the eastern portion was named, passed over the entire route to Oroville, California that year. Changes in routing and construction of new segments, as well as development of springs took place during those years. The year 1862 witnessed the second largest emigration over this route.

Returning now to the history of travel along the Applegate Trail in 1852, we find that, according to the History of Jackson County, published in 1884, "... it was in this year that the tide of humanity, previously setting for the Willamette Valley and mines of California, was, in some measure diverted to Rogue river valley, whereby many settlers were added to those who came from other portions of the Pacific slope."

Leading that year's emigration over the Applegate Trail were 60 men, presumably packers, who arrived at Jacksonville unmolested. They reported, however, many trains in the rear, containing families who would be in need of supplies and assistance. They also reported many Indian signal fires along the way and anticipated trouble from them, for those yet far back on the trail. Ben Wright was in Jacksonville at the time, and carried this report to Yreka.

A party of some 30 men, under the

command of Charles McDermitt, was organized and headed eastward to meet the emigrants. At Tule Lake, they met another company of men, again presumably packers, with whom they sent two men to act as guides. They had a skirmish with the Indians, the two guides being wounded and one Indian killed.

Proceeding eastward the McDermitt company met 8 packers between Tule and Clear Lakes. These packers became the first casualties at Bloody Point that year, all being killed by Indians, except one, a man by the name of Coffin, who escaped to wander on foot for several days in the Lost River country.

Continuing eastward, McDermitt, when near the west shore of Goose Lake, met the James Clark Tolman train of 10 wagons with 20 men, five of whom had their families, reportedly the first along the trail that year. Two of the volunteers were sent back with this train as guides and reached Tule Lake August 19th.

At Black Rock, McDermitt met two small trains, whom he advised to join forces, and sent back with them, three of his volunteers, Thomas H. Coates, John Onsby and James Long, to act as guides. McDermitt is supposed to have continued eastward until he met the last and largest emigrant train at some place along the trail now unknown. He then turned about and retraced his steps.

In the meantime, on August 23rd, the Tolman train was joined by the lost Coffin, sole survivor of the Bloody Point massacre. The Tolman train is reported to have arrived in the Rogue River Valley about the last of August, but other sources say Tolman took Coffin to Yreka.

Coffin's arrival there with news of the massacre brought about the organization of a company of 27 men under the command of Ben Wright. At this time, according to the *Alta Californian*, "the inhabitants of Yreka are wild upon the subject of the emigration, and a majority of the people have gone to induce the emigrants to land in California by that route."

Several separate parties arrived in the vicinity of Bloody Point about August 1st,

or shortly thereafter. The first of these was the two small trains with Coates, Onsby and Long as guides. The two sections became separated after leaving Clear Lake, with the three guides some distance in advance of the lead section. The guides were surrounded and killed at Bloody Point, and the first train attacked as it arrived there. This train which included 30 men, 1 woman and 1 boy, fought off their attackers that day and night and were joined early the next day by the second train.

The Ben Wright company arrived on the scene and drove off the Indians, supposedly killing between 20 and 40. After the battle they, again supposedly, found the bodies of the 8 (?) packers, 3 guides, along with 22 others, including 2 women and one child, the abundant signs of a recent emigrant train massacre.

At this time a company of 30 men, under the command of John E. Ross, all from Jacksonville, arrived on the scene. Included in this company was First Lieutenant Daniel Barnes, this writer's great-great uncle. They in turn found 14 additional bodies of slain emigrants, several of whom were women and children.

The McDermitt party next returned. All wagon trains that had by now gathered near Clear and Tule Lakes were reorganized into larger groups and sent on their way with guides. One, reported by the *Shasta Courier* of September, "...a large train, consisting of 10 wagons and 69 persons, arrived (in Yreka) from the plains; among them were some four or five families." Another, or possibly the same, the Snelling train, largest of the year, was escorted to Yreka by the Ross company who then made their way to Jacksonville over the Siskiyou Mountains.

Another company of men, under the command of Major Fitzgerald, from newly established Fort Jones, west of Yreka, was also in the Tule Lake vicinity at approximately this same period of time, or slightly later.

In reading the above reconstructed history for 1852, by no means assume that the trains mentioned, constituted the entire emigration. There were others, their iden-

tities, size, etc., if ever recorded, are now lost in the passing of time.

There were two other identified parties that traveled the Applegate Trail in 1852. One, the emigrant train led by Isaac Constant, who went east with Cornelius Hills in 1850 with the intention of returning to the Willamette Valley, but now, with the opening of the Rogue River Valley, settled there instead, near present Central Point. The other, two men, Train and Bundy, from Wisconsin, who crossed the plains with an emigrant train bound for California, via the Truckee route. They, however, separated from this train "... where the Humboldt River bends toward the south and came on foot — the two alone, no horses, no wagons—to Yreka,

On August 13, 1853 there arrived in Ashland, Oregon the first emigrant train of the year, consisting of 7 men, 2 women and 6 children.

Because of the "sickening butcheries perpetrated the year before" a company of 115 men, under command of Capt. John S. Miller had been mustered in at Jacksonville a few days before on August 8th, to go to the relief of that year's emigration along the Applegate Trail. They left Jacksonville September 12th, and made their way to the Klamath Country where they established one base camp at Lost River near a point later occupied by the Crawley cabin, and another camp at Clear Lake.

Some 20 horsemen under a Lt. Abel George went ahead to the immediate relief of the emigrants. The Stearns family train of 7 or 8 wagons and some 30 or more persons was met on Fletcher Creek, on September 28th. These volunteers had at least two skirmishes with Indians in the Goose Lake area where a Wm. Duke was wounded October 4th, on the west shore of the lake.

There were trains both ahead and behind that of the Stearns family. The total emigration arriving in the Rogue River Valley was 159 wagons, 400 men, 120 women, 170 children, 2,600 loose cattle, 1,300 sheep, 140 loose horses and 40 mules. Capt. Miller arrived in the valley September 30th, and reported "a number

of trains at the Lakes without provisions."

There seems to have been a detachment of regular soldiers and California volunteers under command of Capt. Mack Bushy dispatched from the Yreka country, but the size of any emigration to that place is unknown.

In 1854, some 73 men under command of Capt. Jesse Walker, volunteered at Jacksonville to proceed to the Klamath country to meet and protect that season's emigration. Simultaneously, 15 "experienced men" set out from Yreka and joined the Oregonians at Tule Lake. Headquarters was established at Clear Lake with a large portion of the company under Lt. Westfeldt continuing on to meet the emigration.

The Andrew Soule wagon train, Yreka bound, noted 25 volunteers under a "Capt. Crosby" at Clear Lake on September 24th.

Mrs. P. S. Terwilliger of the Stone-Terwilliger train, also Yreka bound, wrote on October 3rd, while traveling down Fletcher Creek, "Met 75 Rangers with provisions for the immigrants who were short." On the 4th, Mrs. Terwilliger wrote, "All Rangers but 25 going back to Yreka (or Jacksonville) on account of no provisions." The size, destinations, etc., of the 1854 emigration is unknown.

This Oregon relief expedition was used as a political tool against the Whigs of Southern Oregon because it cost so much, \$45,000. It was claimed "Grasshoppers had destroyed vegetation almost entirely in the southern valleys this year, which led to a great expense for forage." Further, it seems, "The merchants and traders of Jacksonville, who were unable to furnish the necessary supplies, which were drawn from Yreka, testified as to the prices."

Capt. Rufus Ingalls of the Quartermaster Corps, accompanied by Lt. Allston, in command of fifty dragoon recruits, was the first company to travel the Applegate Trail in 1855. Ingalls left the Humboldt River on June 14th, with 17 wagons, 122 horses, 112 mules and probably 30 to 40 men in his own company. He arrived at Ft. Lane, in the Rogue River Valley, July 6th, without incident.

According to Bancroft's History of Oregon, a Capt. Smith from Ft. Lane with his squadron, reenforced by a detachment of horsemen, proceeded to the Klamath country to render assistance to the emigration. How much of an emigration traveled the Applegate Trail, or its destination that year is also unknown.

No information concerning the 1856 emigration or relief companies from Jacksonville and Yreka have been located to date.

Early on the morning of February 23rd, of this year, a man closely connected with the early history of the Applegate and Yreka Trails, Ben Wright, was killed by Indians at Whaleshead, near the mouth of the Rogue River. He died as he had lived, by violence.

Information on travel over the Applegate Trail in 1857 is also lacking. We do know that on June 18th, 11 men and 19 horses, from Oregon and Yreka passed eastward through Susanville, using the Applegate Trail only from Rabbit Hole Springs to the Humboldt River. In addition, in December, men from Susanville, two of whom were Hines and Tutt, journeyed to the Rabbit Hole Springs area with two wagons and four yoke of oxen each, to gather iron from wagons and other equipment left by past emigrations. The iron was sold to Roop's blacksmith shop in Susanville for \$1500.

We have the record of but one small company traveling any portion of the Applegate Trail in 1858. About mid-April, a party of men from Susanville, while hunting horses stolen by the Indians, reached Sugar Hill on the eastern borders of Goose Lake. There on the 24th, they came upon a small group of Mormons, 7 men, 3 women and 2 children riding and packing 23 horses, making their way to Salt Lake City. These people returned to Susanville with the horse-hunting party, and later most of them made their way back to the Rogue River Valley.

In 1859, a Lt. Piper, with a detachment of soldiers from Fort Jones, penetrated the Klamath country looking for stolen stock. They camped for a few days on the north

side of the Klamath River just below present Keno, Oregon at a place known in early pioneer days as "the cabins". These cabins were located very near the original emigrant ford of 1846, one mile below Keno.

During the summer and fall of 1860, Lt. Lorenzo Loraine, commanding a detachment of U. S. Army troops, known as Company L, 3rd Artillery, established and occupied a post on Spencer Creek, west of Keno. The post was established for the protection of emigrants and was called Camp Day. It was about 1 mile east of the lower emigrant ford on Klamath River.

It is told that Lindsay Applegate with 42 volunteers, traveled in 1861, from the Rogue River Valley, "a days journey beyond Bloody Point." Becoming suspicious, they returned to Bloody Point in time to save a wagon train they had missed on their last day's travel eastward. Among the emigrants was a babe-in-arms, Octavia Farrar, later Mrs. C. R. DeLap of Klamath County. Included among these volunteers were Wallace Baldwin and Ivan Applegate, later residents of Klamath County, and Sam Richey, father of Sam Jr. presently living in Klamath Falls, Oregon.

No definite information concerning the Applegate Trail in 1860 and 1862 has been found to date.

Ft. Kamath was established late in 1863, supposedly as a protection for emigrants along the Applegate Trail. It was however some fifty to sixty miles from Bloody Point and other portions of the trail. A new road of sorts from Jacksonville across the Cascade Mountains north of Mt. Pitt (McLaughlin) to the fort then came into existence and further tended to divert traffic from the old trail.

In the summer of 1864, Col. Drew with a detachment of soldiers opened up a new line of travel from Ft. Klamath, via Sprague River, Draws Valley and around the nortern end of Goose Lake to the Applegate Trail over the Warner Mountains at Fandango Pass. He was at the time conducting a train of seven wagons from Shasta Valley who were headed for the John Day mines. The entire group

made its way across southeastern Oregon south of Steens Mountain to Ft. Boise, where the Old Oregon Trail was intercep-ted. Drew and his men then retraced their steps but by-passed their route through Fandango Pass to reach their outward bound route at the north end of Goose Lake (near present Lakeview, Oregon). On rejoining their old trail, they found it traveled by the 1864 emigrants bound for Rogue River Valley. Thus another by-pass of the Applegate Trail was inaugurated.

Little, if anything, is known of travel over the Applegate Trail for the years 1865 and 1866, except for pack trains between Yreka, Ashland and Jacksonville in the west and the Klamath Basin in the east.

In 1867 Linkville (Klamath Falls) was established, and a few settlers began to trickle in during the summer. 1868 and 1869 saw more arrive, still using the Applegate Trail, but now principally from west to east. "It was in 1869 that the few settlers began to discuss seriously the ques-tion of a road through their particular section of the country." Eventually the Jackson County, Oregon commissioners authorized a survey, and "the settlers con-structed the highway. It wound up along the Klamath River; thence to Lost River and down that stream to the Stukel place; thence down the east side of Tule lake to the state line." It became known as the Southern Oregon Wagon Road and almost entirely eliminated the Applegate Trail from Bloody Point into the Rogue River Valley.

Beginning in 1862, with the rush by miners from California to the newly dis-covered gold deposits in northeastern Oregon, southwestern Idaho and north central Nevada many new trails and roads were brought into use. These routes used, inter-sected and otherwise shortened the App-legate Trail to a point where it was almost replaced as a line of travel.

Then came the first settlers in Surprise Valley, Cressler and Bonner in 1865; the establishment of Forts Bidwell, 1866; Warner, 1866; the first settlemenu in Goose Lake Valley, 1867; the Dorris

Bridge (Alturas, California) in 1869. All these posts and settlements also brought about new roads that further eliminated the Applegate Trail.

During 1871 and early 1872, a road known as the Tichnor Road, was constructed from Yreka, south of Tule Lake and the Modoc Lava Beds, to Alturas, and further diverted traffic from the Applegate Trail.

Between September 15th and 24th, 1872 Major John Green commanding B. Troop, 1st Cavalry, traveling eastward on the Applegate Trail between Clear and Goose Lakes, wrote: "...the worst piece of rocky country on top of ground—for miles neither wheel of wagon nor foot of horse ever touched the soil. Ground covered with loose round rocks as thick as they can be planted—A Devils Garden (curiously enough, its present name) of the most approved type." Another reason to hunt new roads.

Finally, during the Modoc War of 1872-73 portions of the Applegate Trail saw considerable U. S. Army troop movement along it, both east and west from Tule Lake. In addition a large amount of supplies were freighted in from Scott, Shasta and Rogue River Valleys.

Much later, until 1909 in fact, that portion of the old trail south of Lower Klamath Lake witnessed a great deal of freight traffic passing back and forth from the Southern Pacific Railroad in Shasta Valley (completed in 1887) to as far east as Clear Lake. Also down through the years many bands of horses, cattle and sheep were driven over it to the railroad, for shipment both north and south.

(Note: Each of the following chapters will begin with continuing extracts from the diaries of Virgil K. Pringle, 1846 and Lester G. Hulin, 1847, both travelers of the Applegate Trail. These diaries will be divided into nine sections, from the Humboldt River to the Rogue River Valley, the better to present and accompany our history with maps and pictures. The extracts will contain notes, in parenthesis, by this writer, where it is deemed necessary for a better understanding of the locations mentioned by the two diarists.—Editor)

Chapter III — Over the Ranges to Rabbit Hole

VIRGIL K. PRINGLE.

Saturday, September 5, 1846—Arrived at the place where the Oregon roads leave California road and Mary's (Humboldt) river — 6 — 1,831 miles (Pringle's estimated distance from his home near St. Charles, Missouri via Independence, Missouri, his jumping-off place on the Missouri River).

Sun-Sept-6—The new road takes immediately to the dessert of fifty-five miles extent with two weak springs on the route. We arrived at the first spring (Antelope, now Willow) at four o'clock in the evening, took our supper and gave our teams what water we could get and started for the second (Rabbit Hole Springs), where we arrived at four in the morning. Found the spring weaker than the first. 19 miles. 1,865 m.

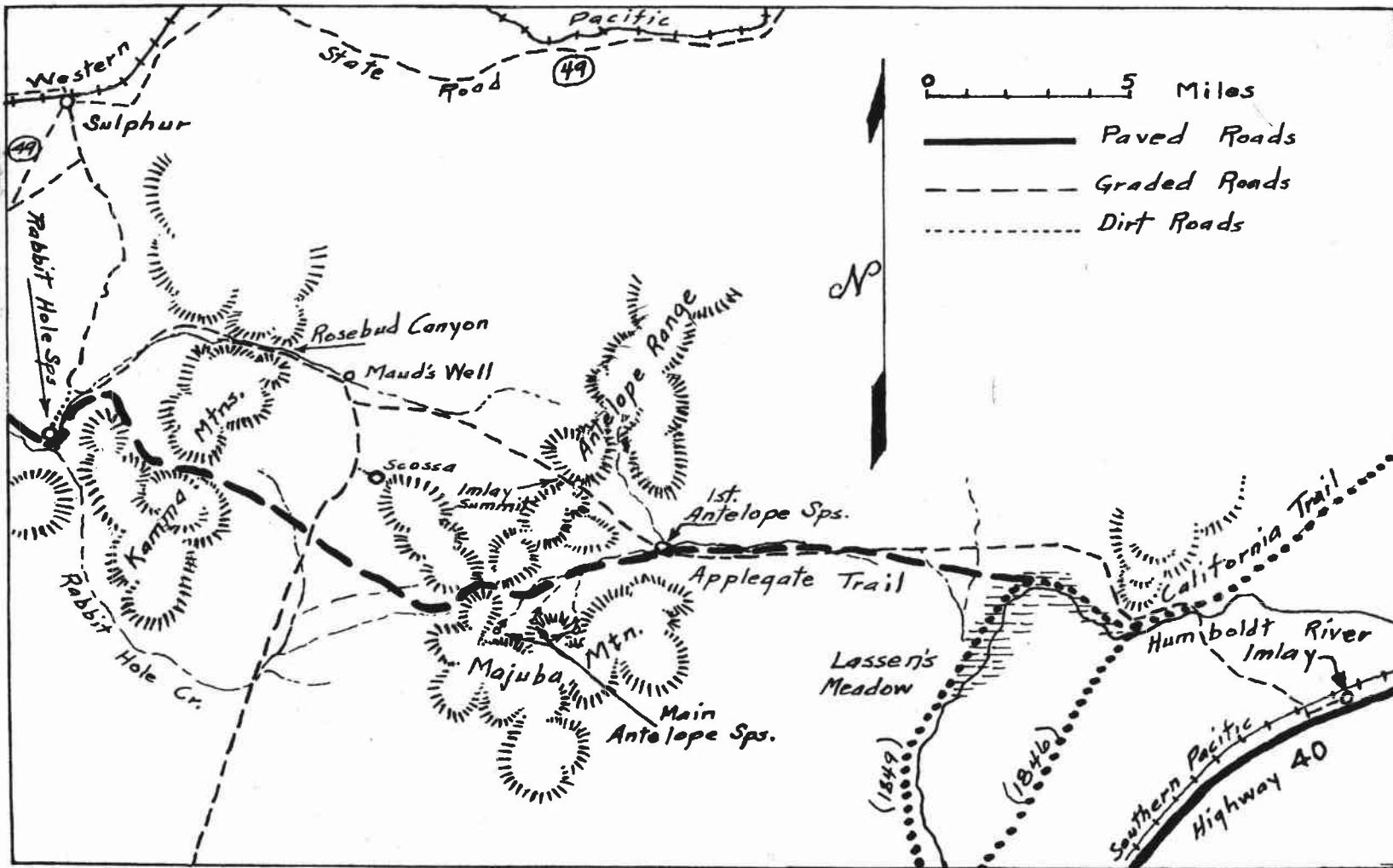
LESTER G. HULIN.

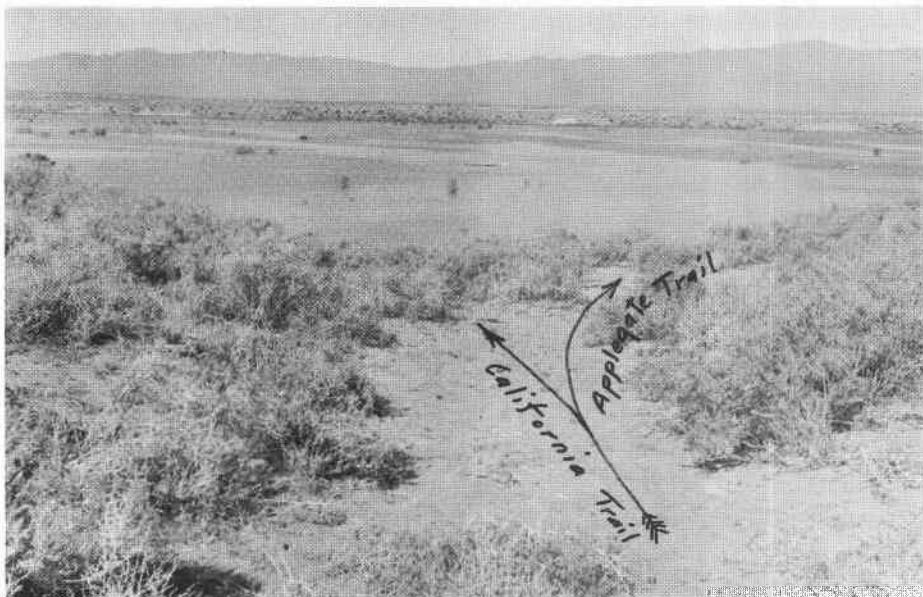
Fr. September 17, 1847: When we came to the forks of the road we watered. A 12 miles farther brought us to the foot of the Mts.; here is a spring (Antelope, now Willow), but no grass; camped here; distance 16 miles.

S. Sept. 18: Moved off by the sunrise in hopes of finding grass, but found none, but found a small spring (Rabbit Hole) in 15 miles; we used up all the water we could get, took supper and moved on about 15 miles (passing west of Rhonda Siding on the Western Pacific Railroad) and stopped in a place deserted by everything living (southeastern edge of Black Rock Desert); distance 30 miles.

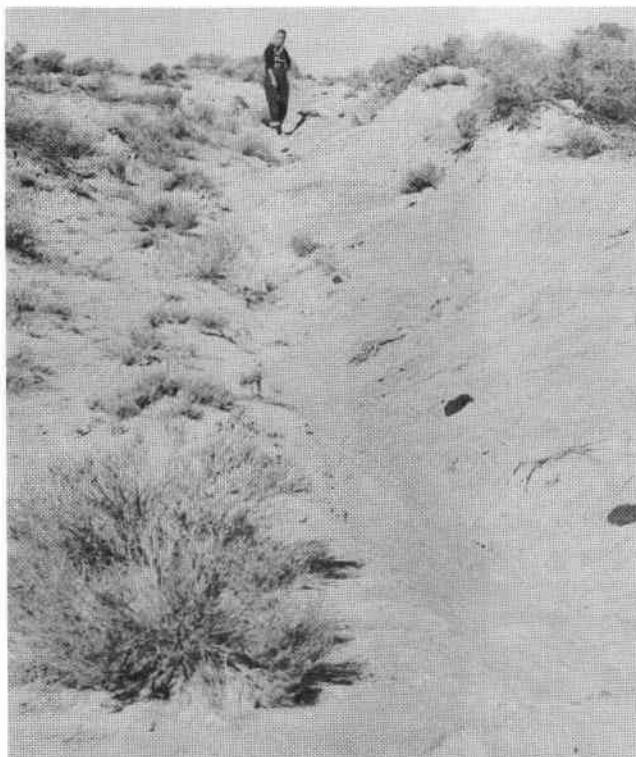
In researching, relocating and writing of the Applegate Trail, the first problem to be solved is exactly where did the trail actually branch from the parent California Trail.

As constituted in 1846, the California Trail did not stay strictly to one side or the other of the Humboldt River. Rather, it crossed several times to cut off some of the many bends of that stream and thus





The 1846 Applegate Trail (right) branched from the California Trail (left) at Lassen's Meadow, now Rye Patch Reservoir, on the Humboldt River in Nevada. As it looked July 7, 1971.



Helen Helfrich in the trough of the Applegate Trail where it separated from the California Trail at Lassen's Meadows on the Humboldt River.

shorten the route. This is best shown by the very accurate and detailed maps of T. H. Jefferson, an emigrant of 1846, who reached the main Humboldt River, via its South Fork, a few miles west of present Elko, Nevada. Jefferson arrived at the Applegate Trail turn-off some two weeks after that route was opened and several days behind the last wagons to turn into it, therefore his map is our best source for the location of the turn-off.

The California Trail, as then in use, passed through present Winnemucca, and followed down the left bank of the Humboldt River to a point near the railroad siding of Cosgrove. There it forded the river to the right hand side, which was followed to a point from one to two miles west of the Callahan Bridge, in turn some four or five miles northwest of present Imlay, Nevada.

Again fording the river to the left side, the California Trail passed across a large bend in which is located the Humboldt Reservoir, now known as the Pitt-Taylor Reservoir, and after a few more miles, crossed back to the right or west bank of the Humboldt, and so continued on past present Lovelock.

The Applegate Trail in the beginning, branched from the California Trail near the location of the ford west of the Callahan Bridge, on the upper end of the "Lassen Meadows" now covered by the Rye Patch Reservoir, lying southwest of the southern tip of the Eugene Mountains. It continued westward approximately two miles along the bottoms bordering the river, then climbed the sand ridges bordering the meadow lands, to the more elevated sage and greasewood plains rising to the west. It was at this latter point, where the road entered the sand ridges, that the California and Applegate Trails separated in 1849.

In writing of this latter junction, J. Goldsborough Bruff on September 19, 1849 described it as a broad and perfectly level, semi-circular area sweeping around the bend in the river. It was very dusty where the two trails divided, and as well beaten and traveled as any thoroughfare

could be. There was a red, painted barrel standing in the forks of the road upon which was printed in black letters "Post Office". It was a new barrel with a square hole cut in the head and was about half-full of letters, notes, notices, &c. These were mainly to emigrants in the rear, giving information about the routes and which the writer was taking. Also nearby was a stick and billboard filled with like notices. Fewer had taken the California Trail than the Applegate.

Jesse Applegate gave a good overall description of the routes covered in this section, as well as some sound advice, when he wrote in his "Waybill," printed in the *Oregon Spectator* of April 6th, 1848: "...Below this (Emigrant Hill, west of present Carlin, Nevada) the road in cutting across bends, is sometimes off the river for considerable distances. Emigrants may easily regulate their travel to suit these bends. The Oregon and California roads fork at a large bend of the river, where the river turns directly south—the Oregon road here leaves it and runs on in a west course towards a gap in the mountains.

"From Ogden's (Humboldt) River to the Black Rock, is known as 'the dry stretch' and to perform the journey in safety, emigrants should send a party 2 or 3 days in advance to dig out large reservoirs for the water at the springs, by which means water may be had for their animals—At the first springs (Antelope) there is some grass, at the second (Rabbit Hole) there is little or none, but at Black Rock there is abundance.

"Emigrants should encamp at the first springs, and perform the journey from there to the Rock in the next day and night. The loose animals should be driven ahead as fast as possible until they reach the Rock, and not suffered to drink at the second springs (Rabbit Hole) as the water should be reserved for the teams. Care should be taken to prevent the loose animals from leaving the road during the night travel, as many have been lost by neglecting this precaution."

Had the emigration of 1849 followed



At the first Antelope Springs, now known as Willow Springs. The other springs are on the hillside in the extreme background. Note the dead cow-brute in foreground, much the same as in trail days.

Jesse Applegate's advice, which was probably unavailable to most, suffering and loss of property, would no doubt have been greatly reduced. This, together with the extreme selfishness of others, caused much inconveniences to the more careful and thoughtful, who in most cases went through in good order. Of course, 1849 was an exception, with its thousands of "gold rushers" literally overrunning every available water hole and grassy spot on or near the trail.

One of the companies who did not adhere to Applegate's advice was that in which A. Bachelder, diarist, traveled. Leaving the Humboldt on September 14th, at 3:00 in the afternoon, they drove until 8:00 in the evening "and encamped near a spring (Antelope), where there was no feed, so we picketed our horses, or tied them to bushes and turned in." On the following day he recorded: "...Our animals were very much jaded."

Another company traveling near the rear of the 1849 emigration of which Kimball Webster, diarist, was a member and recorded on September 14th: "...The 'Cutoff' leaves the river and crosses a desert plain, very barren and slightly undulating, in a westerly direction. We left the Hum-

boldt with expectation of being at the gold mines in about a week, providing the reports were reliable as to the distance. We traveled 14 miles after leaving the river before we found water, but at this place we found a spring (Antelope), but there being several trains camped here tonight, it was with great difficulty we could procure water sufficient for the needs of our mules and horses. There is not a spear of grass to be found in this section, and we were compelled to tie our mules to sage brush to keep them from straying away, without a particle of food."

As a direct result of the lack of feed, Webster recorded the following: "When within about six miles of Black Rock one of the mules which I was driving became so exhausted that he refused to go any farther, and I was obliged to unpack and leave him with the pack by the roadside; ..."

On the other hand, one diarist, Andrew Soule, in very meager notes, recorded on September 5 and 6, 1854, "making and loading hay" before taking the cut-off on the 7th. Sixty-one years later, in 1915, his diary was rewritten, using the original as the basis, but with much new material added from memory, enlarging and clar-

fying many of the 1854 happenings. The 1915 account follows:

"September the 5th and 6th we did not break camp, but spent our time making hay for the feed on the coming desert. Others did not make hay and lost their teams and all they had. We bound our hay in bundles and loaded all our wagons tying all we could on the sides with hay ropes that we had twisted. The sick are all better so on the 7th, just after midnight, we left for he deser. We came to Antelope Spring at 9 o'clock Friday morning, the 7th. There was very little seepage water here but no grass. We ate a bite, rested the cattle and then went on all day and 12 o'clock at night came to Rabbit Hole Spring, covering a distance of twenty-one miles. This place was a barren flat, with but very little water and no grass at all. We fed some hay, ate a bite that the women had prepared and then went on to Black Rock Springs—a large boiling hot spring. We got here at ten o'clock the 9th and fed some of our hay, as there was no vegetation."

Considerable confusion has arisen concerning the Antelope Springs area, its name, its exact location and up which gulch the Applegate Trail actually ran. It was first called Diamond Springs by Lindsay Applegate in his reminiscences, but this was 31 years after the fact, and the only reference, using that title, found to date. By 1849 most of the diarists wrote of it as "Antelope," probably because of an antelope killed there in 1846 by Wm. G. Parker, when he and Levi Scott were hunting a route back to Rabbit Hole Springs from the Humboldt River. It was still "Antelope" in 1916, when Fairfield's History of Lassen County was published. Then the Geographical Survey on their maps of 1935 and 1955, for some unknown reason, if any, adopted the title of "Willow Springs," of which there is a complete lack.

There are four springs at least, in the immediate Antelope vicinity. The first is located approximately 9 miles from the 1849 junction of the Applegate and California Trails, at a point from one to one

and a half miles up the gulch followed by the trail leading from the desert floor. This spring is on the right hand side of the present road as well as the old trail, and is the one now designated "Willow Springs". It was at this location that a small house stood in 1862, near which two men, Bailey and Cook, were killed by Indians. Both were buried on the spot but their graves have become lost. Just above the springs, the gulch divides into two branches.

The original Applegate Trail followed up the left hand gulch, and in the next mile to two miles passed three springs, from $\frac{1}{2}$ to $\frac{3}{4}$ of a mile to the left, on the north slope of Majuba Mountain, which is the southern extremity of the Antelope Range. Approximately $4\frac{1}{2}$ miles from the first spring (Willow), the summit or *emigrant pass* over the Antelope Range is reached. From this pass the trail descended a ravine into a broad sage plain sloping to the southwest. This plain drains in a circuitous route into Rabbit Hole Creek to eventually end up flowing northwesterly past Rabbit Hole Springs into the Black Rock Desert west of present Sulphur on the Western Pacific Railway.

The present road, and an old one, often mistaken for the emigrant trail, which it may have been at a later date, but not the original, both follow up the right hand gulch to Imlay Summit, which is exactly three miles northeast along the crest of the Antelope Range from *emigrant pass*. Once, while interviewing a local old-timer, this location was pointed out to us as "Emily Summit".

At Imlay Summit, just a few feet south of the present road, are some very old ruts, cut several inches deep in the shale rock. The old road, approximately the present road, can be followed from "Willow Springs" up a winding course which finally reaches the summit by following the water course of the gulch itself the latter portion of the ascent. Continuing westward from Imlay Summit the old and new roads lead past Maud's Well into Rosebud Canyon which is followed to

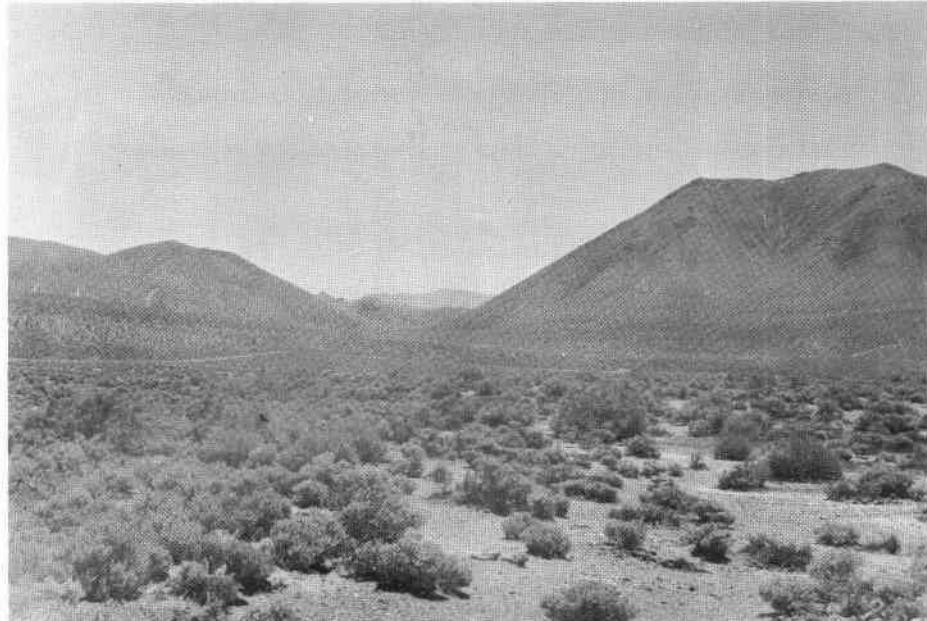
Rabbit Hole Springs, some two miles southeast of the mouth of the canyon proper. This route may have been opened by Col. F. W. Lander, who with a considerable crew of men, was in the neighborhood in 1860 improving the road and watering places, as part of the Ft. Kearney, South Pass and Honey Lake Wagon Road. The original trail is known to have been in use as late as the summer of 1857 (Francis A. Bishop's survey diary and maps). Or, it may have been superceded a few years later when a large amount of heavy traffic from Chico and Red Bluff, California passed eastward to the Humboldt mines.

Following are excerpts from various diaries which describe the route as traveled by the emigrants between Humboldt River and Rabbit Hole Springs. It will be noted that there is not one description that could even remotely be applied to the Rosebud Canyon route, yet all give some detail which can be located along the left hand route, almost parallel, but some three miles to the south.

Alonzo Delano, August 15, 1849: "As

we had been assured that there was grass and water on the way, we did not think it necessary to provide against these contingencies, any further than fill a small vinegar keg with water, for the purpose of getting over the first thirty miles which, as it appeared a little doubtful in the way of essentials we concluded to drive at night. . . . it was eleven o'clock before I reached the springs (Antelope), which were a mile off the road. . . 3 small springs, . . . pursued our way directly up the gorge to the ridge, and then followed down another ravine. At the distance of five miles from the spring we were upon the northeastern rim of another barren sand basin. . . . Crossing the basin and ascending a high hill we overtook our train, just entering another defile on the northwest, . . ."

John Evans Brown, August 22, 1849: "The majority of the emigrants having taken this road we concluded to try the experiment and soon commenced ascending the gradual slope to the pass in the mountain. After traveling about fourteen miles we found excellent water on the left (An-



The Applegate Trail exploring party of 1846 left Black Rock, heading for this notch in a range of hills, and discovered Rabbit Hole Springs before arriving at the gap. Photo from the springs looking southeast in 1971.

telope Springs), about one mile from the road..."

Israel F. Hale, August 22, 1849: "This morning we took the cut-off, if it is one. It takes off at a point where the Humboldt runs south and the cut-off runs a west course to a gap in the mountain. It starts in a valley that extends rather north, and several miles from the road is seen a round mound that appears to be in or near the center of the valley and is eight or ten miles, I should think, from the Humboldt River. By that mound, the bend of the river etc., the cut-off may be known. We drove four miles further and stopped to rest our teams and take a lunch."

E. P. Howell, August 23, 1849: "...came to forks of road took right hand, leading nearly due West to a gap in the mountains. A valley extending toward the North in the midst of which arose a hay stack looking mound....We came 10 miles to a patch of bushes on the right of the road, where we found a little bad water in a rabbit hole (Willow Springs), two or three miles further came to a road turning off on the left to several springs on the mountain side about a mile from the road....We watered our stock with some difficulty, and continued up the hollow 3 miles to the gap of the mountain....We went on down a dusty hollow bearing NW and N, over undulating hills until we came to some wells (Rabbit Hole Springs)..."

Dr. Caldwell, August 31, 1849 wrote that in 5 or 6 miles (from Willow Springs) he crossed a divide and nooned in a barren valley. That afternoon he crossed another divide and arrived at some wells (Rabbit Hole Springs).

A. Bachelder, September 15, 1849: "This morning we passed on up the mountain, down and over another (the southwestern arm of Kamma Mountains, not through Rosebud Canyon)."

Late in the afternoon of September 20th, Bruff passed out of the narrow ravine road (south of Kamma Mountain) to turn southwest and ascend a considerable gravel tableland on which were located some weak springs (Rabbit Hole). Small

reservoirs had been dug out below each, into which some selfish owners had allowed a drove of oxen to crowd, ruining the water for others.

Joseph Richard Bradway, August 26, 1853: "Left the junction 9 1/4 O. about 8 miles there is some willows to the right of the road and a little grass, four miles farther brought us to the Antelope spr. at the left of the road, two miles farther... at a small spring on the side of the mountain 1 1/2 miles to the left of the road—."

Francis A. Bishop, surveyor traveling eastward from Rabbit Hole Springs, August 12, 1857: "...Crossed a low plain which runs around this range to the South, and drains into Humboldt (actually into Rabbit Hole Creek). Antelope springs are about 1 1/2 miles to the south of the road, and well upon the mountain side."

Rabbit Hole Springs are only a few hundred yards northwest of the junction of Rabbit Hole Creek, dry most of the year, and the equally dry wash that drains the Maud's Well country through Rosebud Canyon. Rabbit Hole Creek flows in from the southeast through a gap in the hills that can be seen from as far away as Black Rock across the desert. This gap was used in 1846 as a landmark by the group of road-viewers under the direct leadership of Jesse Applegate when seeking out their route across the desert from Black Rock.

Bruff had an odometer (sometimes called roadometer and forerunner for the present day speedometer) made by Jacob Blattner of St. Louis which was attached to one of his wagons. It measured the number of revolutions made by a wheel of known circumference, thus enabling the mileage per day to be closely calculated. By this instrument Bruff was able to figure the distance from the junction of the roads on the Humboldt to Antelope Springs as 13 1/2 miles, and from there to Rabbit Hole Springs as 16 3/4 miles, or a total of 30 1/4 miles from the Humboldt junction to the latter place.

While traveling this distance he noted the number of dead stock along the trail, 22 oxen and 2 horses to Antelope Springs,



One of four springs at Rabbit Hole. Note the remains of gold-digging operations in the early 1940's.

45 oxen from Antelope to Rabbit Hole Springs, and 82 oxen, 2 horses and 1 mule at the latter place, all in an area of 1/10 of a mile. He further noted innumerable pieces of wagons, ox-yokes, bows, chains, hubs, tires, and even whole wheels. Probably there were many animals and miscellaneous articles scattered about that he did not see.

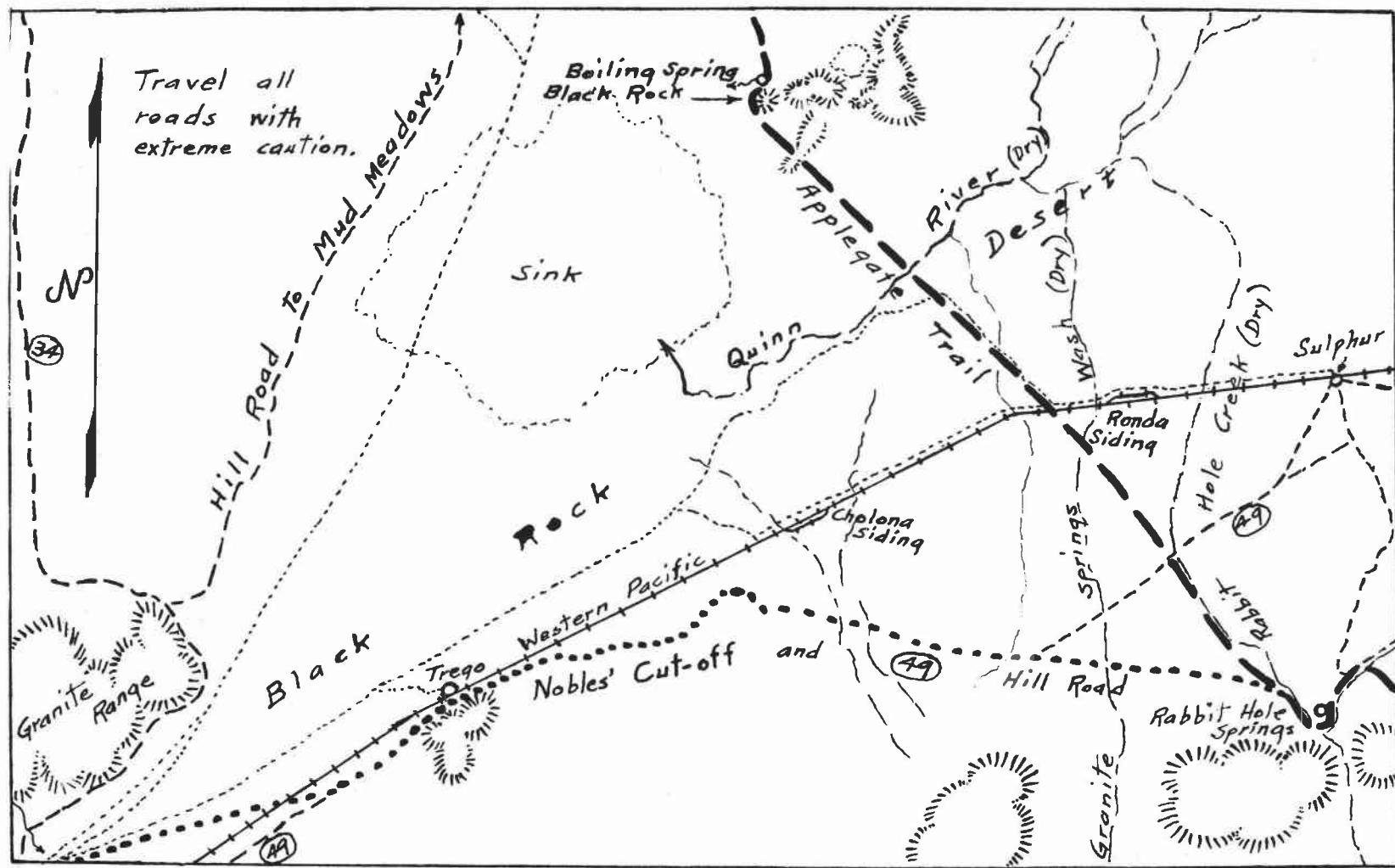
Diary excerpts for the Rabbit Hole Springs area follow:

Delano, August 15, 1849: "...we hurried on, and descending a couple of miles through a defile, we passed the most beautiful hills of colored earth (the pass south of Kamma Mountain) I ever saw, with the shades of pink, white, yellow, and green brightly blended....we passed on through a small basin beyond the defile, when, after ascending a little elevation, the glad shout was raised, "I see where the spring (Rabbit Hole) is." Several wagons had stopped in the road and a knot of men were gathered around a particular spot, which marked the place of the glorious element, and with parched tongues we went up. Judge our disappointment, when we found the promised springs to be only

three or four wells sunk in the ground, into which the water percolated in a volume about the size of a straw, and each hole occupied by a man dipping it up with a pint cup, as it slowly filled a little cavity in the ground. Each man was taking his turn to drink."

Bryan Farnham, August 22, 1848: "We stopped to take our Breakfast, at this place (Rabbit Hole) was wells dug in the white clay, but we were unable to get water either for ourselves or cattle, one or two crackers a handful of beans and a couple swallows of water had to do us for breakfast and dinner and supper which we took at one sitting.

Webster, September 15, 1849: "...traveled across a barren, undulating desert, when we came to a place known as the Rabbit Wells, where four or five wells, some 8 or 10 feet deep, have been excavated by the immigrants in advance for the purpose of obtaining water for themselves and their stock. These wells were with one or two exceptions, filled with dead animals. Having seen the water at the bottom and being so eager to obtain it, they rushed head first into them, where



they perished and could not well be extricated. The water of these wells is of a poor quality and proved to be scarce. After traveling six or seven hours over a very dusty road on a hot day, it is far better than none. There was a large number of immigrants at the wells and it was difficult to obtain sufficient quantity of water, it being dipped up with in cups as fast as it ran into the wells. We remained there one hour and a half and obtained what water we were able to, but could get very little for our animals. Neither was there anything for them to eat."

Bruff arrived at Rabbit Hole Springs five days behind Webster and conditions had not changed except to become even more distressing. Dead oxen lay everywhere and the stench was suffocating. The vicinity was beaten bare of everything but dust with carcasses and broken wagons everywhere.

Bradway, August 27, 1853: "These springs are several holes dug in the ground containing water sufficient for some fifty head of stock but they should be watered in buckets. No grass, some two miles before reaching these springs there is a well containing water $\frac{1}{4}$ mile to the left around a point of a hill along the ravine a little grass. No place to camp.

Bishop, U. S. Government surveyor, traveling eastward, August 11, 1857: "These springs afford barely water enough for drinking purposes. They are merely holes dug in the ground into which water slowly issues. . . . the trader at Deep (Hole) Springs (west of Gerlach) had some specimens of gold that were taken from this place. It has every evidence of a gold bearing country. The ground is thickly strewn with small broken quartz. The want of water however presents a serious difficulty to its being thoroughly examined."

Bishop's mention of "evidence of a gold bearing country" at Rabbit Hole becomes doubly interesting when nearly 100 years later, Irene D. Paden writing in "Prairie Schooner Detours," published in 1949, states that some 400 people lived in the area around 1937, "panning out a dollar or so a day" of gold. Remains of some of

their dugouts and shelters nearby can still be seen.

Chapter IV — Across the Desert to Black Rock

VIRGIL K. PRINGLE.

(September, 1846). Slept and rested till nine—of the 7th, then started the last stage of the desert (Black Rock Desert). Our Stock weak and working badly, getting very little water and nothing to eat. Arrived at Black Rock at 8:15 in the eve. Left 2 steers belonging to Collins on the road, they being too weak to come in, several others barely getting through. Found a large, hot spring (Black Rock Boiling Spring) and plenty of first-rate grass. This desert is perfectly sterile, producing nothing but grease-wood and sage, and some of it perfectly barren and the ground very salt. The road good and level and generally firm. The mountains barren and dark looking like rocks—21 miles.

Tue. Sep. 8 — Laid by for the benefit of Stock.

LESTER G. HULIN.

(September, 1847). In about 3 miles we came to a muddy creek (Quinn River, now dry most of the year), watered our animals and pushed on about 5 miles to Black Rock or Blk. Mt. near some reddish looking points; here is a hot spring (The Boiling Springs) and coarse grass; we, of course, camped here; distance 8 miles.

Rabbit Hole Springs of today is the junction of several dirt roads. The main road from the east follows down Rosebud Canyon from Imlay Summit to join another coming in from the southeast and following down Rabbit Hole Creek. Leading south, from Sulphur on the Western Pacific Railroad, is a main road which branches a few miles north of Rabbit Hole. Both of these roads join the Rosebud Canyon road, the left hand fork 3 miles and the right hand fork 1 mile, northeast of the Rabbit Holes.

At Rabbit Hole Springs, one road follows around south of the bench upon which the springs are located, while an-

other crosses over the bench past the springs. Both roads again join at the foot of this bench to lead first in a northwesterly direction and then westerly to Gerlach approximately thirty miles away. This road joins with another coming in from Sulphur some $6\frac{1}{2}$ miles west of Rabbit Hole to become the "hill road" or wet weather road designated Nevada State road No. 49. This road for the first fifteen or so miles from the springs, coincides with the route of the Nobles Cutoff to Granite Creek, north of Gerlach, as existing in 1854 and later years.

Mrs. P. S. Terwilliger recorded on September 17, 1854: "... Took the right hand road this morning. This goes to Yreka. Other to Shasta."

Nobles Cutoff as first laid out, branched from the Applegate Trail at the Boiling Springs at Black Rock in 1852, leading across the bare plain to Granite Creek, eventually ending up at Shasta City a few miles west of present Redding, California. According to Bradway, who traveled Nobles Cutoff, this route was still in use on August 28, 1853 when he recorded: "Some grass in the marsh below the spring (Boiling Spring) and good feed about 2 miles to the west (northwest) on the Yreka route. Near the spring is a mountain of Basaltic rock (Black Rock) from which the spring takes its name."

From Rabbit Hole Springs the route of the Applegate Trail lay in an almost perfect northwest course for $21\frac{1}{2}$ miles (Bruff's measurement) to the Boiling Spring, except for a slight fish-hook turn at the extreme end, around Black Rock itself.

The first $9\frac{1}{2}$ miles, from Rabbit Hole to a point on the present Western Pacific Railroad about $1\frac{1}{2}$ miles west of Rhonda Siding was over a gentle slope, through a sandy, dwarfish sage covered flat, otherwise dry and barren. Rabbit Hole Spring lies at an elevation of approximately 4400 feet, while Rhonda Siding is some 376 feet lower, or about 4024 feet.

Of the first wagons crossing this section in 1846, Levi Scott remembered many years later, their stock would surely have

perished if they had attempted to cross the desert during the daytime under the hot sun beating down upon them, so they decided to cross at night. Starting at sunset, they traveled directly toward Black Rock until dark, when they could no longer see it. They then took their bearings by the stars and were able to keep their course all night.

Jesse Applegate in his Waybill of 1848 wrote: "From the Rabbit hole springs, Black Rock is in sight in a N.W. direction across a bad plain, it is the south end of a range of naked burnt mountains and all the water in its vicinity is nearly boiling hot."

Hale recorded on August 22, 1948: "We arrived at these wells (Rabbit Hole) about eleven o'clock and remained until three in the morning when we started and drove about eight miles and stopped again to rest and get our breakfast, but we have no water nor grass for our cattle.

"We have passed a great many dead cattle and as many that were not dead but had given out and had been left to die. We have not seen fifty spears of grass since we took this road and had but one chance for water and that in a small quantity and of an indifferent quality.

"(23): As we came near the edge (of the sage covered plain) we came in among a lot of mounds from six to ten or twelve feet high (sand dunes). They were from thirty to one hundred feet apart and extended as far as my eye could see. They covered hundreds of acres."

The emigrant trail for the first $1\frac{1}{2}$ miles after leaving Rabbit Hole approximates the "hill road". Thereafter, for about 1 mile it approximates a branch road which runs northeasterly to join State Road No. 49 which leads to Sulphur. This main road (No. 49) from Gerlach to Sulphur, is intersected by the emigrant trail, which in this locality is practically non-existent, about midway between Rabbit Hole and the railroad. The "hill road" is so called, to distinguish it from the desert or dry weather road between Gerlach and Sulphur.

The Western Pacific Railroad intersects

the Applegate Trail approximately $7\frac{1}{4}$ miles west of Sulphur, or $1\frac{1}{2}$ miles west of Rhonda siding, about half-way between mile posts 467 and 468.

At one time there was a bladed road parallel to and north of the railroad tracks, but it has in recent years fallen into disrepair. In its place there is a narrow one-way road just a few feet from the tracks, also on the north side, but on railroad right-of-way which is being used. Turn-outs are few and far between. This last road connects Sulphur and Cholona siding, then leaves the railroad to turn northward into the main desert which it crosses to Gerlach. This road is strictly a dry weather road ONLY.

At the trail intersection west of Rhonda siding, the bladed road from Sulphur ended in 1959 and a one track, sandy, crooked road turned northwest toward the main Black Rock Desert. This road was in 1959 the "desert road" between Sulphur and Gerlach. In 1964 a flash flood hit the neighborhood and this road was washed out. It then became impassable to vehicles other than four-wheel-drive.

An excellent view is afforded both ways along the route of the old emigrant trail from the railroad. Southeast lies the notch in a range of hills where Rabbitt Hole Springs are located, and northwest across the stark whitish colored desert plain lies Black Rock, growing ever larger as the traveler approaches it. That the first emigrants aimed for it and never deviated from their course is proven by the remaining traces of their route, almost arrow-straight from Rabbit Hole.

The 1959 "desert road" turning from the railroad, coincided for the next $3\frac{1}{2}$ miles with the old Applegate Trail. At about 3 miles from the railroad all vegetation ceases and the plain resembles the dry bed of an alkali lake, stretching away to the southwest and northeast many, many miles.

Where the 1959 road turned from its northwest course atop the old trail, to a southwest course, the traces of the emigrant road become quite clear. The separating point of the road and trail was

about 1 mile south of the dry bed of what had once been Quinn River and which still contains water in wet periods.

1853 had evidently been one of the wetter seasons as Bradway on August 28th, wrote: "Some five miles before reaching the spring came to a slough containing salt water bad crossing. Cattle will drink a little if very thirsty."

Quinn River was originally known in Hudson's Bay Fur Company times as Queen's River. Farther up stream one of its branches is known as King's River.

Most of our party in 1959 walked the mile northward to Quinn River and found several remains of oxen well preserved, this 110 years after the destructive year of the 1849 crossing. From Quinn River, three of us followed the still distinct, in most places, emigrant trail some 6 miles to the Boiling Spring at Black Rock. In the meantime, the cars detoured approximately 80 miles via Gerlach to pick us up later at the Boiling Spring.

Bruff's measured $51\frac{3}{4}$ miles from the Humboldt River to Black Rock Springs were increased substantially by others when estimating the distance, probably because of the difficulties encountered en route.

Tabitha Brown, an emigrant of 1846 wrote: "We had sixty miles of desert without grass or water, mountains to climb, cattle giving out, wagons breaking, emigrants sick and dying, hostile Indians to guard against by night and day, if we would save ourselves and our horses and cattle from being arrowed or stolen."

J. Quinn Thornton, September, 1846: "Just as the sun was sinking, we resumed our journey, and after descending a little hill we entered a country more forbidding a spot and repulsive than even that I have described. There were occasional spots where we saw a stray and solitary bush of artemisia. It was a country which had nothing of a redeeming character. Nothing presented itself to the eye, but a broad expanse of uniform dead level plain, which conveyed to the mind the idea that it had been the muddy and sandy bottom of a former lake; and, that after the water had

suddenly sunk through the fissures, leaving the bottom in a state of muddy fusion, streams of gas had broke out in ten thousand places, and had thrown up sand and mud, so as to form cones, rising from a common plane, and ranging from three to twenty feet in height. It seemed to be the River of Death dried up, and having its muddy bottom jetted into cones by the force of the fires of perdition. It was enlivened by the murmur of no streams, but was a wide waste of desolation, where even the winds had died. It was wearisome, dull, and melancholy scene, that had been cheered by the beauty of no verdure since the waters of the flood had subsided, and the dove left the patriarch's window to return no more."

Howell, August 24, 1849: "Along here (Rabbit Hole) several wagons and some valuable property is being abandoned on account of failing teams those having horses packing what they could, and such as have none carrying what provisions they can and footing it a head.

"Before starting we gave our cattle some flower in water. We might have found a few bunches of grass for a few miles beyond the well a little on the mountain side west of the Springs we passed yesterday.

"After travelling 16 or 17 miles and having to leave one of our oxen we came to a perfect plane leading N.E. and S.W. with out any vegetation what ever. It looked very much like it had been the bottom of a lake except that it wanted banks We were traveling toward the left hand pointing of a mountain (Black Rock) after passing around which and bearing up north we came to the long wished for spring (Boiling Spring) and grass about 8 or 9 o'clock at night.... We suffered some anxiety fearing that our stock could not stand so long a drive with out grass and a little water.... During the last of this days drive we passed great numbers of dead cattle; and many still alive that had given out.... Some of our men came ahead of the wagons, and found the water cool enough to drink and their horses drank from the spring.... When

they came to the water was nearly boiling hot. The grass was not good; but our cattle went greedily to work and we went to sleep having much need of rest.

"The earth is every where covered with a salt alkiline crust and in all the wells of water; the water is quite brackish. The hot spring water when cooled is the best."

Doctor Caldwell left Rabbit Hole on September 1, 1849 about an hour before daybreak and nooned at the edge of the salt plain of Black Rock Desert. About half of his cattle had given out by that time. Two of his companions then went ahead to look for grass. One of them was a Doctor Allen McLane who later died along the Lassen Trail in Northern California. At 5 P.M. no one having returned, Caldwell advanced the wagons some 4 miles. He had but 3 yoke of oxen left to pull them, so unhooked and started the loose cattle ahead toward Black Rock. In about one mile they met McLane returning with a little grass. After resting a time they attempted to continue with their wagons but were eventually compelled to leave them several miles short of Black Rock Boiling Spring. As a last resort they hauled their wagons ahead to camp at water and grass, one at a time, abandoning most at that point.

Webster, September 15, 1849: "... The company, with a few exceptions, had arrived in advance of me and were principally asleep. I traveled the whole distance, 40 miles, on foot, and drove two mules and one horse, which made considerable extra travel. I had no dinner or supper, and after arriving at Black Rock, rolled myself in my blankets and was soon asleep."

On September 21, 1849, Bruff, after traveling 6 or 8 miles from Rabbit Hole, noted what he thought to be a more elevated plain ahead, very smooth and looking like a field of ice. Upon reaching the spot he learned his mistake, that it was alkiline and during the wet season the bottom of a vast mud lake. A mirage lay to the southwest and oxen had stampeded toward it, and now lay scattered on the plain, as far as the eye could discern. In

the 21½ miles between Rabbit Hole and Black Rock, Bruff counted 359 dead oxen, 7 dead horses and 7 dead mules.

George Keller, about June 16th or 17th, 1850: "There are hundreds of ox skeletons between the river and these wells (Rabbit Hole), which had died the previous season, from lack of food, there being very little good grass after the first of July. Bunch grass is the principal article of food in this part of the route. This, in the proper season, is very nutritious, being almost equal to oats or corn. It ripens about the middle of June. An hour's drive from the wells, brings you to the desert proper—a vast plain entirely destitute of vegetation.

"The sand is very light and porous—the mules and horses sinking in six or eight inches, when it is perfectly dry. This, with the continued clouds of dust, renders travelling fatiguing and unpleasant. The road is strewed with wagons and every other species of property. The carcasses of oxen are scattered every where. Owing to the heat and dryness of the atmosphere, these do not undergo putrefaction, but

become dry and hard, leaving the animal almost entire.

"The stillness of death reigns over this vast plain,—no rustling of a leaf or the hum of an insect, to break in on the eternal solitude. Man alone dares to break it. The desert, on the different routes, varies in width from twenty to fifty miles."

George W. Riddle, emigrant of 1851, as later remembered: "Our drive across the desert was without incident. Our road lay across a perfectly level plain without growth of any kind, a sandy desert.

"Upon the coming of daylight we began to see evidence of disaster that had befallen trains in former years. We were seldom out of sight of the carcasses of dead cattle. All appeared to be of a dun color, caused by alkali dust, and in the hot dry air of the desert the carcasses had simply dried up. Most of them had laid there for five years.

"All along the road were abandoned wagons, and household goods of every description. Here would be a cook stove, further on a plow, then the remains of a feather bed. It was remarked that one



Quinn River on the Black Rock Desert, where the Applegate Trail crossed. Helen Helfrich, Ken McLeod and Bob Saunders, in June 1959.

could find everything they wanted from this abandoned property and it was surprising to see what absurd things some would bring with them across the plains. On this desert we found a cast iron machine that would weigh a ton—evidently some kind of gold saving machine that some inventive genius had constructed and imagined that if he could reach a gold field he would make his fortune, but if the poor man had succeeded in bringing his machine through he would only have met with disappointment, for no such machinery ever proved a success."

Velina A. Williams, September 16, 1853: "The day we crossed Rabbit Hole (15th) to Black Rock we crossed a desert of pure sand, free from all kinds of vegetation, the route plainly marked by the mummyfied remains of cattle and horses that had perished of thirst and wagons abandoned because there was no teams left to draw them. All kinds of household goods thrown away to lighten the loads, and in one place, sitting not far from the road, was a melodeon abandoned from the same stern necessity."

Capt. Rufus Ingalls, June, 1855: "By taking an early start, I crossed the main desert to Black Rock, 40 miles, in one day, without fatigue, and the following day arrived in a country well watered and grassed. The road was traveled by quite a number of immigrants in 1852 (1849), and the signs are sadly frequent, to this day, of their great suffering. They crossed later in the season, when the weather was hotter, water more scarce and poisonous, grass dry or eat up, and themselves in a jaded and worn down condition. I saw the remains of numberless wagons and cattle on this desert; and not being acquainted with the country in front, I almost wished myself back with Colonel Steptoe. Whole wagons were sometimes met with, and very near by would lie the bleached bones of oxen that could draw them no further. Most of the wagons had been burned. The trace was strewn with pans, boxes, tires, and all manner of property usually seen in immigrant trains. The road was quite well marked thus far, but further on it

gets dim and faintly marked, and sometimes it could not be traced at all for miles. It does not appear to have been used since the disaster of 1852 (1849), though I am highly pleased with it; and had I stock to take through, would certainly pursue nearly this same road. In early spring most of this desert is covered with water, and, of course, it would be difficult to cross. The later part of June is the best season. The road then is quite hard and smooth. Black Rock is the southern point of a singularly picturesque and wild-looking place."

Black Rock is the extreme southwestern tip of the Black Rock Range of Mountains, which extend some 50 miles north and south about 30 miles south of the Nevada-Oregon State Line.

3½ miles, almost directly east of Black Rock lies the southeastern tip of the Black Rock Range, Black Rock Point, practically the same height as Black Rock itself. Black Rock Point was in no way connected with the emigrant routes other than lying in plain sight to the right of the trail some four miles away. The Black Rock Range of which Piute Peak is the highest elevation, is skirted on three sides, east, south and west by level, alkaline encrusted Black Rock Desert.

Capt. John C. Fremont and his exploring party of 1843-44 gives us the first written record of Black Rock. On January 2nd, 1844 Fremond recorded: "We were on the road early. The face of the country was hidden by falling snow. We traveled along the bed of the stream, in some places dry, in others covered with ice; the travelling being very bad, through deep, fine sand, rendered tenacious by a mixture of clay. The weather cleared up a little at noon, and we reached the hot springs of which we had seen the vapor the day before. There was a large field of the usual salt grass here, peculiar to such places. The country otherwise is a perfect barren, without a blade of grass, the only plant being the dwarf Fremontias. We passed the rock cape, a jagged, broken point, bare and torn. The rocks are volcanic, and the hills have a burnt appear-

ance—cinders and coal occasionally appearing as at a blacksmith's forge. We crossed the large dry bed of a muddy lake in a southeasterly direction and encamped at night, without water and without grass, among sagebrushes covered with snow. The heavy roads made several mules give out today; and a horse, which had made the journey from the States, successfully thus far, was left on the trail."

Lindsay Applegate, or a ghost writer, when writing of the 1846 South Road hunting parties activities in 1877, recorded: "On starting out on the morning of the 12th (?) of July, we observed vast columns of smoke or steam rising at the extremity of the black ridge. Reaching the ridge a few miles north of its extremity, we traveled along its base, passing a number of springs, some cold and others boiling hot. At the end of the ridge we found an immense boiling spring from whence the steam was rising like smoke from a furnace. A large volume of water issued from the spring which irrigated several hundred acres of meadow. Although the water was strongly impregnated with alkali, it was fit for use when cooled, and the spot was, on the whole, a very good camping place for the desert. The cliffs, at the extremity of the ridge, were formed of immense masses of black volcanic rock and all about were vast piles of cinders, resembling those from a blacksmith's forge. This place has ever since been known as 'Black Rock'."

Delano, August 17, 1849: "As I walked on slowly and with effort, I encountered a great many animals, perishing for want of food and water on the desert plain. Some would be just gasping for breath, others unable to stand, would issue low moans as I came up, in a most distressing manner, showing intense agony; and still others, unable to walk, seemed to brace themselves up on their legs to prevent falling while here and there a poor ox, or horse, just able to drag himself along, would stagger towards me with a low moan, as if begging for a drop of water. My sympathies were excited at their sufferings, yet, instead of affording them aid,

I was a subject for relief myself.

'High above the plain in the direction of our road, a black, bare mountain reared its head at the distance of 15 miles; and ten miles this side the plain was flat, composed of baked earth without a sign of vegetation, and in many places covered with incrustations of salt. Pits had been sunk in moist places, but the water was salt as brine, and utterly useless.... The train had passed me in the night, and our cattle traveled steadily without faltering, reaching the spring about 9 o'clock in the morning, after traveling nearly forty hours without food or water. If ever a cup of coffee and a slice of bacon was relished by man, it was by me that morning, on arriving at the encampment a little after 10.'

Even in that first year of 1846, Black Rock was the scene of considerable confusion and hardship caused from crossing the desert. Levi Scott in after years remembered that, through the carelessness of the stock drivers, some of the loose cattle were allowed to wander away into the desert, never to be recovered, although they layed over two days recruiting themselves and their teams, and hunting the missing stock.

Mrs. Mathew P. (Lucille Henderson) Deady in recalling some of the 1846 happenings recorded many years later: "I shall never forget that camp (either at Black Rock or Double Hot Springs, some 5 miles farther north). Mother had brought some medicine along. She hung the bag containing the medicine from a nail on the sideboard of the wagon. My playmate, the Currier girl, who was of my own age, and I discovered the bag, and so I decided to taste the medicine. I put a little on my tongue, but it didn't taste good, so I took no more. The Currier girl tasted it, made a wry face, and handed the bottle back. My little sister Salita Jane, wanted to taste it, but I told her she couldn't have it. She didn't say anything, but as soon as we had gone she got the bottle and drank it all. Presently she came to the campfire where mother was cooking supper and said she felt awfully sleepy.



The Great Boiling Spring at Black Rock with a northern arm of Black Rock Desert in the background.

Mother told her to run away and not bother her, so she went to where the beds were spread and lay down. When mother called her for supper she didn't come. Mother saw she was asleep, so didn't disturb her. When mother tried to awake her later she couldn't arouse her. Lettie had drunk the whole bottle of laudanum. It was too late to save her life. Before we had started father had made some boards of black walnut that fitted along the side of the wagon. They were grooved so they would fit together, and we used them for a table all the way across the plains. Father took these walnut boards and made a coffin for Salita and we buried her there by the roadside in the desert.

"Three days after my little sister Lettie drank the laudanum and died we stopped for a few hours, and my sister Olivia was born. We were so late that the men of the party decided we could not tarry a day; so we had to press on. The going was terribly rough. We were the first party to take the Southern cut-off, and there was no road. The men walked beside the wagons and tried to ease the wheels down into the rough places, but in spite of this it was a very rough ride for my mother and her new born babe."

Mrs. E. B. (Currier) Foster many years later recalled that, "Mrs. Robert Henderson gave birth to a baby girl while laying over at High Rock Canyon"

Pure exhaustion among man and beast prevailed at Black Rock after arriving there from the desert crossing as so aptly described by Bachelder, September 16, 1849: "All hands were routed early for a move of about 3 miles for feed, there being none here. I found myself very stiff and sore, but managed to get up and straighten out. We picked up our animals, which were scattered all over the plain [not being watched very closely] eating bushes, sticks, ropes &c. My old mule eat his rope off for a bit of lunch. We got into camp and had our breakfast... There are several hundred teams in this vicinity and they are continually passing, several pack companies, and many men with packs on their backs, saw 3 men yesterday with their clothing, provisions, rifles and cooking utensils on their backs, 2 had a rifle each one had a coffee pot, one a tin dipper or two, another a bake pan besides their provisions. They cut quite a figure, and reminded me of the Pilgrims progress of Bunyon. They are going in every shape, men, women and children.

...This emigration presents a sad picture Jaded men and women, but they seem to be in tolerable spirits, filled with hope of better times. Jaded, broken down oxen, horses, mules, many are lying all about us, some dead, in a state of putrefaction, some laid down to rise no more, some dragged along behind the teams, soon to end their journey."

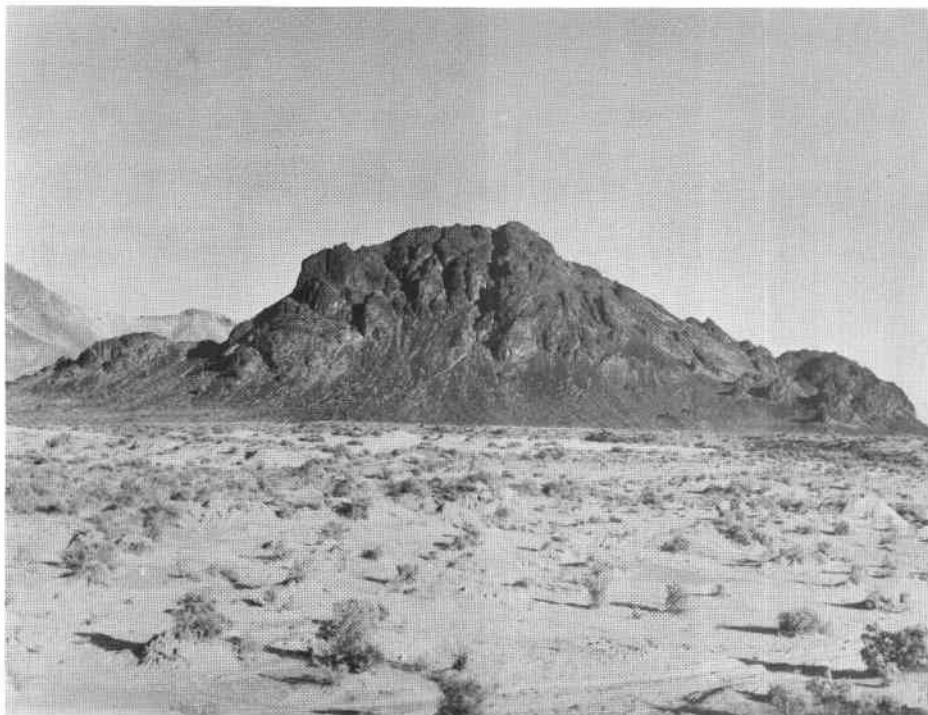
Perhaps the best descriptions of Black Rock and the Boiling Spring are given first, by Delano, who arrived on the morning of August 18th, 1849 and, second, by Bruff, over one month later, who layed over there on the morning of September 22nd.

Delano wrote: "We found this an oasis in the desert. A large hot spring, nearly 3 rods in diameter, and very deep irrigated about 20 acres of ground—the water cooling as it ran off. But we found the grass nearly consumed, and our cattle could barely pick enough to sustain life. The water in the spring was too hot for the hand; but around it there was formed a

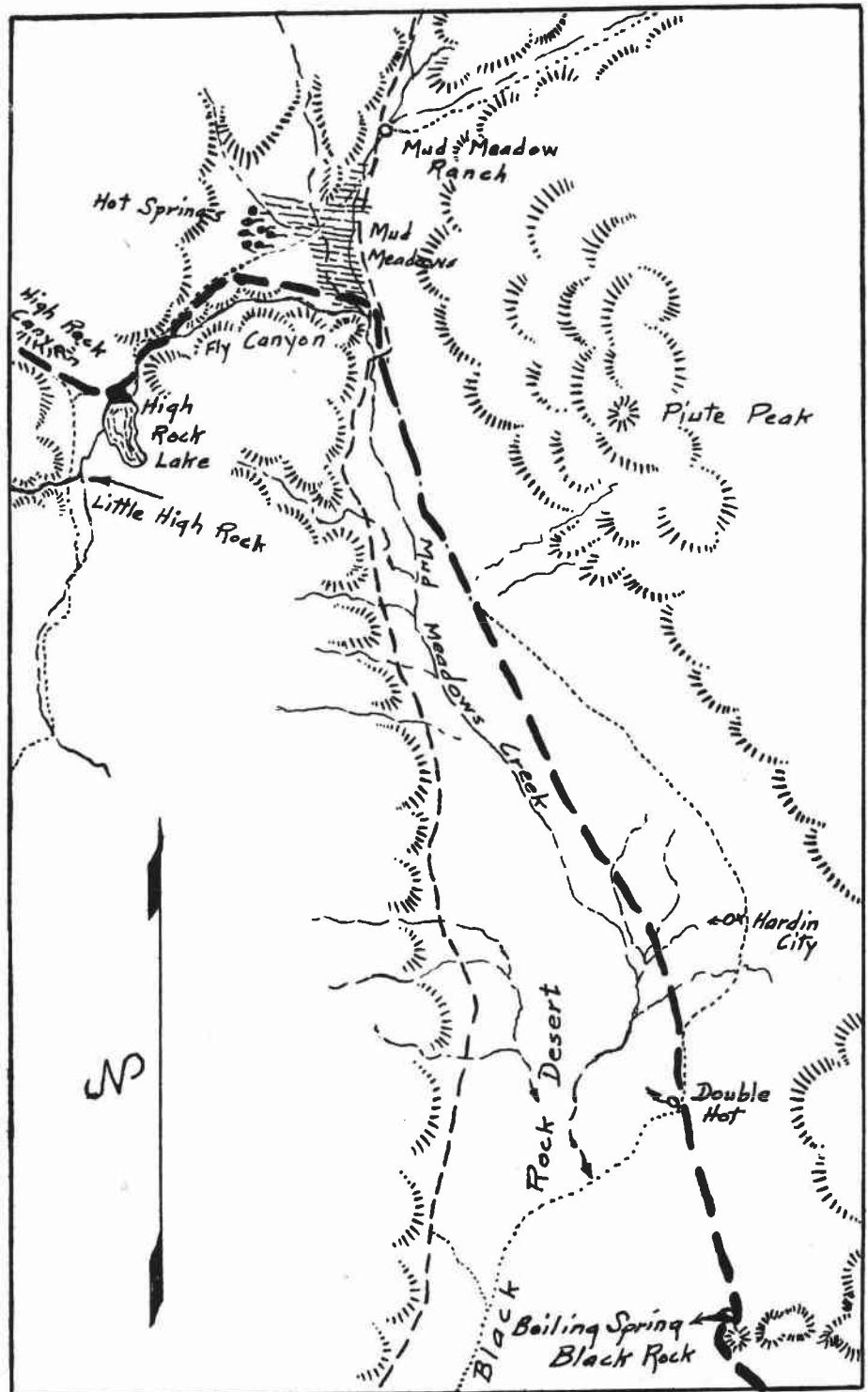
natural basin with the water sufficiently cool to bathe in, and I, with many others availed myself of the opportunity to take a thorough renovation, which we found exceedingly refreshing.

"Everything around bore the marks of intense volcanic action. A little above the spring was the mountain which we had seen from the plain, a bare pile of rock, that looked like a mass of black cinders, while at its base were fragments of lava and cinders, which resembled those of a blacksmith's forge. Desolation reigned in the fullest extent. The desert and the mountains were all the eye could view beyond the little patch of grass, and the naked salt plain which we had crossed, proved to be the dry bed of Mud Lake. ... Beyond the Black Rock Mountains were other peaks, which united with a chain north of us, and along the base of which we were to travel in a westerly (northerly) course."

Bruff wrote that the remarkable place was all volcanic and in its eruption no ex-



Black Rock, guide-point of the Applegate Trail, from the northwest after passing it.



traordinary depth below ground. He described the Great Boiling Spring as basin shaped and about 30 feet in diameter, with two dug reservoirs farther down the overflow, in which to store and cool the runoff.

Bruff described Black Rock as being $\frac{1}{4}$ mile from the spring and rising to a height of some 450 feet above the plain. It served as a rookery for thousands of crows and ravens. Further, the ground sounded hollow, much the same as the Soda Springs area on Bear River in what is now Southeastern Idaho. The color of the rocks on the desert face reminded Bruff of a brick kiln after being burned.

In the adjoining vicinity of Black Rock and the Boiling Spring, Bruff found fragments of chalcedony, agates, precious serpentine and obsidian, as well as arrow points and lance heads of these materials. He also found a large rock, upon which the Indians worked when fashioning their various hunting tools.

WARNING! There are no maintained roads on the Black Rock Desert proper, nor in the vicinity of Black Rock itself. Stay off the desert in wet weather. It is no place for the ordinary car. Even four wheel drives enter at their own risk. Single cars should not travel this country. Two or more preferred. If you break down or get stuck you may be there for several days. Gerlach, nearly 40 miles away, is the nearest point for aid or repairs.

Chapter V — Black Rock to Mud Meadows

VIRGIL K. PRINGLE.

Wed. Sep. 9, (1846) — Traveled 8 miles to another good camp with several hot springs (Double Hot). Some of them very hot and one cold in 10 yards a hot one. The country barren with the exception of the places watered by the springs. 8—1,894 miles.

Thu. Sep. 10 — Traveled 20 miles of heavy pulling road and camp at a grassy flat (Mud Lake, now known as Soldier's Meadow) with plenty of water but bad for drinking. 20 miles.

Fri. Sep. 11—Moved across the flat and camped, our teams being badly jaded and the desert country still continuing. 2 miles.

LESTER G. HULIN.

**M. (September) 20, (1847) ...

This morning we yoked and moved on to the hot springs (5 miles) (Double Hot) and camped until about 4 o'clock P.M., then pushed on by moonlight about 15 miles and stopped until morning; distance 20 miles.

T. 21st. This morning we moved early, about 5 miles, and finding some grass and water we stopped until about 3 P.M., then on again about 5 miles farther and camped in a valley (Mud Meadows, now known as Soldier's Meadow) with grass and water; distance 10 miles.

Each year at Black Rock the grass and forage supply was soon exhausted. It then became necessary to move to another supply, which in that locality was few and far between. To a small degree this was available about three miles to the north, at what was once known as the Casey Ranch, which lay adjacent to the emigrant trail.

Approximately two miles farther were some large hot springs whose temperature, estimated by different travelers ranged from 173 to 185 degrees. They are known as Double Hot Springs. Their combined waters form a small rivulet which flows but a short distance before spreading out to irrigate approximately 100 acres of lush meadow.

Thornton, September, 1846 emigrant remembered: "We remained at Black Rock one day and night, for the purpose of resting and recruiting our exhausted cattle; after which we resumed our journey, and traveled about eight miles, to the Great Hot Springs, in the vicinity of which we found a limited supply of grass. Our road between these two camps conducted us over a dry, grassy plain, and usually near the foot of a high and naked precipitous bluff. The tops of these bluffs or hills appeared to be covered with volcanic scoria, or a substance resembling the slag formed in iron furnaces. Their sides presented a great variety and blending of

colors, including almost all those of the rainbow. These had evidently been produced by the action of intense heat, which had left different colors in different places, according to the degree of heat applied, and the temperature of the atmosphere into which the masses had been suddenly projected while thus heated. Indeed, without attempting to account accurately for the phenomenon, the hills appeared to have been in some way scathed and blasted by subteranean fires."

Delano wrote of Double Hot on August 18, 1849: "On looking around us we saw a beautifu plat of green grass, covering about an hundred acres, which was irrigated by the water of several hot springs. Two of these were very large, and from them ran a rivulet of sufficient capacity to turn a mill; but 50 rods below the brook was too hot to bear the hand in. The water in the springs was clear & deep, and hot enough to boil bacon. We boiled our coffee by setting the coffee pot in the water. Near them was one of lukewarm water, another of magnesia, and one that was quite cold. All these were within the space of a quarter of an acre. We found about 50 teams lying over to recruit their cattle, after having lost a good many in the transit to Black Rock Spring. McGee had left his team here and gone forward (Milton McGee, friend of Peter Lassen, was piloting the lead train of the 1849 emigration) to explore the road, and as he owned 2 or 3 wagons with goods, we could not doubt his intention of leading us through if possible."

A few days later, Bryan Farnham recorded on August 23: "Went 5 miles here we found another very large hot spring (Double Hot) temperature 184 degrees. There was fiddling and dancing in the camp tonight."

The next day, August 24th, Israel Hale wrote: "I then saw the springs (Double Hot); they were not so large as the Black Rock Springs, but there are several of them. In one I saw an ox that had been scalded to death, his hind part was in the spring and his forepart on the bank, probably the way he died; his mouth was par-

tially open and his tongue was out. It could not but excite pity to look at him. Near another was one lying dead that had been scalded but had been hauled out. Others had got in but were taken out alive, but the hair came off as far as the water came up on them. As we came on this morning we struck or came through another plain, then came to the first springs and after passing them we came through the third Salt Plain before reaching our encampment."

Bruff, near the rear of the 1849 emigration, reached Double Hot Springs on September 22nd. Arriving at the ford of the stream flowing from the springs, which he judged to be 6 feet wide, an attempt was made to cross it. The mules refused to cross and upon examining it, Bruff found the water to be quite hot. After much pulling and urging, and probably swearing, the teams finally crossed, each pair leaping like deer and jerking the wagons after them. This stream, although much smaller is still in existance in the meadow below and to the west of the springs.

While nooning at this location, Bruff sketched a whitish formation, resembling a natural fortress on distant Piute Peak, which he named Fremont's Castle. This is another in the series of remarkably accurate sketches made by Bruff as he traveled to California. This formation lies some twelve miles due north from Double Hot and is easily discerned on the southern slopes of Piute Peak.

The next stop for the emigrant from Double Hot, although many layed over at some point in between, was some 21 or more miles away at Mud Meadows, later called Soldiers' Meadow. The intervening distance was a sandy, sage and greasewood covered terrain, with open flats occasionally encountered. Mud Meadows Creek parallels the trail from $\frac{1}{2}$ to 1 mile on the west. It afforded some degree of water and campsites at times, probably reached by camp roads turning aside from the main trail.

The location of roads north of Double Hot resembles a strung bow, the string

representing the Applegate Trail as surveyed by the United States Geological Survey in 1882-85, while the bow represents a later road, probably laid out in the mid 1860's when the Hardin City gold and silver boom was on. The emigrant trail led west of north from Double Hot up the Mud Meadows Creek arm of Black Rock Desert, while the later road some 2 map miles longer, circled to the east, following the foothills. Both were heavy pulling and again came together some 5 or 6 miles before reaching Mud Meadows.

While in the vicinity of Double Hot we must relate one of the oddest lost mine stories to ever come to our attention, Hardin City and the lost Hardin silver ledge.

The ghost mining camp of Hardin City lies about 6 miles northeasterly from Double Hot on the "bow" road. Its story is well recorded in *Fairfield's History of Lassen County, California*, 1914, of which the following is a condensed account:

An emigrant of 1849, James Allen Hardin while out hunting game with two others, some three or four miles north of Double Hot Springs, passed the lower end

of a little ravine that had been cut out by water. Something shiny and bright in the bottom and along the sides attracted their attention, and upon looking more closely they thought it might be lead. It looked as though it would make bullets, and as they were short of ammunition, they took several pieces to camp, perhaps 30 or 40 pounds. The metal was easily worked so they made bullets of part of it. Hardin took a small piece of the remainder to California with him.

He settled in Petaluma and a few years later the piece of metal fell into the hands of an assayer who found that it was carbonate of lead and silver, and very rich in the latter.

About July 1st, 1858 some fifteen to eighteen men went in search of what they believed to be an immense silver deposit. Hardin failed to locate the ravine in which he had found the samples. He and others returned in both 1859 and 1860 but were still unsuccessful. A few continued the search until January 1866 when a ledge was discovered that was thought to be the lost Hardin ledge. Some of the assays showed \$130 to \$200 per ton in silver.



Double Hot Springs, approximately five miles north of Black Rock. Double Hot consists of three boiling springs which drain into a meadow in the left foreground.

In the meantime, 1852, a John Foreman had discovered similar ore across the desert west of Black Rock but failed to relocate it when he returned in 1859.

The first milling test of the Hardin ore was made at the Dall mill in Washoe Valley, south of Reno, Nevada where 500 pounds paid at the rate of \$306 per ton. The ledges were so large that it was at first thought to be the greatest deposit of silver ever found in the world.

At another time, 500 pounds was taken to the Dall mill and paid at the rate of \$400 per ton, but when the remainder of the lot, four and three fourths tons was run, it paid but \$40 per ton. Some assay-ers secured high returns, while others obtained nothing. 1866 witnessed Black Rock's greatest height of excitement.

By August, Hardin City sprang up to a city of "fifteen houses and 15,000 rats," with Evans Brothers quartz mill of five stamp capacity, under construction, which began operation during the first part of December, 1866. Lumber for the mill was hauled in from Honey Lake Valley. Machinery was shipped in from San Francisco. Greasewood roots were dug for fuel. A run of thirty days was made and they never secured a color. Then came the beginning of the end, the mill could not work the Black Rock ore and get satisfactory results. At first this was thought to be the fault of the water, but this was later disproved.

In early 1867 various reports had the ore running \$800—\$900 and \$1,000 per ton. One lot of twenty tons is supposed to have run \$8,000, with perhaps the highest claim a reported \$7 per pound. Still others could obtain nothing. Innumerable assays and tests were run with the results from zero to hundreds of dollars per ton.

By early 1867 the main "rush" to Black Rock was over as it seemed that everything of value had been filed on by then. There were several mines operating along the various ledges, which were reported to be twenty to sixty feet in width. Some of those mines were the Merrimac, Monadnock, Snowstorm, Black Wax, Black Prince and Emerald.

Double Hot was selected as the site of the Atkinson & Company quartz mill which supposedly began to run about December 1st, 1867. Goodwin & Company seem to have started a ten stamp mill at Granite Creek about 35 miles from the mines. Supposedly there was plenty of wood and water there. By February 1868 the Atkinson mill had yet to receive any favorable results. The mill sometime thereafter may have been moved into the Winnemucca area. What happened to the Goodwin mill is unknown.

To sum up what actually happened in 1866-68 we find that three quartz mills were erected in the Black Rock district and not one of them got anything out of the ore. Probably the mines of the area were abandoned by mid 1868. It is known that the Evans Company lost at least \$17,000 and by 1870, or a year or two later their mill was hauled to Hayden Hill, south of Adin, California.

Then in 1904 a report in the "Miners' Mirage-Land" stated: "Its buildings are quite dismantled and destroyed. The winds of the Desert—the rains of the years have nibbled and gnawed at the adobes until only the faintest traces that they once were, remain. Of the mill itself, part of the whitish-gray stone of its walls, and most of the tall chimney, stand out in sharp relief, discernible miles away against the darker back-ground of Hardin Mountain."

However, Black Rock still retained life, when a man named Jenison in April, 1909 went to the site of Hardin City to prospect. "When he arrived there he found that some other prospectors had already been there that spring. He did not know who they were and never found out, but appearances indicated that they had gone away about a month before his arrival. When they got ready to leave they threw their specimens down on the ground in a pile. There was quite a lot of rock they had picked up, and in the pile he found a piece of ore that was exactly the same kind as that carried away by Hardin in 1849. It was the first piece of it, except-



Remains of Hardin City, famous silver mining boom town of the late 1860's, as it looked in September 1965.

ing the one Hardin had, that any one had seen since that time."

In answer to why such high results were obtained in some instances from such evidently worthless ore, the following theory was advanced:

Dall's quartz mill at Ophir in Washoe Valley and others at that time were crushing the rich ore from the Comstock Lode in Virginia City. "Their batteries and pans were not thoroughly cleaned and the Black Rock ore picked up the gold and silver on them. That the alkali dust on the Black Rock ore cut the gold and silver loose from the old irons in the 'Bartola' process. That accounts for the fact that sometimes half a ton of Black Rock ore would yield a goodly amount of silver and after that three or four tons of the same load would yield little or nothing. The first batch of ore worked cleaned the batteries and pans of what silver there was from the Comstock ore, or the greater part of it, and not much was left to make the next lot pay.

Lastly, it is a fact that cloud-bursts are of frequent occurrence in the Black Rock region during hot weather. We know from experience how the appearance of a cer-

tain section can be remarkably changed almost over night. Possibly what Hardin saw in 1849, had been uncovered but a few years earlier, and by his return in 1858 had been covered by another cloud-burst. *Queen Sabe?*

Returning once more to the trail itself, we find that Thornton in 1846 wrote that upon leaving Double Hot they "... hurried forward, and soon entered upon as desolate and dreary a country, as the sun ever shone upon. There was no vegetation but the artemisia. Universal desolation was stamped upon all the ground. It seemed almost that nature herself was about to expire, so fearful was the sterility and dreariness. Scarce a vestige of vegetable life appeared upon that wide and far extended sandplain. A bird had never spread its wings over that hot and burning waste. The noise of even a cricket, broke not the silence, so profound, that a foot-fall pained the ear. A thin, hot, yellow haze hung upon distant objects, while a sort of dazzling, glistening heat seemed to surround every thing near at hand. The scene was too dismal to be described. No object presented itself to the blood-shot eyes, but hot, yellow sands, and here and there a

low rock just rising above the plain, with now and then a cluster of artemisia. A strange curse seemed to brood over the whole scene."

Delano, near the head of the 1849 emigration, recorded on August 18: "We had yet another dreary part of the desert to cross, over deep sand for 20 miles without water; and having it now in our power, we provided against the trials which we had already encountered, by cutting a good supply of grass with our knives, and filling our kegs with water. The latter was hot but cooled in the chilly night air, and was very sweet and good. Our cattle being recruited, we left about sunset, and were soon plowing our way ankle deep in the yielding sand. Quite a number of men walked ahead, and finding the traveling so difficult, we occasionally turned from the beaten track to find more firm footing, but without effect. It being all alike, we finally returned, and doggedly stuck to the path. When we arrived where we thought our morning walk would be easy, we lay down in the sand to rest, but the cold night air & the howling of the hungry wolves, who would have made us bosom friends if they could, prevented sleep.

"(19th).... After breakfast we continued on, and about noon we arrived at a kind of wet valley (Mud Meadows), containing several hundred acres of excellent grass and plenty of good water, which was a matter of rejoicing to all"

A week later, Israel Hale wrote on August 25: "We soon left the grass and came into a barren of greasewood, and occasionally would pass through a flat without any vegetation of any kind. The ground, since we came past the Rabbit Hole Spring, has been covered with a crust and still continues, with the exception of some sandy plains. This crust in places is whitish, in others the natural color of the earth. This valley, which I will call the valley of the hot springs, varies in width from one mile to perhaps ten or twelve; the mountains have a reddish cast and look as if they had been scorched and are perfectly bare."

At practically the same time (August 24 & 25) Bryan Farnham wrote: "...then tried another desert march. This was 25 M across in a very weary state Three of our cattle gave out of our teams."

On September 5, 1849 Dr. Caldwell wrote one of the gems of diary recordings when 12 miles from Mud Meadows. He wrote that when the moon was up they continued their journey, and at about midnight fed their animals on "corn shucks from their matresses," no other feed being available.

Nearly two weeks later Bachelder wrote on September 18th: "Men complaining of pain in bowels and diarrhea, caused drinking the water Packed up at 1/2 past 12 and came on to muddy creek valley (Mud Meadows) about 18 miles. I walked all the way, a great part of the way was loose sand, got very tired, though not so much as on Saturday last. We came up a valley in a N.W. direction, which is about 7 or 8 miles in width where we started and about 1 mile where we came out of it."

By the time Bruff arrived at and passed Double Hot the vast majority of the '49's had passed. Their campsites were covered with relics, broken wheels, tires, chains, ox-yokes and carcasses lay everywhere. Where the trail led northwesterly from Double Hot, Bruff mentioned it was over a very level, dark brown debris.

Bruff may have passed the Casey place without halting, forded the stream at Double Hot and nooned there. According to his distances, he may have circled to reach the springs and grass at Little Double Hot, later to become Hardin City. His description on September 23rd, of the plain below his camp answers that of Little Double Hot, although it might as readily be some other location in this drab plain. Again he noted fragments of beautiful agates and arrow-heads of quartz and obsidian.

7½ miles then put him opposite the "natural fortress" (Fremont's Castle). Late in the afternoon he moved northerly about 6 more miles at which time he stated that perhaps there were 8 more miles without



Lower, or southern end of Mud Meadows where the Applegate Trail first reached it. White streak in center rear is Fly Creek Canyon by-passed by the trail which crossed the sage flat just beyond the white streak.

water (to Mud Meadows). This mileage adds up to a total of something like 26½ miles from Double Hot to Mud Meadows, which in turn checks almost perfectly with the map mileage over the "bow route" between the same places.

At the point (8 miles from Mud Meadows) Bruff with three wagons turned west from the main trail some distance to camp on Mud Meadows Creek. I find it somewhat difficult to correlate Bruff's descriptions with the known and existing routes and features, so he may have taken an entirely different route, as indicated by several statements he later recorded.

Mud Meadows is a level valley of several hundred acres of fine quality meadow grassland, watered by several streams and innumerable hot or warm springs. Mud Meadows Creek flows in from the northeast, Warm Springs Canyon comes in from the northwest, Fly Canyon, dry most of the year, comes in from the southwest, while warm springs rise to the west and north. All unite to become Mud Mea-

dows Creek which leaves the valley at the south end through a narrow opening. During the early 1960's a dam was built across the creek at the outlet of the meadows and a reservoir of some extent now replaces the extreme lower end of the meadow proper.

The first known white party to visit Mud Meadows was that of Capt. John C. Fremont who arrived there and camped the night of December 31, 1843. Fremont wrote: "After some search we discovered a high-water outlet (out of High Rock Lake), which brought us in a few miles, and by a descent of several hundred feet, into a long broad basin, in which we found the bed of the stream, and obtained sufficient water by cutting the ice. The grass on the bottoms was salt and unpalatable. Here we concluded the year 1843, and our New Year's Eve was rather a gloomy one."

1846 witnessed the arrival of the Applegate exploring party, and later in the season, the passage of the first emigrant

trains. Emigrations of following years differed little except in size. One incident that occurred simultaneously with the arrival of the lead wagons of 1849 must be related at this time.

The relief party from the Willamette Valley, previously mentioned in Chapter II, with supplies for the Mounted Riflemen, who were to be met at Fort Hall, arrived at Mud Meadows on August 25th. The emigrants informed them that the road eastward for hundreds of miles was lined with wagons and stock, and that the grass was already pretty well consumed.

Thinking that a new route might be laid out from Mud Meadows to the Humboldt, Levi Scott, scout for the relief party, and three others set out to the eastward. After traveling 12 to 14 miles they separated into two parties. Scott and his companion, met two Indians, and in the fight that followed, Scott's companion, Garrison, was killed and Scott himself severely wounded by an arrow.

Arriving back at Mud Meadows, Scott found a doctor among the emigrants who examined the wound, gave him a piece of court-plaster to stick on it, and charged him \$20.00. Among the 30 men in Scott's party they could raise but \$12.00 which caused the doctor to complain bitterly.

They lay by one day to bury Garrison, then resumed their journey across Black Rock. About a week later, Scott's wound festered, a piece of the arrow about an inch long came out, and the wound soon healed.

It has long been thought that this incident and the soldiers there at the time caused the name of Mud Meadows to be changed to Soldier's Meadow. This, however, does not appear to be correct. The following is the more likely reason:

Camp McGarry, some seven or eight miles northwest of Mud Meadows, was established November 23, 1865 for the protection of the Idaho mail line from Chico, California. Sometime after that date and before December 18, 1868 when the Camp was abandoned, an outpost was established at Mud Meadows. This post was constructed principally of stone, some

of the buildings still remain, one being incorporated into the present ranch home. The tall Lombardy poplars surrounding the buildings were planted in the early 1870's. Mud Meadows Ranch was at one time one of a chain of home ranches of the Miller & Lux cattle empire.

Probably Mud Meadows was the one spot on the Applegate Trail where everyone stopped at least one night. Many laid over from one to several days to rest and recuperate themselves and their stock after crossing the Black Rock Desert. Following are the accounts left by a few:

Brown, August 24, 1849: "In the afternoon we drove twelve miles to fine grass and water, also found Myers' train, surrounded with about two hundred teams, awaiting him to make the Cut Off."

Farnham, August 25, 1849: "The valley here is extensive. We got water in a glade shaded by bullrushes. High Mountains rise at the termination of the valley on every side. A train got here last night from Oregon City. It is of 12 wagons & has an escort with it of 2 officers & 2 privates. They came to our camp and we drank down their talk with gapping wonder. They were going to Fort Hall. An old Mountaineer started out to find a road to the headwaters of the Humboldt. The trains were to lay here till he got back. They had but got 12 M out till they came across 4 Indians and got in an affray with them. A man with Scott was killed & himself was wounded. The man killed was shot thru the back.

"(August 26). Lay by. The Origan train buried the man that was killed yesterday. They dug his grave and put him down in the middle of the yard road."

Hale, August 26, 1849: "...came to the Salt Valley (Mud Meadows), where we found good grass and tolerable water, although the grass is mostly dry, but cattle that are hungry eat it very well. We found a large number of wagons encamped among others a train from Oregon to meet troops from the States."

On September 6, 1849 Dr. Allen McLane, while laying over at Mud Meadows, wrote that a Doctor Bentley had been shot

the night before by his partner in a quarrel over their joint property. Although shot through the brain he was still alive.

Doctors must have been in abundance, as McLane also mentions a Doctor Clark as arriving at Mud Meadows after losing all his cattle except one yoke of oxen.

Bachelder, (September 18, 1849): "Here is a broad valley that runs in a N. and S. direction surrounded by high mountains. The water here is better than we have seen since we left Humboldt river, and that was not very good. We reached here at 20 minutes past 6, found a large number of teams encamped with their fires burning and so many of them, presented a very picturesque appearance.

"(September 19), . . . This valley proves to be the bed of what is called Mud Lake. It is nearly dry at this season. We are encamped at about the center of it on a slight sandy elevation, no water in sight from this point, though it is very muddy in many places."

Bruff reached the extreme lower end of Mud Meadows on September 25th, 1849 where he turned sharply to the left around a low volcanic spur and found the rest of his company already encamped, just below and east of the mouth of present day Fly Creek Canyon.

In approaching Mud Meadows, Bruff noted a high peak (Piute Peak) on his right which had the appearance of an extinct crater on its western slope. This "crater" is the source of Lassen Creek, named for Peter Lassen who was killed there by Indians April 26th, 1859.

After nooning at Mud Meadows, Bruff pushed on, noting many trails used to avoid the several marshes before reaching a more elevated, loose, generally sloping volcanic upland. Camp trails led everywhere, and camp refuse was in profusion.

Chapter VI Through High Rock

VIRGIL K. PRINGLE.

Sat-Sep-12, (1846) — Our first six miles was rocky, bad road, with a steep hill to go down into a canyon (Fly Can-

yon). We then pass a flat (High Rock Lake) into another beautiful grassy canon (High Rock Canyon) with plenty of springs. road good. 12 miles.

Sun-Sep-13—Travel up the canon 5 miles, the road good but crooked and narrow in places. The branch dry except where springs break out. 5 miles.

Mon-Sep-14—Eight miles from our last camp, the mountains recede and a grassy flat opens (east of Stevens cabin), Offering us a good camp to recruit our jaded teams. The weather and clouds look like snow, yesterday and today roads dusty. 29 wagons ahead. 8 m.—1,941 (total miles).

Tue-Sep-15—The first 4 miles through a narrow, rocky canon (Upper High Rock Canyon), road bad. The rest of the day's travel the road good but rolling. Camp at a spring at a gap of a hill (Emigrant Spring, west of Massacre Ranch). Little grass. 10 miles.

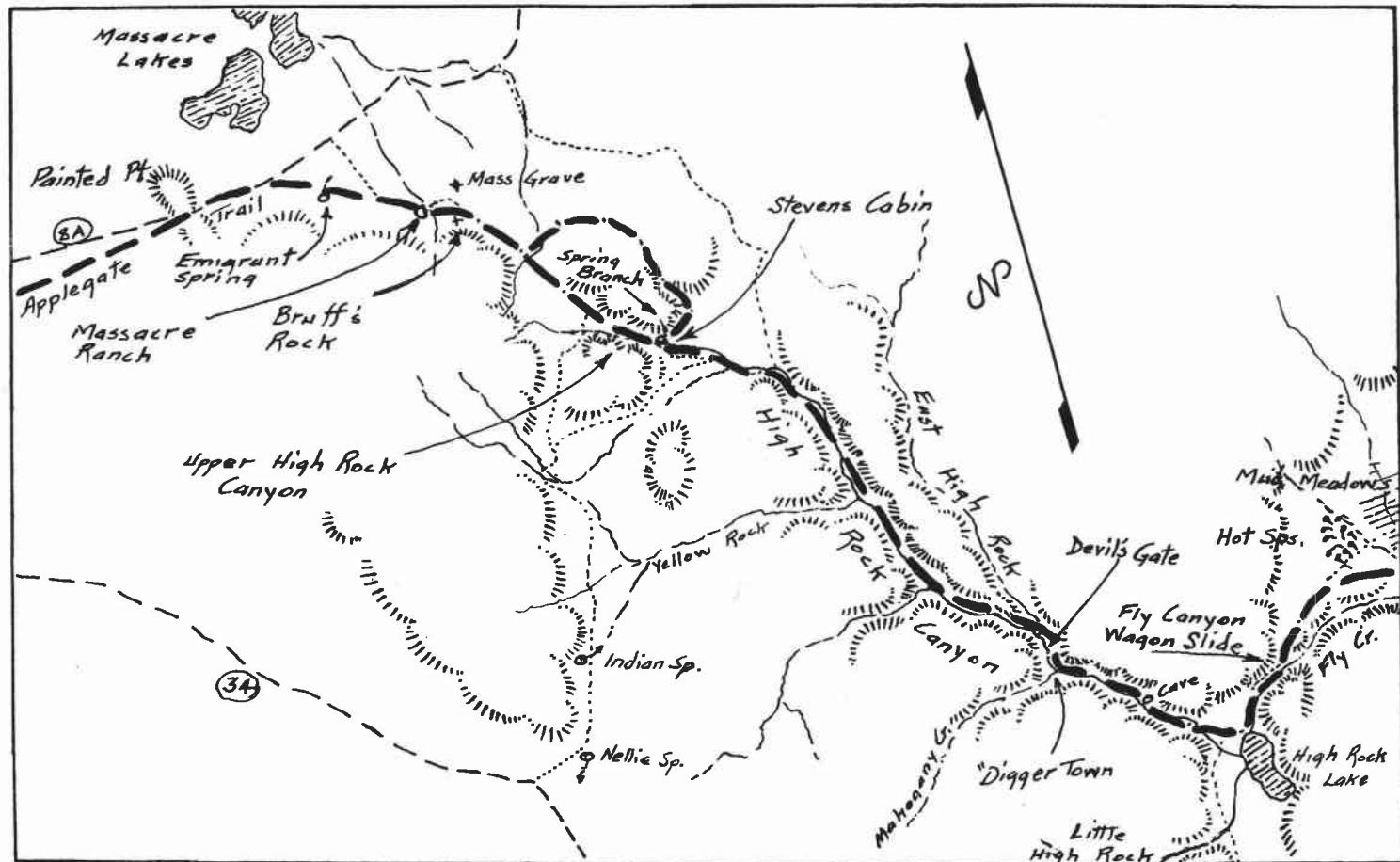
LESTER G. HULIN.

W. (September) 22nd, (1847). Did not start very early; found our road ascending for about 5 miles, then down a steep, rocky hill (Fly Canyon), through a canyon, then on about 4 miles and into another canyon (High Rock Canyon) to good grass and water; camped here; distance 12 miles.

T. 23. Moved on up this branch through a steep cut (High Rock Canyon) for 12 miles and camped; good grass.

F. 24. Last night Towner and Belnap of the other Co. came up and informed us 12 of their cattle had been shot that morning by the Indians; they wished help from us, so we sent back two or three yoke of cattle to help them up and we laid in camp waiting for them.

S. 25. Continued our journey up the creek; in 1½ miles we passed a spring branch (at Stevens cabin), in 1 mile farther we entered a canyon (Upper High Rock Canyon), very rocky, about 2 miles long; here the branch heads; passed on over good roads and in 6 miles more we passed a fine piece of grass (Massacre Creek Meadows), a spring (Emigrant Spring) near, then on about 5 miles, and



camped without water [good grass] (near Painted Point); roads fine, except in the canyons; distance about 14 miles.

Leaving Mud Meadows on a southwesterly course the Applegate Trail ascended a gradual but extremely rocky slope for several miles to arrive at the side of the narrow, deep and boulder choked outlet to the High Rock Lake watershed, Fly Creek Canyon, which is more or less the continuation of High Rock Canyon. Beside the main trail leaving the meadows, there were several "camp roads", one of which became the present road.

Delano, afoot, on August 21, 1849 took yet another route which he described: "Soon after crossing the oasis in which we had been camped, I went a little off the road, through a small lateral valley on the left, I observed an opening in the rocks, which looked as if it might be a cave, or chasm, and on descending, I found it a narrow pass leading in the general direction we were taking, therefore I followed it. It varied from 15 to 20 feet in width, with perpendicular walls of trap rock, towering up to a height of 60 or 80 feet, sometimes nearly forming an arch overhead. My progress, in a few instances, was impeded by perpendicular falls, 6 or 8 feet in depth,... In this manner I followed the rent a mile and a half without seeing the end, when fearing the train would get too far ahead, I took advantage of a small open space and clambered out and found myself near the road."

Nearly one hundred years later G. C. Friel, a trapper, wrote on January 18, 1948: "I followed a coyote track up a short dry wash at the head of which I discovered the names—J. J. Pool, J. G. Hallick, T. E. Cook Aug 24 1849—carved into a sandstone cliff. (J. J. Pool may be the John Pool, who in December 1851 with others, discovered gold at Jacksonville, Oregon). This wash has very steep banks, and the sandstone at the head curves in the shape of a horseshoe. If there was water running in this wash, there would be a waterfall of about 20 feet.... The old trail was only a few yards, pro-

ably twenty, north of the cliff, which is something like a mile and a half or two miles west of what is known as Mud Meadows."

The final junction of the various roads leading from Mud Meadows was about half way up the slope toward the Fly Canyon rim. About one-half mile west of this last junction the emigrants passed an oddity of the trail, however, it was mentioned by only a few of them in their diaries. Delano after climbing from Fly Canyon and finding himself near the road saw "an Indian snare for catching hares. This was sage bushes, set about 4 feet apart, propped up with stones, and extending in a line at least a mile and a half over the hill, as I was told by a hunter who followed it. The hares when alarmed, fled to the cover of these bushes, when the Indians shot them with their arrows."

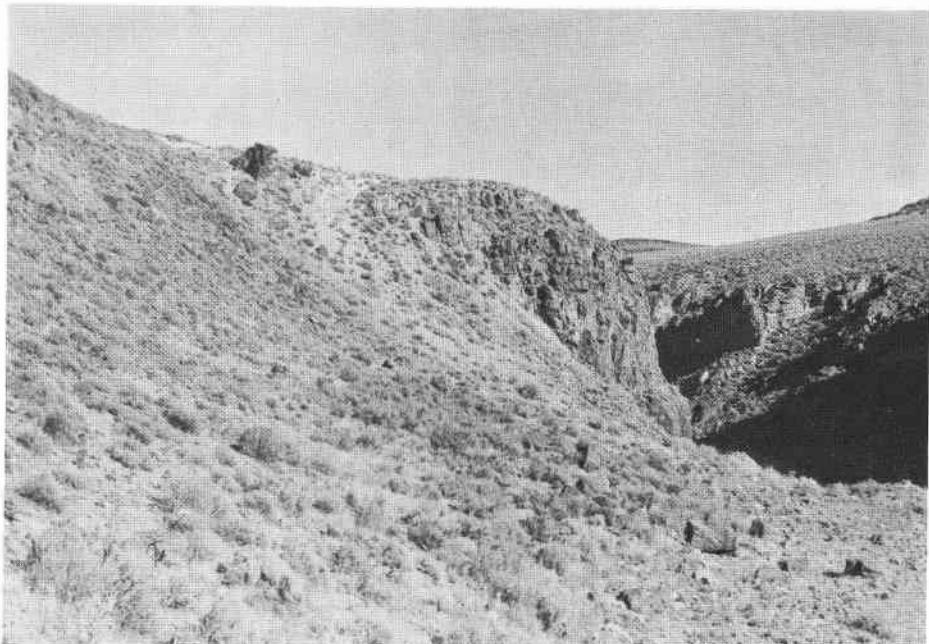
Howell, on August 28, 1849 wrote: "...The road bore out S.W. leaving the valley and takes a sage hill towards a range of Mountains on West—passed an Indian sage fence for catching Antelope."

In traveling up the slope westward from Mud Meadows on September 25th, Bruff also noted the sage and grease-wood barrier built by Indians to help catch "hares". He wrote that the brush was placed close together with the roots up. It was regular and in good condition except where the emigrant road crossed it and had crushed and torn it down.

Continuing onward for more than a mile, the emigrants arrived at the "jumping off place," a descent of several hundred feet into Fly Canyon. Today a narrow, unkept grade gradually follows the north slope of the canyon, to deliver the occasional traveler at the bottom of Fly Canyon. In trail days, the emigrants locked their wagon wheels, and partially holding back by ropes, they took off straight down the 45 degree slope, hoping to arrive safely at the bottom. Most did, but the Rev. A. E. Garrison, an emigrant of 1846 wrote: ". in coming down into the Canon the hill was so steep that one wagon with all its wheels locked fell over forward on the team, when we got down then



Traveling in the trace of the Applegate Trail where it joins the present road after leaving Mud Meadows in the lower background. Mountains beyond lie north of Piute Peak.



Wagon slide into Fly Canyon (right) which drains High Rock Lake and in reality is a continuation of High Rock Canyon. The wagons started their slide to the left of the rock at the skyline. Compare this picture to Bruff's drawing on page 160 of "Gold Rush".

looking up the perpendicular wall on their side four or five hundred feet high, it was truly frightful, . . ."

Delano after leaving the sage brush fence next wrote, "I came to a steep hill, down which the wagons were let with ropes into the canon; and what was my surprise, on descending to find myself at the mouth of the very chasm which I had been following. It was the outlet of the great canon (High Rock Canyon) to the valley of the oasis which we had left, and had I continued a little farther, I should have gone quite through the hill into High Rock Canon, through which our road now lay."

Hale on August 27, 1849 recorded: "The first six miles was an entire up-hill business, for we crossed a mountain that was six miles from the foot to the summit. It was not very steep, but a constant drag. On the opposite side the hill was short but more steep, but the road was rocky, which made the traveling bad."

Howell recorded, "... Ascended the mountain and on top fed our cattle on grass which we had, descended into another small valley with grass but we saw no water."

When Bruff arrived at the apex of the hill descending into Fly Canyon, he was astonished at the prospect of getting their wagons down safely. However, they double locked the wheels and carefully led their mules slowly and successfully down the incline. At the base were the remains of many wrecked wagons, their loads and their equipment and 3 dead oxen! Here again Bruff made one of his very accurate and invaluable (in relocating and pinpointing the actual location of the trail) sketches.

Quite interesting is the short notation made by Keller on June 20, 1850: "About three miles from encampment gained the summit on a bluff. There is said to be pure silver scattered over this. There is a small lake about two miles farther and to the left of the road."

Once in the bottom of Fly Canyon, the emigrant trail followed up the dry water-course for about one half mile. Then to

avoid a boulder filled canyon, the trail climbed to a narrow shelf on the north slope of the canyon and over a very difficult terrain, negotiated the remainder of the canyon to a point where it issued from High Rock Lake basin. This valley is level and perhaps two to three miles wide and six to eight miles in length.

Bruff seems to be the only diarist who left a record of the passage through this mile long canyon. According to him the trail followed up a very stony water course for a short distance, then was forced to detour around and over a steep and rocky ledge before again entering the bed of Fly Creek. The trail, very sideling at times, followed a narrow ledge barely wide enough for a wagon. The last descent was again made by double locking the wheels. The old trail is very much in evidence into and through this canyon and is quite photogenic.

The Applegate Trail then led, in a westerly course, across the northern end of the High Rock Lake basin through a sandy, sage covered flat, to the mouth of High Rock Canyon proper. Ogle Swingal once owned the ranch in the center of the basin (now under different ownership, but a few of the original buildings still remain). Swingal cut hay around the northwestern shores of shallow High Rock Lake, dry or nearly so when the emigrants passed. No record has been found of anyone camping there.

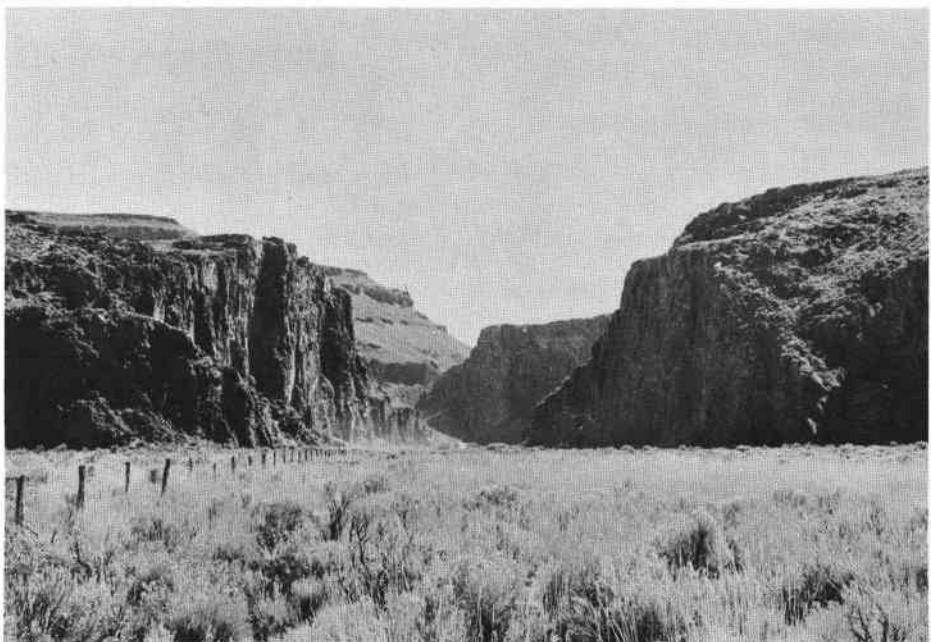
Bruff described the basin as extending mainly to the south, and that within 2 or 3 miles there appeared to be much green grass and water (High Rock Lake). Ahead, the upper part of the basin (mouth of High Rock Canyon) was filled with tall dry grass, rushes, willows and weeds.

High Rock Canyon, up which the Applegate Trail ran, is about one fourth of a mile wide at the mouth and can at present be followed but a short distance in cars before encountering difficulties.

In emigrant days there was water, grass and suitable camping spots at short intervals. It is best to let the emigrants describe the scenery, which they did from many viewpoints. The canyon has changed



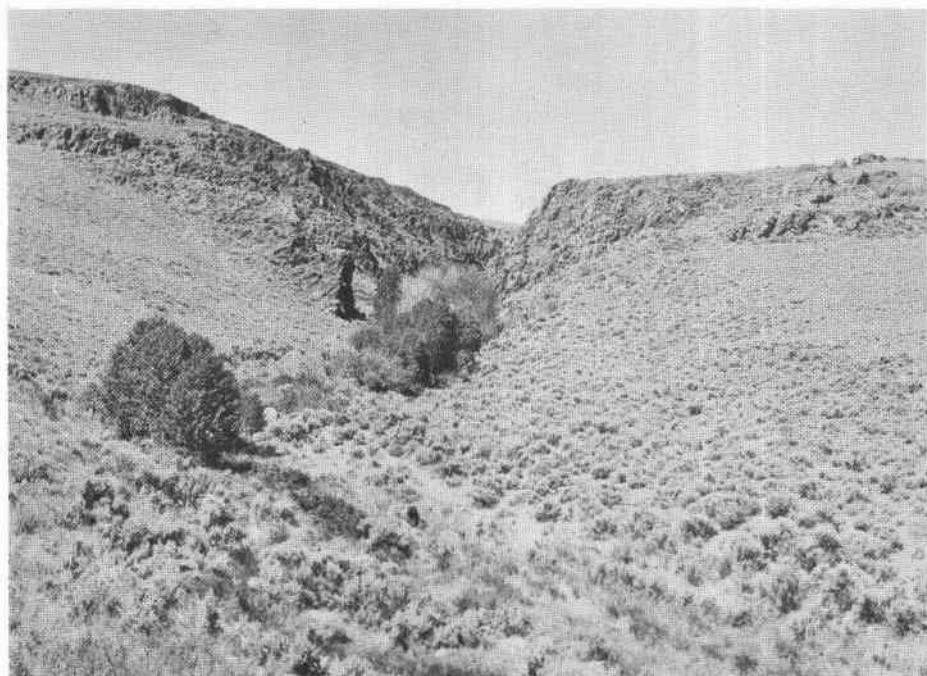
The Applegate Trail as it looked in 1971, heading into the mouth of High Rock Canyon.



East, down High Rock Canyon from "Digger Town" at the mouth of Mahogany Canyon, toward the high rims for which the canyon was named. The cave noted by so many diarists, lies just beyond the second abutment on the right.



West up spectacular High Rock Canyon, through "Devil's Gate" from "Digger Town".



Lower end of Upper High Rock Canyon, about two miles through, very narrow, rock filled and tree choked.

very little if any, except for road washouts and the desecration of the several Indian caves. (Oh yes, many empty beer cans now litter some of these campsites.)

Approximately two miles into the canyon, springs broke out on the north slopes and shortly thereafter the cave mentioned by so many, appeared on the right hand side at the base of the towering rims which gave High Rock Canyon its name. About two miles farther the canyon widens, and more springs appear, this time on the left, with a small meadow adjacent. Below the meadow is a small pool of water in the main stream-bed, in which in 1964 we photographed a beaver, a most unlikely place for such an animal to be. Also nearby is located a small present day line cabin and several fence lines criss-crossing the valley.

Spectacular Mahogany Canyon comes in southwest of the cabin, and less than a mile onward is a narrow gap in the main canyon, quite similar to Devil's Gate in Wyoming on the Oregon Trail. Here, however, the trail passes through the gap instead of detouring as in Wyoming.

The main thing that can be said for High Rock Canyon is that it furnished an almost perfect pathway for the emigrant trail through several ranges of hills which would otherwise have been very difficult to cross or by-pass.

Another ten miles and the canyon opens out into a broad basin with low sloping hills surrounding it on all sides. At the western termination of this basin lies the Stevens Ranch on the eastern sloping hillside. Formerly known as the Parker Ranch, and later the "Butch" Powers property the site is now owned by Ernie Ford of TV fame.

Most emigrants wrote some description of High Rock Canyon so we will begin with Jesse Applegate, who passed through it in 1846 and wrote in 1848: "The High Rock Canion is a great natural curiosity, a good road, handsome little meadows and excellent water enclosed by beatling cliffs, rising in places hundreds of feet perpendicular."

Delano, August 22, 1849: "...we

came to an opening of 40 or 50 acres (location of the present day line cabin) covered with clover and wild oats taller than my head, when with most of the other trains, we laid up for the day. A short distance before we reached our halting place, we observed a cave on the right at the foot of the wall. It was 25 feet long by 10 or 12 wide, with an arching roof 15 feet high and the remains of fires, grass beds, and burnt bones, showed it to be the habitation of the miserable race of beings who dwell in these mountains. In the rocks around our encampment were other similar clefts and from their number, we named it Digger Town. From the meadow, there were lateral chasms leading out, one of which some of the men followed a mile without finding the end. The evening before our arrival, the Indians made an attempt to steal the cattle from a small train encamped at this place, and several shots were exchanged between the Indians & guard. The Indians were finally driven off, having some of their number wounded, & no damage was done."

Farnham, August 27, 1849: "...we came into a kanyon 21 miles in length. This a passage between 2 perpendicular walls of bassaltic rock 3 & 400 feet 21 M long and in some places just wide enough to admit the waggon track between Passed a cave of considerable size in the rocks. Tonight had all that was needful for camping."

Hale, August 27, 1849: "...As we entered the canyon the mountain was not very high nor rocky, but we soon found them increasing in height and after driving about two miles in the pass I saw a round hill on our left that reminded me of the Chimney Rock (in Nebraska on the Oregon Trail).

"(28th). The canyon seems to have been formed by nature for a road. Its length I would saw was fourteen miles, but at the out-come the mountains were not so high as at the beginning and center.

"I saw several caves as we passed along the road but I thought it best to keep away from them as they might be the lurking places for Indians....We drove two

or three miles after we got through the canyon and camped on a branch with good grass and water and sage at a convenient distance.

"I find that the long dry stretch has injured our teams very much. They all appear weak, dull and sluggish and I am fearful that we may lose some of them yet. Some have the hollow horn (a belief of many pioneers, including some of this writer's ancestors who came west in the 1854 and 1878 period); for that we bore the horn and put in salt, pepper and water until it runs out of their noses (whose nose wouldn't run at that remedy, and doesn't it seem the poor animal had already suffered enough without this sort of cure?). They have another disease called the hollow tail; for that they split the tail where it is hollow (Oh, Lord, no!)."

Howell, August 30, 1849: "On leaving this valley we took up 'High Rock Canon'—having a good deal of grass nor was it very far before we came to some holes of water. Up the canon 3 or 4 miles we camped. In passing up this canon (and it is difficult to tell which way is up), we passed scenery on the grandest scale in most places the walls of rock rose vertically on each side many hundred feet."

Dr. McLane passed through High Rock on September 9, 1849 writing that he had never witnessed such glorious scenes before, wild, stupendous and very grand. His company lost some articles as the result of a grass fire, kindled from their camp fire.

Bruff made his first camp in High Rock some 2 miles up from the mouth of the canyon at some dug water holes. The next day he left his company's name in the cave at the base of the wall that gave High Rock its name. He further noted there were names and dates scratched all over the outer wall.

Keller, June 20, 1850: "There is a small stream of good water and good grass in this valley. It is about twenty miles in length. A few miles from the ravine we found a few gallons of good vinegar which had been left by some emigrant. This was quite an addition to the 'greens'."

Welborn Beeson, emigrant of 1853 tra-

veled eight miles into High Rock before camping at excellent clover grass, sage wood and spring water.

"Stevens Cabin" and ranch is situated on a hillside, above and to the northwest of High Rock Creek. The cabin, originally a wooden building, which burned several years ago, has been replaced by a cement block building. It is situated within a few feet of a clear little brook which rises as a spring one-fourth mile farther up the hillside. This brook is the main source of water for High Rock Creek except when the snows are melting in the early spring. The junction of the two streams was a favorite camp-site of emigrant trains.

High Rock Creek commences a few miles to the westward in a series of springs rising on the eastern slope of a rather prominent unnamed mountain. These springs and others join together at Pole Corral Meadows, then united, enter Upper High Rock Canyon. After about two miles they emerge into the open valley below "Stevens Cabin" where they are joined by the large "spring branch" arising there. High Rock Creek then flows south-easterly three or four miles to again enter a more confined canyon above Yellow Rock Canyon, thereafter remaining between increasingly high rims. The stream, depending on the wetness of the season, sinks and reappears as it continues down the main canyon. Except for widely separated rains or thunder storms it is dry most of the year from the "big cave" to High Rock Lake.

The last leg of High Rock Canyon above "Stevens Cabin" or the "spring branch" is vividly described by the various diarists:

Delano, August 23, 1849: "As the grass was much better about 5 miles further on we drove to the extremity of the little valley, where we halted to graze our cattle & get our breakfasts. A fine spring brook coursed through the basin, and flowed down a lateral valley to the north, and we could mark its course by the willows some miles, till the whole seemed to be surrounded by the hills. After a 3 hours halt

we again entered the canon, which was now rocky & bad, with the creek flowing through it, which we crossed many times. This little canon was abou 2 miles long, and just as we were coming out, we were greeted with the sight of a drove of fat cattle, and party of men and wagons going to the east (The Mounted Riflemen relief party, guided by Levi Scott). It was a strange sight to meet travelers going in an opposite direction, and we mutually halted to make inquiries. We found it to be a relief party from Oregon, going to meet the troops on the Humboldt (at Fort Hall) with supplies."

Farnham, August 29, 1849: "Crossed this valley and came into another Kanyon 4 miles in length, passage very difficult here, a stream run through and we had to drive along on the rough bed of rocks at the bottom of it. Camped soon after getting through this. There was a large concorse of trains with us."

Hale, now traveling some two miles behind Farnham, wrote on the 29th: "In two miles' travel we came to the upper High Rock Canyon. As we came near the canyon we passed a spring of fine water. It came out half up the mountain and ran across the road. The rocks in this passage are not as high as those in first or High Rock. The roads through it were very bad and rocky. Some of the rocks that we drove over were half as high as the wagon wheels. We also had to drive in a creek for some distance and cross it several times. The crossings were also bad. In this canon I saw the first trees that I have seen since we left Fort Hall. It was quaking aspen or poplar and some of the trees were from four to six inches in diameter."

Howell, August 30, 1849: "...We left our encampment at 9½ A.M. and kept up the valley west in one mile crossed the branch (which had been on our right) running east It spread below and watered the valley we are leaving. In one half mile crossed a run just below fine spring. A little further on we entered the canon again which had closed in narrow, water running through it. This place for one or two miles was very rocky and the most

dangerous road to wagons which we had passed. When through the bad road we found some fine spring and there nooned."

Dr. Caldwell starting late on September 10, 1849 wrote that he passed through a rough canyon 3 or 4 miles. It was crammed, from end to end, with teams. After passing through the canyon (Upper High Rock) he nooned near some springs gushing from under a large rock. One of these springs has been tapped with a galvanized water pipe as of 1910.

Dr. McLane, a day later, gave the distance as 2 miles through Upper High Rock Canyon and noted he passed up the bed of the stream, bordered by young timber.

Bruff, nearly three weeks later, arrived at the "Spring Branch" and camped on September 28th. The next day he entered Upper High Rock Canyon to find the stream bed the line of travel. He found th pass filled with stumps of cotton-wood trees, fallen trees, stones and rocks of every size. As testimony of the difficulty of the trail it was lined with dead cattle, broken wagons and carts, wheels, axles, tires, yokes, chains &c. The fallen trees were yet green, and the grass barely down in places, so recent the traffic ahead had been. About 1½ miles past the canyon he noted the "bench spring" to the left.

Beeson on August 12, 1853 called Upper High Rock Canyon one of the roughest, rockiest canyons ever traveled.

Velina A. Williams, September 20, 1853: "Traveled all day over rough roads and camped at the west end of a succession of canyons (Pole Corral Meadows)"

Andrew Soule, September 12, 1854: "Traveled 11 miles to Big Canyon Cave and camped (probably at the springs near the present line cabin at the mouth of Mahogany Canyon or at what Delano called "Digger Town").

13th: "Traveled ten miles and camped (east of Stevens Cabin).

14th: "Traveled twenty miles and camped on a small spring (Emigrant Spring west of Massacre Ranch)."

Rewritten 61 years later, in 1915: "On

the 11th, 12th, 13th, and 14th we traveled over hills, and low mountains—some very rocky and bad. Our cattle's feet sore, but still they are alive, while so many have died since they have started across the desert. We have passed through three canyons in the last three days. One had a large cave, on the side. We went in, but did not find Saul in there asleep that we might cut off his skirts as David did."

Mrs. P. S. Terwilliger, September 23, 1854: "15 miles over some bad roads to another little canyon and camped.

(September 24): "Did not go through the canyon as rocks caved down and made it impossible so took a long hill. Very stony."

The original emigrant trail through two mile Upper High Rock Canyon was used through the 1853 season as indicated by the Beeson and Williams diaries above. Then, sometime during the spring or summer of 1854, high waters, a cloud burst, or even an earth-quake, filled the canyon with rock, to make it impassable for emigrant wagons. The distances recorded, and general description given by Soule indicates he could have traveled a new route. Mrs. Terwilliger definitely states this fact.

From the separating point below "Stevens Camp" to the point where the two roads again came together farther west, it is 4½ miles by the old and 6½ miles by the new route. The general route of the latter is still used as the present day road west from "Stevens Cabin", and can be traced below and parallel to it where climbing the steep hillside northwest from the "spring branch".

At some unknown date, the canyon route was again opened to wagons, probably as shorter, less grade and better supplied with water and grass. This work may have been done by the soldiers around the 1865 period, or Miller & Lux slightly later. Some roadbed was built to avoid the streambed and is still in evidence, especially near the lower end of the canyon. Then again, sometime around 1919 so we have been told, it was washed out again, by a cloudburst, and never repaired.

After leaving Upper High Rock Can-

yon the old trail crossed a series of low, rocky, sage covered ridges and dry water courses, mostly draining to the northeast. There was little of note to be recorded for the first 6 or 8 miles, until present Massacre Creek Ranch vicinity was reached, witness:

Delano, August 3, 1849: "A drive of 8 miles brought us to a small ravine, where we found tolerable grass and good water in the bed of a creek, nearly dry."

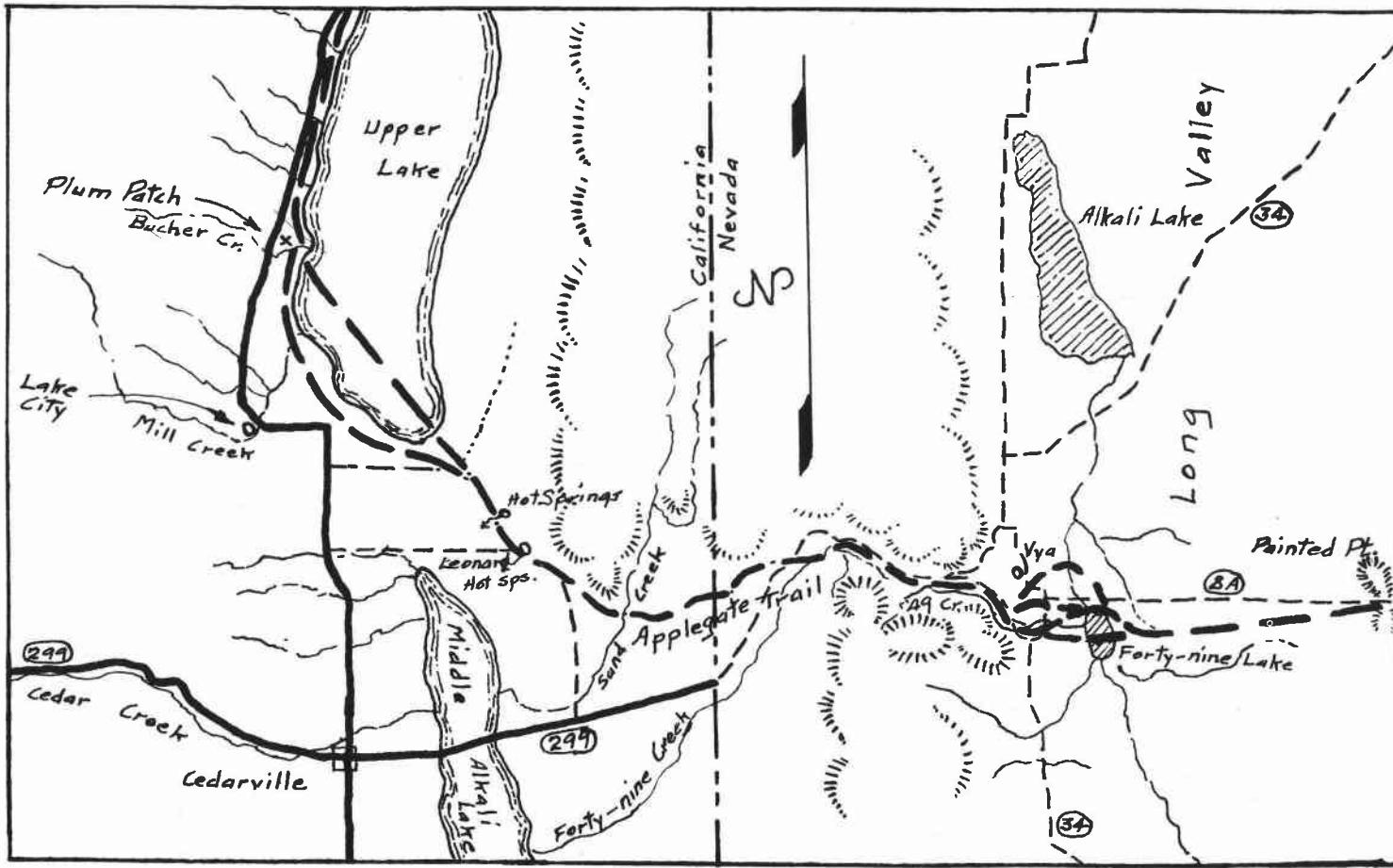
Hale, August 29, 1849: "After we left the canyon we crossed over one or two hills and passed some water and grass and then took round a hill and encamped in a valley a short distance after passing some large rocks on our left (Bruff's Rocks, near present Massacre Ranch).

"I saw while on one of the hills a few miles back three bunches or parcels of snow on a high mountain which we suppose to be the Sierra Nevada (Warner Mountains). From its appearance I think it to be thirty or forty miles distant. I also notice on our right some flats that appear to be covered with salt or something that is white (the dry alkaline beds of Massacre Lakes) and on the mountain beyond that there is small timber (Juniper). It is either pine or cedar. We have driven this morning about eleven miles, two of the canyon, three through it and six to camp. In the afternoon we drove about two miles and stopped for the night in a valley to the right of the road with tolerable grass, sage convenient for wood, but no water (near Emigrant Springs).

Farnham, August 30, 1849: "Took an early start and went through a region of sage. Passed a shallow stream (Massacre Creek) in Sage Valley."

Howell, August 30, 1849: "In the evening we came on 8 or 10 miles (have left the canon) and camped in a narrow valley through which runs a small brook (Massacre Creek) and had to turn back to get water and grass."

Dr. Caldwell on the afternoon of September 10th, drove 4 or 5 miles and camped halfway between present Corral Meadows and Massacre Ranch, where now is located a stock reservoir on a wet wea-



ther wash. The next day he continued on to present Massacre Ranch, filled his casks with water and traveled past Painted Point into present Long Valley.

Dr. McLane, still part of a day behind, drove over "barren hills" and camped at Massacre Creek where the cattle were taken out $\frac{1}{2}$ mile to grass.

Bruff, on September 29th reached Massacre Creek where he camped together with "many companies".

Beeson, on August 12, 1853 reached "a beautiful creek" (Massacre Creek) where he camped with good grass and sage wood.

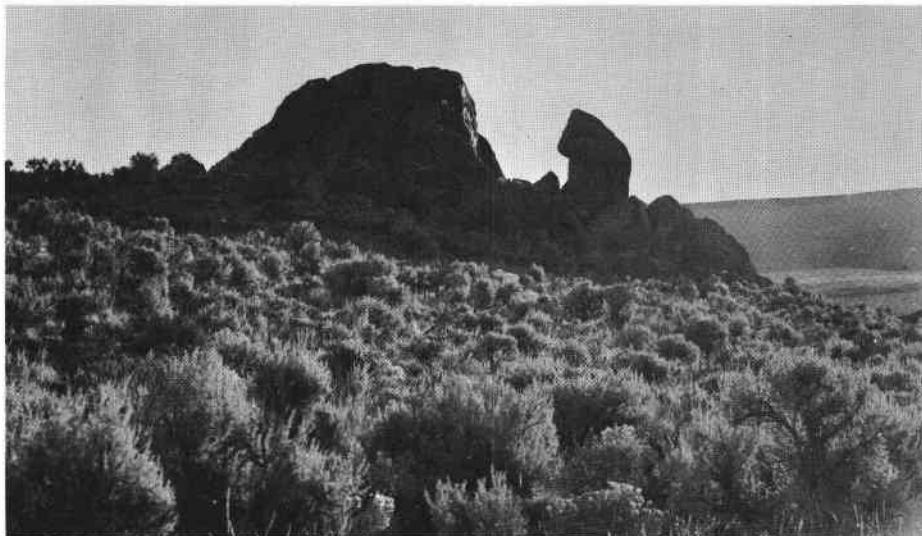
The name "Massacre" has become attached to several features near the emigrant trail; Massacre Spring, Creek, Lakes, Ranch and even a small flat topped table land, $1\frac{1}{2}$ miles northwest of the ranch buildings. The name is supposed to have derived from an Indian massacre of emigrants somewhere in the vicinity. We have yet to find any authentic written record of such an event.

There was a temporary army camp established in the summer of 1865 in the Massacre vicinity (what better location than the later Massacre Ranch, a former emigrant camp site with running water and plenty of grass). The camp's name

was "Black".

There are two graves $\frac{1}{2}$ mile northeast of the Massacre Ranch buildings on the old road to the Southwestern Idaho mines via Camp McGarry at Summit Lake some 30 or 40 miles almost due east. One of the graves is small, possibly one person, while the other is about 8 feet by 14 feet (a mass grave?). Many of the rocks piled about the grave have been shaped by a stone mason from a nearby ledge.

Other interesting features in the neighborhood are: 1st, Bruff's "singular rock" sketched by him in 1849, which resembles an elbow of stovepipe, and is situated $\frac{1}{4}$ mile east of the ranch house and south of both the present road and old trail. 2nd, the dwindling stack of coyote skeletons by the roadside a little over a mile northwest of the ranch buildings. They were piled there in the early 1940's by a government trapper, probably to prove he was doing his job. 3rd, Emigrant Spring, about another mile westward on the old trail (left hand road at the coyote pile). 4th, Painted Point, about four miles west of Emigrant Springs on the old trail and present road, also sketched perfectly by Bruff in passing.



Bruff's singular rock, about one-half mile east of Massacre Ranch. Compare this photo to Bruff's drawing on page 168 of "Gold Rush".

Chapter VII Across the '49 Country

VIRGIL K. PRINGLE.

Wed-Sep-16 (1846)—Travel today 17 miles. Road slightly rolling but heavy pulling. The country improving in appearance. The sage mixed with grass in the plains and small cedar and grass on the hills. Camp at some springs at a high elevation (east of '49 Summit). Plenty of grass but dry and yellow.

Thu-Sep-17—Move our camp 3 miles over a ridge to another spring (near '49 House). Nights and mornings quite cold.

Fri-Sep-18—Pass out of the mountains by a good road into a plain and camp at a warm spring (Leonard Hot Spring and Meadow). 14 miles from our last camp.

Sat-Sep-19 — Found one of my oxen shot with an arrow and two cows belonging to the company also shot, one soon died and another was drivien off our trail. Today was 10 miles, 8 of desert (across Upper Alkali Lake) and 2 of fine rich soil. Our camp was at a pretty mountain stream (possibly Goose Creek) with plenty of pine timber. This is very pleasant after traveling so long through desert country.

LESTER G. HULIN.

Sun. (Sept.) 26, (1847). Moved on by daybreak to the little pass ('49 Summit) and camped for the day; good grass, water; here lay an Indian that had been shot about 4 days (probably by the Wiggins party); distance about 8 miles.

M. 27. Passed on over the divide and in 12 miles came to hot springs and camped (Leonard Hot Spring); grass and water not very good.

T. 28. Pushed ahead; in 1 mile we passed another hot spring, then on over good roads; crossed a naked bottom or plain (southwestern end of Upper Alkali Lake) and came to a fine stream in 8 miles (Goose Creek?); then down the foot of the Mt. to Plumb creek and camped near the foot of the Mt. road (According to the descriptions given by various diarists, Plum Creek might have been any one

of several creeks, from a point 6 miles south of the base of Fandango Pass to Nesham Creek, up which the trail led to climb over the Warners. These creeks from south to north are Powley, Boyd, Bucher, Goose, Heath, Shartell, Vaughn and Nesham Creeks and Canyons). distance 14 miles.

Leaving the low summit south of Painted Point, the Applegate Trail crossed a gentle, sloping, sandy, sage covered flat for some 7 miles to the eastern edge of shallow Forty Nine Lake. The basin in which Forty Nine Lake lies is part of Long Valley which extends north and south for some 50 to 60 miles. Capt. John C. Fremont traveled southward down this valley on December 28, 1843 to turn eastward at some now unknown point near Forty Nine Lake.

During dry years, the emigrant trail continued west, straight across the dry lake bed to reach the foothills where it entered a narrow ravine to climb to the summit of the emigrants' "Little Mountain Pass", now known as Forty Nine Summit. If the lake contained water, the road circled to the north, and in so doing encountered usable water and grass. This camp site may have extended nearly two miles northwestward from '49 Lake. In fact, it was from a point slightly east of present day Vya that Bruff made another of his very accurate and informative sketches, this time of the '49 Hills.

As a result of Bruff's sketch, a short-cut road leading from this camp site up a sandy draw southwest from Vya has been located. It rejoined the main trail exactly one mile east of '49 Summit.

Delano wrote on August 23, 1849: "We had gone on a desert plain about 12 miles, when before us we saw a pond of clear water, perhaps 5 miles in circumference, and we all hurried to the muddy beach to quench our thirst, and eagerly dipped up our cups full. 'Salt,' roared one—'Brine,' echoed another—'Pickle for pork,' said a third; and with thirsty throats we resumed our toilsome march. Turning an angle at the salt lake, from

north-west to north, we continued on;..."

Hale, August 30: "The road this morning has generally run through valleys and flats which have been mostly covered with sage. We have driven about twelve miles and stopped to rest and let the cattle eat, but have no water for them. We are now within a mile or so of the little mountain pass. It is in sight. About two miles back we came to a lake. It is near a mile in length and half as wide as it is long. The lake appears to be very shallow and muddy. The water, so far as I could examine, was not more than six inches deep."

Howell, August 31: "Water brackish went around north end of Lake and in 5 miles from noon had left the sage flat..."

One month later, on September 30, Bruff found a mud lake, around which he detoured to the north to find an excellent camp site with "cool sweet water". His company camped at a "delightful spot" where that evening the ladies sang and the men played musical instruments.

In following up the ravine to the summit of "Little Mountain Pass" ('49 Summit), the main trail passed several springs, one of which is known as Twin or C C Spring. Scattered over a large territory both north and south of the old trail and present road are many dry hot spring cones which dot the landscape.

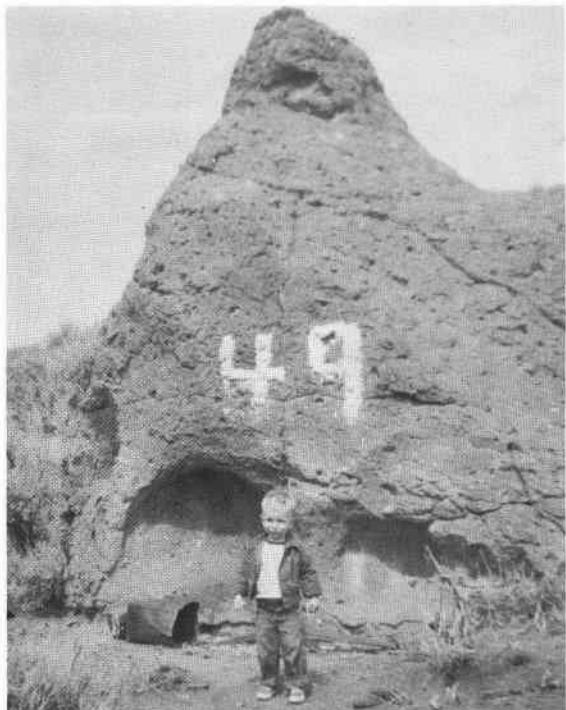
After passing over the summit, the headwaters and meadows of Forty Nine Creek are reached. Towering to the left of the trail, 7558 foot high Forty Nine Mountain with its many springs and ravines afforded plentiful grass for the hundreds of emigrant cattle and excellent camp sites for the emigrants themselves. These meadows extended along the trail for some three miles, and about midway down them sits the old Forty Nine House and its spring of clear, fresh water. This old house, long vacant, was once a way-side stopping place on the old freight road leading from Surprise Valley to Camp McGarry, Denio and the southeastern Oregon country.

Just a few yards northwest of the old Forty Nine House is a hot spring cone on which is a '49 supposedly painted there with axle grease or paint during the 1849 gold rush. It has been repainted from time to time and the figure now stands out about one inch in relief from the slowly weathering cone. It is evidently from this '49 that so many features in the neighborhood have been named.

Continuing with the emigrant accounts, Delano further wrote on August 23 "... entering a gorge, we began to ascend over a ridge about 2 miles long, when, coming to good grazing and water, we encamped.



Sheep Mountain, south of Forty Nine Creek, down which the Applegate Trail traveled.



'49 Rock, near the old trail and present day road, for which several features in the vicinity were named. Printed on the rock with either axle-grease or paint during the gold rush, the '49 now stands out in relief about one inch. As it looked in March, 1951.

The mountains began to assume a more elevated outline on our left; cedars and fir were growing on their sides, and the appearance of trees once more, although at a distance, excited pleasureable sensations, after having been so long without seeing them. Our bacon, flour, meal, sugar & vinegar, were all gone, and we had to take felon's fare—hard bread, and water—and this we felt to be much better than nothing; indeed, we were much better off than many others on the road. Mr. Watson had an old cow that the crows had been quarreling over for a long time; and thinking a little fresh beef, [save the mark!] might be acceptable, he slaughtered her. There could not be more rejoicing around the carcass of a camel by the Arabs on the desert than we evinced around the poor, worn out, knocked down' brute, and we looked upon it, as a sort of God-send, and like to have surfeited ourselves. Being out of meat, it seemed as if our stomachs only craved it more, and our appetites grew sharper at every bite."

Hale, August 30: "In the afternoon we drove through the little pass. It is nothing

more than a gap or passage through a small mountain with a gradual slope to the hills and has several springs coming out some rods of the sides. We drove three or four miles after we got through and encamped in a valley surrounded by mountains. We had good grass and some water. Wood was not convenient. I noticed as we drove along several mounds. They have the appearance of whitish hard clay. Some of them resemble stacks of hemp as it is put up after being cut or pulled. I also noticed a number of small trees on the mountain sides."

Howell, August 31: "...entered a hollow in little mountains and found several good springs. Kept up hollow to its head water. 1½ to 2 miles crossed divide and camped at two small good springs in the head of a hollow in ½ mile from the divide; ... We have not seen any trees before since leaving Warm Spring Valley; except some quacking asps in High Rock canon. High mountains on our left."

Upon leaving the camp site north of '49 Lake, Bruff's company ascended a "steep sand drag", the only recognizable

record we have of anyone using the Vya cut-off. After regaining the main trail the company followed down Forty Nine Creek by the regular route.

Westward from the Forty Nine Creek Meadows, the trail continued down the ravine for some 2½ miles, then turned westerly to cross the California-Nevada State Line between mileposts 28 and 29, south from the Oregon border. After a mile or so inside California, the trail descended a rocky ledge to a more level sage plain, where a deep, dry most of the year, ravine (Sand Creek) was crossed and the hot spring area was entered.

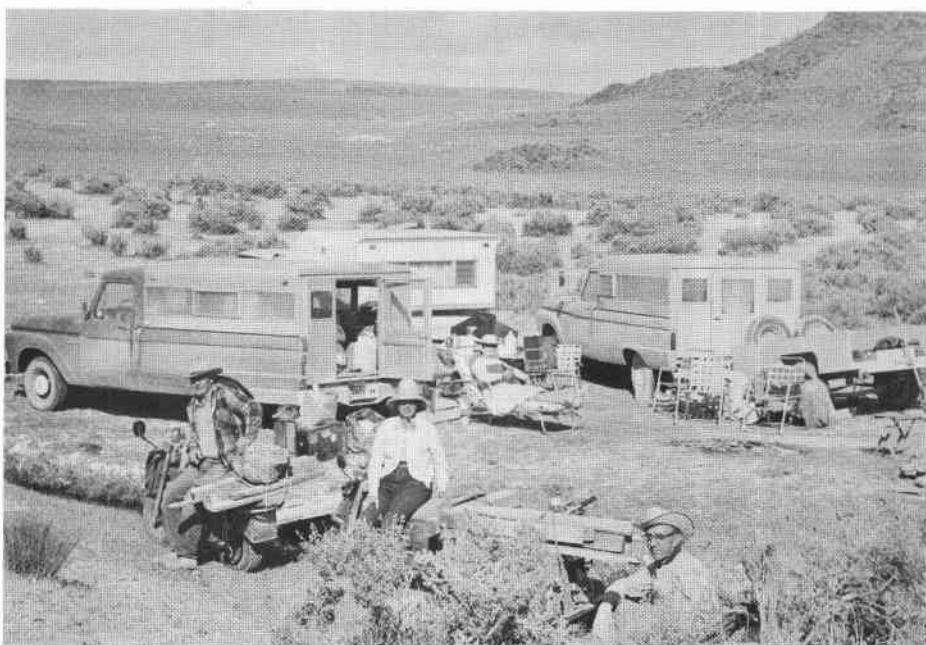
The first of these, now known as Leonard Hot Spring, was at some past date a health resort. About 1½ miles farther on was another hot spring, used in more recent times to scald chickens and hogs to prepare them for market. The trail forded the waters from both springs but a short distance below the springs themselves. A considerable acreage of grass is watered below each spring and was a welcome

stopping point for emigrants. Further the emigrants were now in dangerous Indian country, and many lost stock in the immediate vicinity.

Delano wrote on August 24: "Our road continued through the defile for 5 or 6 miles, and we came upon a broad track, barren, as usual, over which we proceeded 10 miles to the first water—a warm spring which made an oasis."

Hale, September 1: "...we crossed several hills and flats of sage and after a drive of about ten miles came to the Warm Springs where we found good grass and warm water, but wood is scarce. This has been a smoky day. It is like the weather of Indian summer in Missouri. Finding that it was eight or ten miles to water we concluded to remain all night here. The water is salty and spreads as it runs down upon the flats and forms a marsh and a large one. This afternoon I wrote home to send by Dickhorn.

"Sep. 2nd: We made a late start this morning; there being so great a number



Leonard Hot Springs, between Upper and Middle Alkali Lakes in Surprise Valley. The hot water can be seen between the scooter and pickup. This was the first camp site on the Applegate and Lassen Trails in California. The Helfriches, Mary Robertson and Dick Teater.

of cattle in the marsh, it took considerable time to select ours."

Howell, September 1: "...We went down a rough hollow and across some very rough volcanic ridges and in 7 miles came to a large dry creek (Sand Creek) and nooned. No water. In 5 miles further over tolerably good sage road we came to the first warm spring or rather to the branches.

"Sept. 2nd: Started early. In two miles crossed the last spring branch."

The Applegate Trail turned more northerly from the hot springs by two different routes. The first, used in 1846, ran across the shallow bed of Upper Alkali Lake (known by some emigrants as Plum Lake), which is approximately fourteen miles in length, and could be traveled only when the lake was dry. The trail can be traced to the southern shoreline and for a few hundred feet into the lake bed. The other route, 1847 and later, ran more westerly toward the foothills, where fine mountain streams and an abundance of grass could be reached in less time. According to several 1849 diarists this latter road seems to have crossed a considerable portion of dry lake bed, yet Levi Scott remembered high water in 1847 forced the emigrants to detour between the hot springs and Plum Creek. This latter road, or even a later one became the wet weather road, and is approximated by a present day fenced dirt road. The Warner Mountains, towering to the left, were mistaken by the emigrants to be the long looked for Sierra Nevadas.

Jesse Applegate in his Waybill of 1848, probably from information furnished him by Levi Scott, wrote: "The road run directly across the dry lake to plum creek about 12 miles from the warm springs—The front company last year (1847), having noqued at the warm springs—left the road, and struck off to the left for the foot of the mountain in order sooner to make a camp, the rest of the emigrants followed—the old road is 3 or 4 miles shortest. Plenty of grass and water on both sides of the pass within half a mile of the summit."

Delano, August 24: "A drive of 4 miles brought us to the baked, dry bed of a lake, which I estimated to be 20 miles in circumference, surrounded on 3 sides by mountains. Towards the upper end of this lake the Sierra Nevada seemed to decrease much in height, and we could see even beyond the plain over which our road lay, that it seemed to blend with other hills on our right, and a low depression appeared as if an easy passage might be made in that direction—even easier than at the point where we crossed—where the bed of the lake was about 5 miles wide, & the ground as level as a floor. About a mile from the base of the mountain, & on the bottom land of the lake, were many acres of fine grass, with a fine mountain brook running through it which sank as it reached the bed of the lake; and a little way from our place of halting there were perhaps an hundred hot springs, which induced us to call this Hot Spring Lake. It is now only 8 miles to the Pass."

Farnman, September 2: "Commenced our travil along the border of the dry lake bed through a grassy valley. The tall Siera was on our left. Covered with magnificent finery pines. Along its whole extent these pines covered hills contrasted well with those baren plains. There were plenty of streams a running from the mountains. The prospect was that our suffering for water was over. Camped on the eastern base of the mountain for the last time. For tomorrow by good luck we expect to cross."

Hale, September 2: "We drove about two miles and crossed a handsome little stream of pure looking water. On putting my hand in it, I found it was as warm as dishwater. It was a rapid stream and ran through a field of sage. We drove on through sage for a few miles and then came to a barren plain. For two miles after that we came through a plain of fine grass and soon came in sight of a mountain when we discovered it, for the air today is full of smoke.

"Near our camp there came rolling down from the mountain a clear, pure stream of good, cold water and ran brisk-

ly past us on its bed of clean washed gravel. The men, the cattle, all started to quench their thirst at the mountain stream.

"There is more timber in sight of camp than we have seen for months past. The mountain is handsome and the valley is a most beautiful one. The road has been good all day, but since we came into the grass it has been excellent. It is as level as a floor, dry and hard and not dusty. In the afternoon we took a north course by the side of the mountain, having on our right a fine flat of grass for near two miles in width and after that came a barren plain that was perfectly bare. We passed one or two creeks, flowing from the mountain."

Howell, September 2: "Come by forks of road. The old or right hand going more directly to the mountains and left by grass and water, in 6 or 8 miles came to good grass; but the creek had lately dried up.

"We had crossed a perfectly flat plane as naked as a brick yard for several miles. In 4 to 6 miles from the first grass came to a small crick running muddy crick with lots of all kinds of good grass. We had been traveling generally, today and yesterday a few degrees north of west. We had large mountains on our left, which here bore round to the right running north or a little east of the foot of the Sierra Nevada mountains and the road here round towards the north along the foot of the mountains. In 2 miles from the little crick we came to Plum crick, in 2 more to another crick and 2 more to some weak springs when the road turns up the mountains.

"We drove up $\frac{1}{2}$ miles and camped at some small springs on the right of the road. We had fine grass all the way in the valley on the right."

Bruff wrote on October 1st, that after passing the hot springs (Leonard Hot Spring), he passed over a "strip of very level dry mud (extreme southwestern Upper Alkali Lake)" to reach the base of the mountains at a "beautiful mountain till, with willows and plum trees." Bruff was then 6 miles below the pass.

Mrs. P. S. Terwilliger, September 27, 1854: "...Boys want to get some plums but there are none this year."

Chapter VIII Over Fandango and Around Goose Lake

VIRGIL K. PRINGLE.

Sun-Sep-20 (1846) — Cross over a mountain (Warner Mountains at Fandango Pass), the ascent about 2 miles and quite steep. Travel 9 miles and camp in a beautiful plain surrounded by stately pine and cedar (Fandango Valley on Willow Creek). Excellent feed for our stock.

Mon-Sep-21 — Travel today 8 miles, principally through large, lofty pine timber, and camp on Goose Lake.

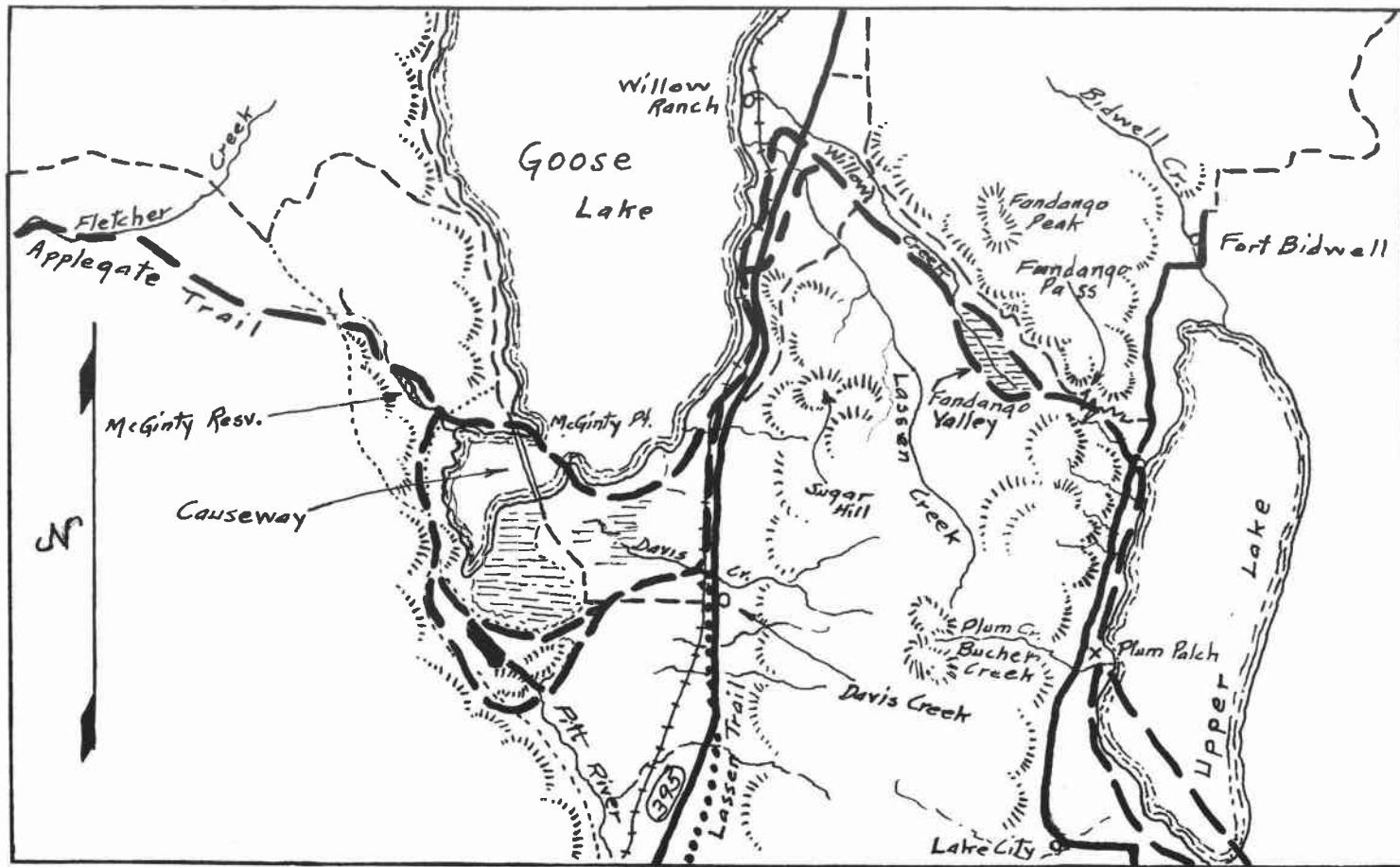
Tue-Sep-22 — Travel 14 miles on the beach of the lake, road good (somewhere between McGinty Point and McGinty Reservoir).

LESTER G. HULIN.

W. (Sept.) 29th, (1847). Today we only passed over the Mt (Warner Mountains at Fandango Pass) and camped in the valley below (Fandango Valley on Willow Creek); distance only about $4\frac{1}{2}$ miles. This night we were sadly visited by savages. They approached, and, finding they could get no cattle, vented their spite at a young lady who had been baking and was then by the fire. They shot 3 arrows at her; two of them hit her, one passed through the calf of her leg and the other through her arm into her side. We fear she is mortally wounded, but hope for the best. Her name is Ann Davis. Four arrows more were found that had been shot at a man on guard. The prowling Indians are as hard to find as the deer.

T. 30th. Today 5 of us laid in the bushes to watch for Indians. We have heard them halloo, but they kept at a proper distance. We think they saw us go into the willows. Our caravan moved on to a lake (Goose Lake), then about 3 miles up (down) it and camped; distance about 10 miles.

Oct. F. 1st. Passed around the lake



about 10 miles and camped on a small, cool stream (between McGinty Point and McGinty Reservoir).

The most spectacular hurdle in the leap-frog process of surmounting obstacles was the Warner Mountains, thought by the emigrants to be the dreaded Sierra Nevada. These mountains were crossed at a point between thirteen and fourteen miles south of the California - Oregon State Line, through a pass whose elevation is 6155 feet. This pass once known as Lassen's Pass is now called Fandango Pass. The Warner Mountains at this location, lie between Upper Alkali Lake in Surprise Valley on the east and Goose Lake and Valley on the west some eleven to twelve miles apart, as the wild goose flies.

The ascent of the emigrant trail from the shoreline of Upper Alkali Lake to the summit of Fandango Pass was slightly over two miles in length with a rise in elevation of about 1700 feet, most of which came in the last mile which was a very loose, sandy soil. The present day road criss-crosses the old trail in a series of about nine switch backs.

The pass at the top consisted of approximately $\frac{1}{2}$ acre of semi-level land from which the trail descended sharply westward for less than a mile into Fandango Valley, the head of Willow Creek. Fandango Valley was well supplied with water and grass and became one of the best known camp sites along the Applegate Trail.

Fandango Valley supposedly received its name from emigrant dances held around the camp fires. The best reason for holding a "fandango" at that particular place seems to stem from the emigrant's jubilation over having successfully passed the dreaded Sierra Nevada Mountains, or so they thought. However, the Sierras were yet to be surmounted, as well as over two hundred difficult and weary miles to be traveled before the Sacramento Valley could be reached.

Fandango Valley was the scene of many Indian depredations from stealing and shooting stock at night to attacking the

emigrants themselves. The Piute Indians occupied Surprise Valley and the country eastward to the Humboldt River, while they, and, or, the Pitt River Indians occupied the Fandango-Goose Lake Valleys.

Jesse Applegate wrote in his Waybill of 1848: "Keep close watch here the Indians are very mischievous. Goose Lake. 10 miles."

Delano, August 27, 1949: "The ascent was easy generally but occasionally there were benches to overcome; still the passage was far from difficult—indeed not as bad as many hills which we had climbed. Grass was growing nearly to the summit; ... Once arrived at the summit, the view of mountain scenery is grand and beautiful. Below, on the west, at the distance of a mile, is a broad, green grassy valley (Fandango Valley) abounding in springs. The valley is enclosed by high pine covered mountains, which seem to kiss the clouds; and at the distance of 10 miles, at the extremity of the valley, is seen the broad, beautiful, blue water of Goose Lake, adding a charming variety to the scene. Turning to the east & looking beyond the pines already passed, the dry basin of the lake, with its gray bed, seems to lay at our feet, surrounded by barren hills, which extend in a broken & irregular manner as far as the eye can see, & on each side the rocks & cliffs stand out in bold relief—the portals of the huge gate by which we enter the golden region of California.

"After dinner came the last pull. At the steepest part our company doubled teams; but many did not, & the summit was gained without difficulty. The time actually spent in traveling from the base to the summit was not over 1 hour & a quarter, and the dread we had so long indulged of crossing the great mountains died away at once at seeing the few difficulties of the passage. The descent on the west side is rather precipitous, but not dangerous, & the hill is probably near a mile long. A little before sunset we were encamped on the green valley, about a mile & a half from the base of the mountain, near a fine brook, and beyond arrow

shot from the pines skirting the base of the hill to the left."

Farnam, September 3: "This morning commenced the ascent, got up part of the waggons at a time because we had to double team, got across this ridge of the mountain & 4 miles into the valley on the other side and camped near a pine grove.

"A waggon belonging to the Cammels parted from the team that was ahead of the tongue and dashed down the mountain side with the tongue yoke to it."

Hale, September 3: "We drove about one mile and then doubled our teams. We got up without difficulty, although the last mile on the mountain was very steep. ... as my eye reached the Summit I saw a heavy laden wagon driven by ten yoke of oxen start rapidly down the mountain. The chain attached to the tongue had broken just as they had reached the Summit. (It would appear that this might be the same accident previously reported by Farnham.) It ran two or three hundred feet, taking the wheel steers with it and luckily turned bottom upwards. Many saw it and as many rejoiced to see it turn over, for had it continued to follow the road it must have destroyed considerable

property, if not some lives. As it was, the chain and an ox yoke was about the amount. The wagon was not broken and the loading was provisions. The wagon was soon turned back, the loading was partly packed to the Summit and the balance replaced in the waggon, the team again hitched and all safely arrived at the Summit. The dust was so great that I did not discover oxen being fast to the wagon, and you can judge my surprise on his being let loose to see him jump up and run away; and how it was possible for a yoke of oxen to be drawn backwards that distance and with so great velocity and for neither to be killed or crippled is something for which I cannot account."

Dr. Caldwell climbed Fandango Pass on September 14th, arriving at the top in a snow storm which later turned to rain. He noted that it looked very "bilious". His wagon was hauled up by four yoke of oxen, having added one yoke from Dr. Clark's car. Others used as many as 10 to 15 yoke. When within a few feet of the top, Caldwell's lead oxen gave out, but by adding a borrowed pair, he made it safely to the top. It was an hour after



The last quarter of a mile pull up the eastern slopes of Fandango Pass, showing the present road zig-zagging up the hill with the trough of the old trail going straight up and to the right of the trees at the summit.

dark before they got the cart up, and camp was not established on Willow Creek until 11 o'clock that night.

Bruff arrived at the foot of Fandango on October 3rd. He noted the first part of the ascent was not bad, but after reaching a little valley, the "big hill" began. There were 10 dead oxen in or beside the trail and one on his knees dying in the trail. The dying ox was covered with an old gum coat, but to no avail, as the dust was suffocating and the following animals and wagons rolled over him in their haste and anxiety to reach the top.

The lead wagon of Bruff's company, upon reaching the summit of the pass, unfurled the stars and stripes, to encourage those behind.

The roadway was broad, sandy and very dusty, with men urging their ox-teams up the steep hill with shouts, imprecations and lashes. Some rode up on horses or mules, and among these was an old man on a worn-out horse, upon which was lashed a mattress with the sick man astride and lying on his breast. Over him was thrown a cover, part of which was trailing in the dust. Women walked beside the wagons, blocking the wheels while the oxen were allowed to rest. One man with a baby in his arms was walking beside his team, urging them ahead.

At about the same time, a wagon with women and children in it, when near the summit, broke loose and started down the hill rear-end first. The wagon was brought to a stop by dead ox lying in the road, and no damage was done. Picture this confusion and hardship, then recall it had been going on for over a month and would continue for some time yet to come. It is hard to visualize such scenes today when looking at the quiet and undisturbed hillside. The present road twists back and forth across the route, straight up the mountain, used by the emigrants.

Keller, 1850: "We travelled along the base of the mountains about six miles before beginning the ascent. During this time, and for days before, several members of the company thought we were on the road to Oregon, or some place else than

California, and advised the expediency of going back. This probably would not have been proposed, had it not been, that we were almost entirely out of provisions. But the majority were for going ahead, let the road lead where it would, as some mules might be killed for food, did things become desperate.

"About three miles from the beginning of the ascent, the *Salem* and *Hanson* messes with the exception of J. Mendenhall and J. Campbell, took the 'back track' for the Humboldt River, distance one hundred and fifty miles, having to recross the desert, and again cross it on the 'Carson' or 'Truckee' route.

"...It was not found necessary to double any of the teams."

Beeson on August 16, 1853 saw many kinds of iron equipment, stoves, log chains, etc, still in evidence, where abandoned or thrown away to lighten the load in the climb up Fandango.

Velina A. Williams, September 4, 1853: "...then after baiting the cattle we commenced the ascent which was long and very steep, though free of stones. Reached the summit a little before sunset. The scene from this point was truly interesting. At the eastern base of the mountain a flat lake was seen, stretching some 15 or 20 miles along the valley. On the Western side lay a beautiful valley, the sides of the mountain covered with stately pine and cedar, and at the extremity of the valley, 13 miles distant Goose Lake spread its water over an extent of country 30 miles in length and from 10 to 20 miles wide. Descended the valley and camped near a small stream of water. The men went for the cattle left at Hot Springs, returned without hem. Those who went for beef returned with a good supply. Saw no Indians. A total loss of 10 cattle. (Due to the lack of oxen it was necessary to yoke up cows and double teams to draw the wagons up the mountains, and the men had to make several trips before all were at the top. O.A.S. (Mrs. Williams' nephew).)

Mrs. P. S. Terwilliger, September 28, 1854: "Started to cross the great Sierra

Nevada. 4 miles farther to foot of mountain then ascended 2 miles and rested teams. Took teams off 2 wagons and doubled on other two. Went up mountain and then came back for other two wagons. All they could do to get up to top. Descended steep road but not stony. Went in valley and camped on a mountain brook (Willow Creek) by edge of great Pine wood."

Fandango Valley is approximately 3½ miles long by one mile wide, and runs in a southeasterly-northwesterly direction. It is well watered by Willow Creek and its many springs which form a lush meadow bordered by pine timber on the south that became the campsite of practically every passing emigrant.

It was the scene of the supposed "Fandango Massacre", yet there is no documented evidence of such an event. Fandango Valley was the location of many companies dividing into smaller ones, and the abandonment of much property when the wagons were cut down to carts, or abandoned entirely when the owners took to pack horses. This came about when the distance yet to travel was realized and that they had yet to arrive at the dreaded Sierra Nevadas. Much of this equipment was burned and the remainder became so scattered that later day travelers, and even the first settlers assumed a massacre had taken place. From this fact the "old wives tales" grew.

Just where the original 1846-47 trail ran from Fandango to Goose Lake is unknown. Probably much the same as the 1849 trail, except that Goose Lake was reached either near the mouth of Willow Creek or Lassen Creek and the lake shore then followed southward. The 1849 trail turned southward some two miles before reaching Goose Lake, and crossed Lassen Creek about ¼ mile east of present Highway 395. It then kept southwestward about three miles, where it descended a steep hillside, about ¼ mile in length, to the shore of Goose Lake.

Delano wrote on August 28, 1849: "The road lay through the valley for 3 miles, when it turned into the pines over

a low point, to avoid an outcrop of trap rock & soon rose to a higher plain, which continued until we reached the hill bordering the lake. It was the intention of several companies to lay over a day at the lake, and our boys made great calculations on bathing and fishing; but on reaching the hills their anticipations were blown to the winds, for the whole shore was white with carbonate of soda, & the beach a perfect quagmire, so that it was impossible to reach the water, except by throwing down sticks to walk on. The water was salt & soda combined, & was very nauseous to the taste. At the bottom of the hill were springs of pure, fresh water, & there was grass enough for our cattle at a noon halt."

Hale, September 4: "... We had a steep hill to come up and after an hour or so a similar one to go down, when we came to Goose Lake."

Howell, September 4: "Came 2 or 3 miles down the valley, turned to the left thru heavy Pine Timber and occasional sage patched with Cobble stone road and descended a steep hill to Goose Lake; extending north and south probably 10 to 15 miles and 4 or 5 miles wide. We came to the Lake in about 6 or 7 miles from where we lay."

Webster, September 25: "... It was after dark before we camped and we unpacked our mules at the top of a steep bluff overlooking a lake, known as Goose Lake. No water near our camp ground. The company is scattered tonight, having camped in several different places along the Trail. After we had camped Mr. Carlton and myself volunteered to go to the lake for water, and with buckets we started down the steep, rocky bluff which we found difficult of descent, especially in the dark. The distance was about one-half mile to the base, or shore of the lake, where we anticipated finding an abundant supply of water. But to our great disappointment, we found nothing but a field of dry sand. However, we supposed we must be very near the shore of the lake, and started in that direction. We traveled about two miles farther over the dry sand,

indulging in the fond hope of soon reaching the waters of the lake, when we would have the privilege and pleasure of quenching our thirst, which was almost unbearable. But we were doomed to disappointment, as we found nothing but a lake of Sand—dry and difficult to travel over; and we returned—climbed the mountain and lay down to rest as best we could. To be really thirsty, with no means of getting water, is truly a horrid sensation."

Bruff came in sight of Goose Lake on October 4th. He described it as a sheet of mud and water. He descended a sandy and stony road, $\frac{1}{4}$ mile to the shore line. At this point he noted that the larger companies were breaking up to form smaller ones, or breaking up entirely. From this point onward it almost became every man for himself.

George Keller, 1850: "... Next morning discovering indications of marsh road ahead, we concluded to make 'this the last day with the wagons', and began packing. Accordingly the wagons were converted into pack-saddles as soon as possible, extra baggage thrown away, and by noon we were again 'en route'."

Samuel Ritchey, father of Samuel I. Ritchey of Klamath Falls, former manager of the local branch of California-Oregon Power Company, traveled the Applegate Trail in 1852 as a member of the Isaac Constant emigrant train of about 25 wagons. He celebrated his 19th birthday at Goose Lake, on August 16th, hunting stock stolen by Indians. The train had failed to put out a guard the night before, the first time on the entire trip, consequently lost 17 oxen, 2 mules, 3 valuable mares and other horses. Thirteen of the oxen were recovered, shot full of arrows.

Velina A. Williams, September 25, 1853: "Traveled over rough, rocky roads to Goose Lake, camped at the south end."

Mrs. P. S. Terwilliger, September 29, 1854: "Horses ran on edge of wood. Before breakfast the pony that had the bell on came running down to camp as we were sitting down to breakfast. Sol went to see what was wrong. Indians had shot an arrow into her shoulder. A trader from

Humboldt had a Shoshone Indian with him taking him to California. He said Pauites, Kwano. He looked at pony and said was a poisoned arrow. He sucked the poison out several times. He took a notion to go with us. We started on—saw no Indian. Went through some fine timber then openings which were very stony then road took down to Goose Lake."

Regardless of where the trails in various years may have reached the Goose Lake shore line, once that had been accomplished, there was but one common route to follow. That was southward along the base of Sugar Hill, between it and the lake, closely approximating the present Southern Pacific railroad track to a point about due west of Sugar Hill. Road right-of-ways and farming operations have wiped out all trace of the old trails in the next several miles. However, according to the U.S. Land Surveys of 1871, the California or Lassen Trail seems to have occupied a meandering location between the railroad and Highway 395 to a point less than a half mile north of the village of Davis Creek, where the Applegate Trail (in 1849) turned northwesterly to cross the dry bed of Goose Lake.

Where the 1846 and 1847 Applegate Trail ran is unknown and can only be surmised. It may have veered from the route of the later California Trail some three miles or more north of Davis Creek (near the mouth of Mulkey Canyon).

Howell seems to be referring to such a road in 1849 when he wrote: "September 4, . . . We turned up south and in about 6 miles camped at warm springs on the left of the road.

"Sep. 5th: The road leads on south In one mile the road from Oregon comes (leads off) in from the West from around the S. end of Goose Lake. In five miles crossed a little creek, and in 8 miles came to another small creek and nooned."

The 1846 trail probably kept some distance from the sandy ridges formed by wave action along the old shore line of the lake, behind which were marshes, where the various mountain streams spread out. The trail probably crossed

Davis Creek somewhere in the vicinity of the present Lakeshore Ranch. It then bore more northerly to cross the dry bed of Goose Lake to McGinty Point.

The southern end of the present causeway probably lies about three fourths of a mile southwest of the point where the original trail entered the old lake bed before crossing northwesterly to the western shore at the above mentioned point.

The ruts of the old trail were recorded in a picture taken September 12, 1926 by a Mr. Getty, Lakeview, Oregon photographer, when the lake was again dry at its southern extremity.

The U.S. Land Surveys of 1871 indicate that the Oregon-California road junction was about midway between the railroad and present Highway 395, and on the north side of Davis Creek, less than one half mile north of the present east-west county road running between Davis Creek and the causeway.

Delano wrote on August 28, 1849: "...About 4 miles below where we descended to the lake, a ledge of rocks bounded the valley near us on the left, & on going to it I found it to be a strata of serpentine, the green & gray stripes beautifully blended, & the lines as delicately drawn as if done by the pencil of the artist. Along the base of the ledge the drift wood & water washed weeds showed that during the flood season the ground was overflowed. The lake extended many miles south, which I estimated as it then was, to be 20 miles long by 8 or 10 broad. Night brought us to the end of the lake, yet the valley continued, & but little above the water level & we laid up on a mountain brook where the road forked—one branch going to Oregon, the other to California."

Hale, September 4: "The lake is about twenty miles long and six or eight wide and surrounded by mountains which are principally covered with timber. There is also a strip of grass around the pond, that is from one to four miles wide. The appearance of the lake would denote the presence of alkali. I noticed a white strip near the water's edge. The road took to

the left as we came into the valley near the pond and is a fine road to travel. We drove today about fourteen or fifteen miles and encamped on a creek with all the necessities of fair quality. In the afternoon we drove five miles to another creek where we encamped for the night."

Webster, September 26: "We left camp early in the morning and eventually reached an abundant supply of water. We left the Oregon Trail, which bears northerly along the west end of Goose Lake, ..."

When Bruff reached Goose Lake on October 4th, the beach or bottom was then $\frac{1}{2}$ mile wide. In following along the base of the foothills (northwestern shoulder of Sugar Hill) he noted agates, carnelians and obsidian.

We here bid god-bye to all the California bound diarists who traveled the Lassen Trail: Bachelder, Brown, Caldwell, Delano, Farnham, Howell, Hale, Keller, McLane, Webster and especially Bruff with his sketches and minute descriptions.

The location of the Applegate Trail across or around the bed of Goose Lake varied a great deal from 1846 to 1872, after which it seems to have been replaced by a number of other routes.

As we have seen, both the emigrations of 1846 and 1847 evidently used the McGinty Point crossing of Goose Lake. There was no emigration to Oregon over this route in 1848, 1849 or 1850 but early in mid-August of 1849 the relief party of some 14 wagons from the Willamette Valley in Oregon, with supplies for the Mounted Riflemen, to be met at Fort Hall, did pass eastward through the Goose Lake country. They may have been compelled to cross the bed of Goose Lake farther south on account of rising waters, since the 1849 diarists place the road forks quite near the present day village of Davis Creek rather than the assumed 1846-47 route from Mulkey Canyon. It is well to remember that Levi Scott was the scout or guide of all three groups.

We must skip to 1853 for our next indication of the extent of Goose Lake waters, when Velina A. Williams wrote on



Ruts of the Applegate Trail crossing Goose Lake toward McGinty Point as they appeared in 1926 when the lake was extremely low. Two to four feet of water now covers the old trail. Photo taken by the Getty Studio of Lakeview, Oregon.

September 26th: "The company separated, some of them being about out of flour and anxious to make all possible speed, left in advance of the main company. Passed along the southern extremity of the lake and camped on its western border." Thus, from this last sentence it would seem, the emigrants were detouring farther south to circle the lake. It would be logical that the waters of Goose Lake were slowly rising from year to year, and the next diarist, Andrew Soule so indicates in 1854 when he wrote on September 19th: "Traveled sixteen miles along Goose Lake and camped on a small creek. road—rocky.

"Sep. 20—Traveled sixteen miles and camped on the west side of Goose Lake on a road following the lake for some distance.

"Sep. 21—Traveled seventeen miles to a dry creek (Fletcher Creek)..."

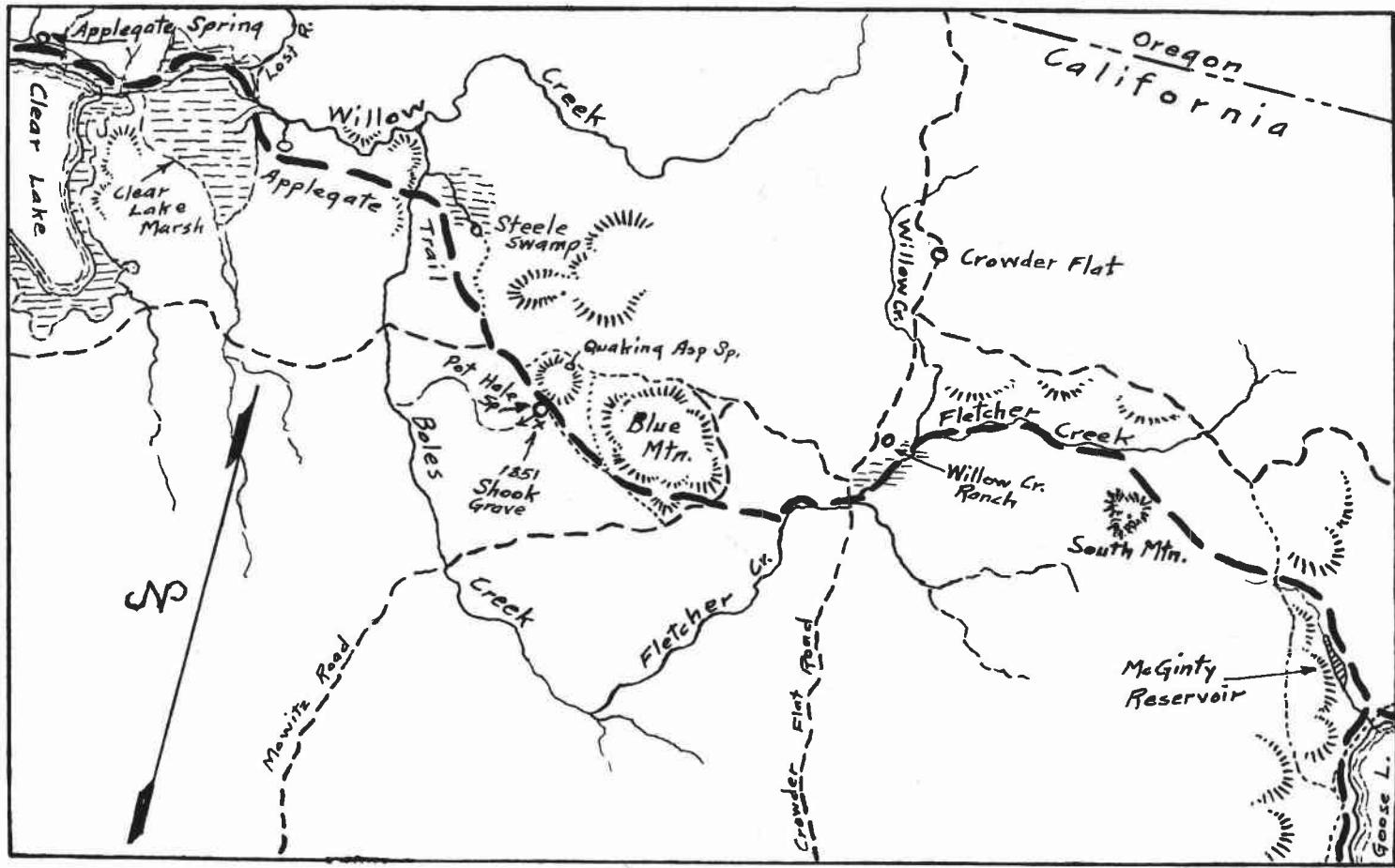
The above recordings were amplified in 1915 when Mr. Soule added: "The next day we went on to Goose Lake. The 20th we followed the lake shore in the water for two miles, the bluff being so steep (this bluff is located on the extreme southwestern end or side of Goose

Lake, several miles southwest of the causeway). We camped on the west side of the lake."

Ten days later, Mrs. P. S. Terwilliger fails to add anything about the lake level, although her distance of 12 miles, probably from Davis Creek and mention of "very stony roads" aptly describes the line of travel southwest around the lake.

"Oct. 1: Sunday. Trouble to find old grey horse. Another horse was gone from another camp. 4 men on horseback went to find them, could not find them so started on. Men said they saw several Indians in place where we camped and they ran in the willows so we think they got the horses. Several of the Ranger's staid at one of the camps. They wanted them to go with them to hunt the horses, but they would not, so we find they are great Rangers to look after the Indians. Went 12 miles around Goose Lake. Some very stony road. Camped on a little creek."

The next available documented information concerning the water level of Goose Lake was published in the Fourth Annual Report (1884) of the U.S. Geological Survey, when I. C. Russell wrote in 1882: "Goose Lake has not overflowed,



except during a single storm, since 1869. For a term of years prior to that date, its waters were much lower than at the present, as is shown by the fact that a road crossed the lake basin some four or five miles from the southern end at a place which is now covered by fifteen feet of water. (This statement, if nothing else, affirms that the 1846 emigrant trail did cross at McGinty Point, *some four or five miles from the southern end.*) During the past few years it has been rising, and in 1881 it is reported to have overflowed for two hours, during a severe gale from th north."

The southeast corner of Section 31, Township 46 North, Range 13 East is located on the western side of the south end of Goose Lake. It was located by the 1871 U.S. Land Office Surveyors. Field notes taken at the time state that the shore line was then about 50 feet east of the Section corner (Sand deposited by the waters of Goose Lake are present day proof of the correctness of the statement).

The U.S. Geological Survey maps of 1962 records the elevation of Goose Lake as 4701 feet, about the same as at present (1970), and probably in the neighborhood of 3 feet higher than it was in 1846. The approximate elevation of the above described Section 31 corner is just under the 4720 foot elevation contour as recorded in 1962. The elevation for the overflow outlet of Goose Lake (head of one fork of Pitt River) is 4722 feet. Therefore Goose Lake at its highest elevation in the 1869-1881 period, must have exceeded the 1846 elevation by some twenty feet or more.

Finally we have the diary record of Major John Green, commanding Troop "B", 1st Oregon Cavalry, with an unknown number of supply wagons, traveling from Fort Klamath, Oregon eastward over the Applegate Trail to Fort Bidwell in Surprise Valley in 1872:

"Sept. 21. E. 12m. Here (the west shore of Goose Lake) road runs up against "Rocky Point" and becomes impracticable for wagons. Camped on spring creek at "Point", to look for a way to get around

the rocks—Grass water and wood good and plenty.

"Sept. 22. 7 AM. S. 5M. Marched back on road two miles (past McGinty Reservoir). Worked way up the bluff—Crossed a rolling rocky table land back of "Rocky Pt" and down again to Lake shore, followed shore to creek at foot of rocky wall running down to Lake — Crossed creek and pulled up on a bench of table land. Road very rough and rocky. 12 M."

Thus Major Green laid out a new wagon route, replacing the former Applegate Trail routes, heretofore described. This route is part of a present day road from the Pease Cabin vicinity, near Fletcher Creek, running southeasterly across a portion of The Devil's Garden, then descending nearly 1200 feet to the lower end of Goose Lake and Valley.

This road should probably be considered a later portion or replacement of the Applegate Trail. We traveled a small portion of it in August, 1970 and the remainder may be passable. This present day road closely approximates the location of the original Applegate Trail for about 10 miles as shown by the 1871 surveys.

Chapter IX Across Devil's Garden to Clear Lake

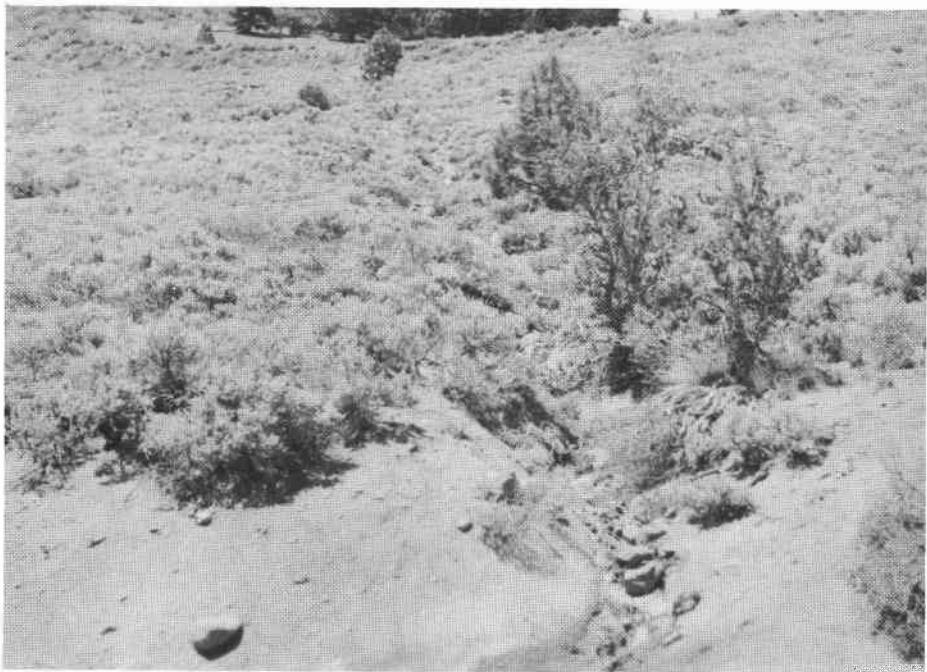
VIRGIL K. PRINGLE.

Wed-Sep-23 (1846)—Our road today was over a high plain and very stony and well timbered with pine and cedar (northwest of McGinty Reservoir). Camp at some holes of water at the head of a creek (Fletcher Creek). Grass good. The country generally less mountainous than before. 12—2030 miles.

Thu-Sep-24 — Travel today 8 miles down Pool Creek (Fletcher Creek). Road tolerable.

Fri-Sep-25—Traveled 14 miles of rolling road and very rocky. Camp at a good spring 14 miles (Possibly the springs at Steele Swamp).

Sat-Sep-26—Travel 8 miles of stony road but generally level; but little timber



Applegate Trail ruts leading straight up hill on the eastern face of Fandango Pass.



Bogged down at Clear Lake. Not an emigrant wagon, but some early traveler.

today. Good camp (Possibly at Mammoth Spring). 8 miles.

Sun-Sep-27—We are now in the range of country of lakes of which the Klamath Lake is the largest known. Make 9 miles and camp by a pretty lake (Clear Lake). Road good and level. Weather fine. 9 miles.

LESTER G. HULIN.

S. (Oct.) 2nd, (1847). Today our roads were very rocky, so much so that Miss Davis could not ride. She had to be carried on a stage, and a wagon broke, so we did not make more than 6 miles; camped without water (northwest of South Mountain).

Sun. 3rd. Moved this morning at sunrise down to a branch (Fletcher Creek) about 2½ miles and camped until noon, then pushed on about 6 miles down the branch and camped; distance 8½ miles (somewhere on the present Bedart Ranch, near the junction of Willow and Fletcher Creeks).

M. 4h. After traveling down this branch about 4 miles we turned to the right; passed a ridge (southeastern spur of Blue Mountain), and in 6 miles from branch we came to Goff's (Pot Hole) spring; camped here; distance today 10 miles. The roads here are very rocky and have been since leaving the lake (Goose Lake).

T. 5th. Upon leaving the springs (Pot Hole) in 4 miles we came to another fine spring (Steele Swamp Springs) and followed down the Branch about 3 miles, then crossed a ridge to another good camping place (Mammoth Spring); down the same to its confluence with the first branch (Willow Creek) and crossed a very swampy place (part of Clear Lake Meadows, reclaimed by Jesse D. Carr in the late 1870's, and now under the waters of Clear Lake Reservoir) and camped; distance today, 12 miles.

W. 6th. Passed around a large swamp filled with ducks, geese and cranes; then passing a good spring (Applegate Spring, once site of Jesse D. Carr's Clear Lake Ranch headquarters) we came to a lake

(Clear Lake), watered our cattle and passed on over stony roads, and at last camped without water, good grass, in sight of another lake (Tule Lake); distance about 14 miles.

The Applegate Trail's several branches across or around Goose Lake came together again on the west side about two miles due west of the north end of the present causeway. This point also lies about one half mile southeast of the southern end of the present McGinty Reservoir. It can further be pin-pointed as lying within inches of the common corner of sections 29-30-31 & 32, Township 46 North, Range 13 East, in California. The land lying west of Goose Lake was first surveyed in 1871, and about 100 yards east of this common corner a blazed juniper tree still stands which bears the 1871 date.

After the Lassen Trail separated from the Applegate Trail near Davis Creek, all of our contemporary diarists of the giant 1849 gold rush made their way into California over it. From Davis Creek westward we have but five contemporary diaries to support the Pringle (1846) and Hulin (1847) diaries. One, Major Green (1872), traveling eastward, joined the trail at the "Stone Bridge" so cannot be used as a reference farther west. Two, the Soule and Terwilliger diaries (1844) both turned into the Yreka Trail near latter day Laird's Landing on Lower Klamath Lake. The Beeson and Williams diaries of 1853 continue into the Rogue River Valley where both cease their recordings as they settled there.

After leaving the shores of Goose Lake, the trail climbed a gradual slope slightly east of McGinty Reservoir, then entered that site near its upper end to continue northwestward across a very rocky plateau some ten miles to Fletcher Creek, about a mile and a half below the old Mulkey place.

The trail is extremely difficult to pinpoint in this section, and it is only with the aid of the 1871 U.S. Land Surveys that any part has been relocated. It was across

this rocky stretch that the "Miss Davis", mentioned by Hulin as being wounded by Indian arrows at Fandango Valley, had to be carried on a "stage" (stretcher) due to the roughness of the road. From other sources it has been learned that Miss Davis recovered and reached her destination safely.

Each of our remaining diarists made but a brief notation of this 10 mile stretch, but from what little they did record, we gather they were impressed by its "rockiness".

Beeson on August 19, 1853 wrote that it was twelve miles over rough stony roads to a canyon (Fletcher Creek).

Williams, September 27, 1853: "Followed the Lake about three miles, then turned to the left and traveled 15 miles over a rocky road to Pitt River Valley. (In a round-about way Fletcher Creek is a tributary of Lost River, which, in the beginning was believed by the Applegate exploring party to be the headwaters of the Sacramento River. This mistake caused considerable confusion among the gold rushes of 1849, leading them to believe they were much closer to the Sacramento Valley than they actually were. Fletcher Creek emptied into Boles Creek, Boles Creek into Willow Creek, Willow Creek into Clear Lake Marsh, and the overflow of this marsh became the headwaters of Lost River), which we reached about dark; very weary."

Soule, September 21, 1854: "Traveled seventeen miles to a dry creek—the country is generally level here, but very stony and rocky (to Fletcher Creek)."

Terwillger, October 2, 1854: "Went 14 miles over stony roads and came to Indian Creek (Fletcher Creek). Followed it a ways and found good grass and camped. Plenty of pine wood."

Major Green, September 21, 1872: "Road from last night's camp (on Fletcher Creek) followed up a summit of Goose Lake mts (remember Green was traveling eastward), a long rocky table land and then same on long grade to shore of goose Lake."

Fletcher Creek Canyon was entered near

the South Mountain drift fence crossing below the old Mulkey place. The trail then serpentine down the canyon, crossing and recrossing the stream bed many times to avoid encroaching rims, marshy spots and pools of water.

The canyon ceased and a level sage covered valley, location of the latter day Willow Creek Ranch, was crossed still following down the creek. The creek and emigrant road then entered another canyon which was followed by the latter for approximately two miles before turning more westerly across another extremely rocky flat. Altogether Fletcher Creek was followed for about 8 miles by the Applegate Trail.

The original trail or one of its branches here crosses a more or less level, rocky flat, lying between Fletcher Creek and the southeastern arm of Blue Mountain. Again an 1871 blaze on an old juniper tree has been located near the trail and is easy to reach. This juniper is located about 100 feet northeast of the common corner of Sections 21-22-27 & 29, Township 46 North, Range 10 East, of California. Further, it is about 400 feet southeast of a stock-salt lick, to which a car can be driven on a dim road leading south from the Mowitz Road. Range cattle still use the old trail across this rockiest of rock flats and up Fletcher Creek canyon to the vicinity of the Willow Creek Ranch, now owned by the Bedart Brothers enterprises.

Beeson on August 19, 1853 wrote that the canyon was rough and rocky and contained a great deal of timber. Further, the canyon was full of spring-holes eight or ten feet deep containing fish.

Williams, September 28, 1853: "Traveled down the valley seven or eight miles. A little after noon met a company of volunteers from the Rogue River Valley, bringing the joyful intelligence that three days' journey ahead are supplies sent out by the Government for the relief of emigrants. Also men to guard them safely into the valley. Joyfulness to us, who have been living on half a slice of bread and poor beef for three days. Camped with them about 2 o'clock."



Remains of the trail across Devil's Garden, between Fletcher Creek and Blue Mountain.



Juniper tree near the
trail across Devil's
Garden, with surveyor's
1871 blaze and inscrip-
tion still visible after
100 years.

Terwilliger, October 3, 1854: "Followed creek 6 miles. Met 75 Rangers with provisions for the immigrants who were short. We laid by the rest of the day. Some of the boys went to get some salt of soldiers. They gave them 20 pounds of beef, 25 pounds of flour, some sugar and coffee. Were not out of anything but salt. N. Ball and M. Stone went with Rangers."

Major Green, September 19, 1872: "Camped in Dry Creek valley after rolling over the worst piece of rocky country on top of ground - for miles neither wheel of wagon nor foot of horse ever touched the soil. Ground covered with loose round rocks as thick as they can be planted - A Devil's Garden of the most approved type. (This is the first use of the term "Devil's Garden" yet found, and is now applied to approximately that section lying between Pot Hole Springs and Goose Lake and south to the Pitt River Rim.)

"Sept. 20: Road runs up valley of Dry creek (Fletcher Creek) to a high rocky butte and here takes easterly branch of the valley. Numerous water holes in the valley making the road very winding and difficult to travel with wagons.

"Road leads up to near head of Dry creek valley then turns off on to a rocky plateau - the valley becoming very marshy. Camped on edge of rocky bluff. Wood water and grass plenty and good. Road up valley dangerous and difficult."

The Applegate trail continues westerly from the salt lick, one and a half miles to cross a shelf on the southeastern shoulder of Blue Mountain. Once over this summit the old trail becomes quite distinct as it descends the western slope. The trail was found here through the original U.S. Land surveys and the Hulin diary recording of Monday, October 4, 1847. It is an authentic spot that should be marked and preserved. From the foot of this descent to Pot Hole Springs, approximately $3\frac{1}{2}$ miles, the present road and the old trail seem to coincide in most places.

The several diarists have little to say regarding this section. Beeson noted only that it was seven miles to Willow Springs

(Pot Hole Springs).

Williams, September 28th: "Traveled till near dark, mostly over rough roads."

Soule, September 22, 1854: "Traveled fifteen miles to Willow Springs and camped."

Terwilliger, October 4th: "Left creek. 10 miles to Willow Springs and nooned. (The distance indicates that Willow Springs might be Steele Swamp.) All Rangers but 25 were going back to Yreka on account of no provisions. They had beef cattle with them. They killed one today, shot it 6 times then it got up and ran around then they knifed it."

Major Green, September 19, 1872: "Goffs Spring (Pot Hole) — Marsh mounds with clear good water oozing out of top and sides - Road to this point runs over a rocky rolling timbered country and is quite disinct."

Pot Hole Springs is located some two miles west of Blue Mountain, the landmark toward which the Applegate exploring party were aiming their course. The springs were originally called Goff's Spring in honor of the party's newly elected lieutenant who was to assist the captain, Jesse Applegate in commanding the expedition. It also seems to have been known as Willow Springs by some emigrants. Perhaps there were willows there in those days. The Krogue family once lived at Pot Hole. Two of their children, a boy and a girl, were born there.

As previously explained in Chapter II, under 1851, the grave of Lloyd Dean Shook is located within a few feet of the main spring in the unfenced area. Considerable research has been made, but no further evidence relating to a Shook family of 1851 has been uncovered.

Leaving Pot Hole Springs the present road leads northwesterly, $4\frac{1}{2}$ miles to Steele Swamp. It coincides with the old trail for the first three miles. In this distance there is one spot where the ruts of the old trail show plainly on the northeastern side of the present road.

Approaching Steele Swamp, the emigrant trail swung more westerly to avoid a rocky stretch of country crossed by the

present road. This caused the emigrants in many instances to miss the main springs and only strike the marsh lands nearly one mile west of the springs. For those who did turn aside to stop, excellent grass and camping facilities were available. The Steele Swamp Springs were evidently the "Rushing Springs" of some, which others thought to be "Russian Springs".

It was about two miles from the head of the Steele Swamp Springs, or less, depending on where the individual camp site had been, to Boles Creek which is the South Fork of Willow Creek.

After crossing Boles Creek the trail for the next four miles, to the Clear Lake Meadows or Swamp, led across a more open stretch of country, literally covered by hundreds of acres of apaws, one of the Modoc Indian's main sources of food.

About one mile and a half west of the Boles Creek Crossing, and one mile north of the trail, is the location of the Modoc Indian Chief, Captain Jack's last hiding place. It was here, on Willow Creek in a small cave on the south rim, that he was captured Sunday, June 1st, 1873 to end the Modoc War. The trail across these

Apaw Flats is quite plain as it was one of the main routes of travel between the Klamath Basin and Pitt River Valley until 1910 when the dam for Clear Lake Reservoir was completed.

Mammoth Spring at the eastern edge of the original Clear Lake Meadows has been in more recent times, covered by the waters of Clear Lake Reservoir during the early part of some years. The waters of the spring empty into Willow Creek, which in turn empty into the old swamp or meadow. This swamp overflowed to the west to form Clear Lake and to the northeast to become the headwaters of Lost River. This series of springs, creeks, swamps and meadows, except in dry seasons or late in the year formed a rather formidable barrier to wagon travel. The emigrants, however, who came late in the year seem to have crossed without too much difficulty.

After passing Mammoth Spring, seven or eight miles were traveled along the north shore of Clear Lake Swamp and Meadows before reaching "Applegate Springs". These springs located near the northeastern corner of Clear Lake served first as an emigrant camp site, then as



Klamath County Historical Society members placing a wreath of flowers on the Lloyd Dean Shook 1851 grave at Pot Hole Springs. Mark Runnels, finder of the grave, kneeling.

headquarters for Army and Volunteer units who traveled out from the Yreka and Jacksonville country for the protection and relief of emigrant trains. In 1871 it became the headquarters of the Jesse Applegate family stock raising enterprise. During the Modoc War it became the headquarters for different U.S. Army groups, especially cavalry who made use of Clear Lake Meadows to supply their horses with forage. Later in the 1870's it became the headquarters of the Jesse D. Carr 80,000 acre Clear Lake Ranch, or cattle spread. All was abandoned in the 1909-10 period when Clear Lake Dam was constructed forming the Clear Lake Reservoir of present times.

We will now turn to our contemporary diarists as they travel between Pot Hole Springs and Applegate Springs:

Jesse Applegate's Waybill, April 6, 1848:

Around the Lake	20 miles
(Around Goose Lake)	
Canyon Creek	8 miles
(Fletcher Creek)	
Down Canyon Creek	10 miles
(Down Fletcher Creek)	
Goff's Springs [warm water]	8 miles
(Pot Hole Springs)	
Big Springs	4 miles
(Steele Swamp Springs)	
Shallow Lake	10 miles
(Clear Lake)	

On August 20th, 1853 Beeson traveled 6 miles from Pot Hole Springs to "Rushing Springs" where he found excellent water, good grass and wood. The next day he traveled 15 miles over muddy roads to Clear Lake. He met a company of U.S. Dragoons there, from whom he learned of an Indian War then in progress in the Rogue River Valley.

Williams, September 29th: "Camped on the margin of a small marsh lake (Steele Swamp); no good water and too miry for the stock to drink.

"Sep. 30: Started at dawn; traveled about three miles; found very poor water, but stopped and got breakfast and baited the cattle passed Klamath Lake (Clear Lake Swamp) at the right and made our

camp on Clear Lake at a point where the regular soldiers had made their quarters." (This was the last entry made by Mrs. Williams, but her nephew, Orson A. Stearns, a 10-year old boy at the time, in later years filled out the diary from memory.)

Soule, September 23, 1854: "Traveled one half day—ten miles—Swamp Creek (Boles Creek).

"Sep. 24: Traveled twelve miles to Clear Lake — the soldiers are stationed here."

(Rewritten in 1915): "We passed Willow Springs and journeyed on to Swamp Creek. Here we had to cut down tules and bridge the creek. It was narrow but very deep and lacked a current to wash away the tules. Twelve miles on the 24th brought us to Clear Lake. At this place were twenty-five volunteers, under Crosby, as captain, because a short time before the Indians had murdered a whole train and burned their wagons. This happened at Bloody Point on Tule Lake. When Crosby, who was in Yreka, heard of it he raised a small company of men and came out to help us in, for they were looking for the Stone brothers' arrival."

Terwilliger, October 4: "Went 8 miles and came to Russian spring and camped.

"Oct. 5: 18 (?) miles to Clear Lake and camped.

"Oct. 6: Went 3 miles along lake and camped by spring (Applegate Spring). Rained all day and night."

Major Green, September 17, 1872: "Ranch of Jesse Applegate. Road crosses a swale through which, and a rocky canon, the waters of Clear Lake when high flows out to the head of Lost river—then crosses 2 miles beyond four marshy branches of Willow creek—over which bridges of Tules had to be made. Wagons mired down and were two hours getting across.

"Crossed a rolling rocky plateau, road very bad and invisible for miles—Camped in Willow creek Meadows (Steele Swamp) a pretty little valley — Wood water and grass abundant and good. Laid over at this camp one day.

"Sept. 19: Passed a copious spring of

good water, one of the sources of Willow creek (Steele Swamp Spring?) — Pulled wagons across a rock table land the road following the valley not being practicable for long teams."

Chapter X Through the Lake Country

VIRGIL K. PRINGLE.

'Mon-Sep-28 (1846) — our route for 9 or 10 miles over a rock ridge (between Clear and Tule Lakes), the balance of the day's travel level bottom (Tule Lake Basin) and quite extensive. Make 22 miles.

"Tue-Sep-29 — Overtook the foremost company last night (at the Stone Bridge on Lost River), which makes our company 50 wagons strong. Found some cattle missing this morning owing to the inefficiency of our guard. They were driven off by Indians (Modocs). The day spent trying to recover them. 2081.

"Wed-Sep-30—Found all our cattle but ten head that the Indians succeeded in getting off. Went ahead 12 miles and camped on the Klamath Lake (Lower Klamath Lake). Crossed the Sacramento River (Lost River) on a singular rock (the Stone Bridge) which made a shallow ford. The river generally swimming. Road good except one steep point (location of the old Merrill dump ground, due south of Merrill) which was bad.

"Thu-Oct-1 — Made 12 miles on the coast of the lake (Lower Klamath) and camp on a creek that enters the lake (Willow Creek). Road good.

"Fri-Oct-2 — Still crooking round the inlets of the lake, make 8 miles and camp at a fine bold spring but not cold (head of Hot Creek at the old D Ranch).

"Sat-Oct-3—Make our last drive on the lake. Travel 12 miles and camp near the outlet of Klamath River (near the later day Teeter's Landing between Worden and Keno). Road good."

LESTER G. MULIN.

"T. (October) 7th, (1847). This morning we moved by 5½ A.M.; soon came on

a broad, rich bottom (Tule Lake Basin), good grass, and in about 12 miles came to the Lost River (Sacramento) and camped. (This is the first known use of the name "Lost River" found to date.) This water stretch is about 18 miles; about 3 miles farther brought us to the ford (at Stone Bridge), where we camped for the day. (Here we saw Indians who appeared more brave than the Diggers; they are probably Clamet [Modoc] Indians.)

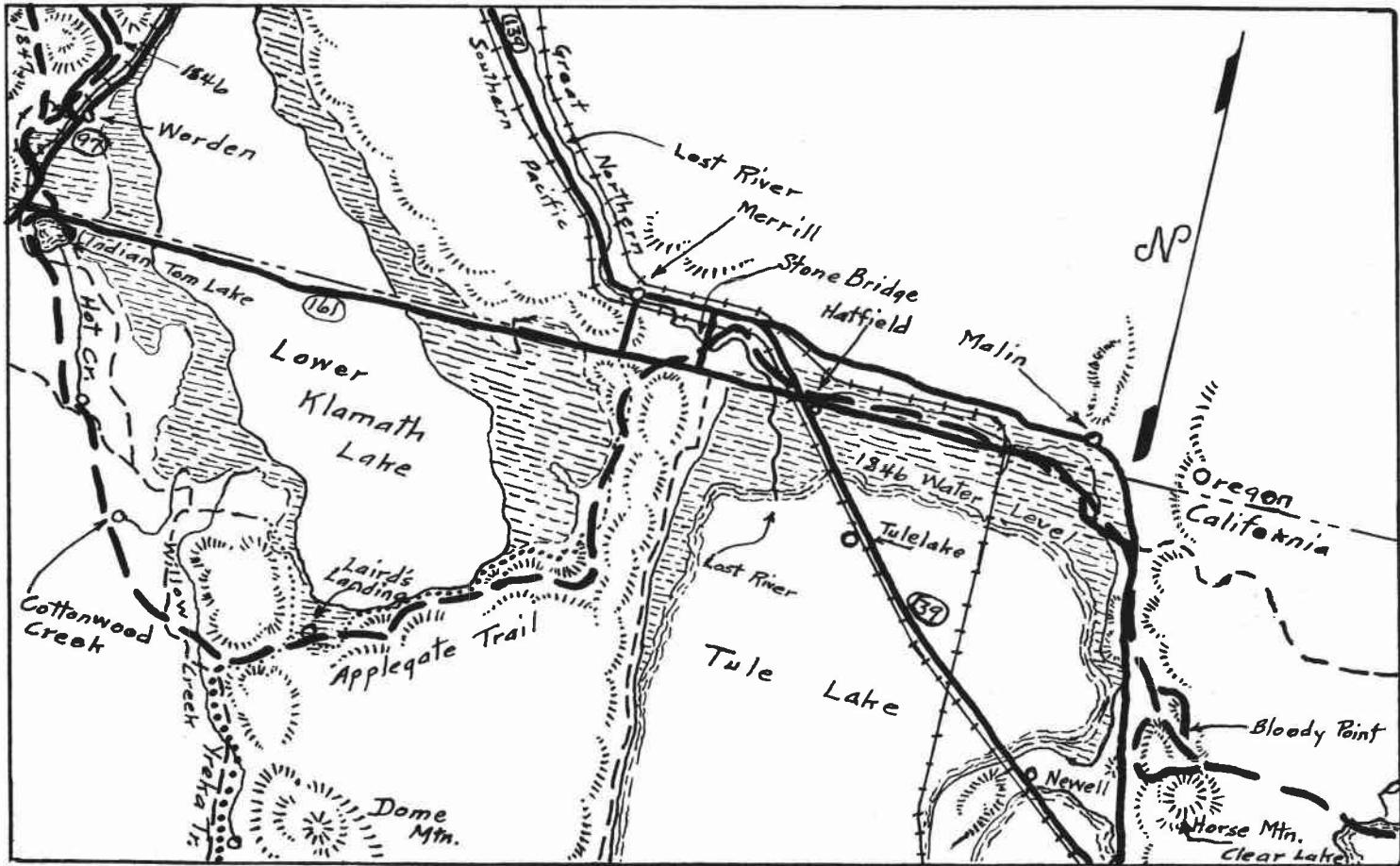
'F. 8th. Crossed Lost river, over the hill or divide to a large swamp (part of Lower Klamath Lake), down this to a lake (Clamett [Lower Klamath Lake proper], about 3 miles down the lake, and camped (at Sardine Flat); distance about 12 or 14 miles.

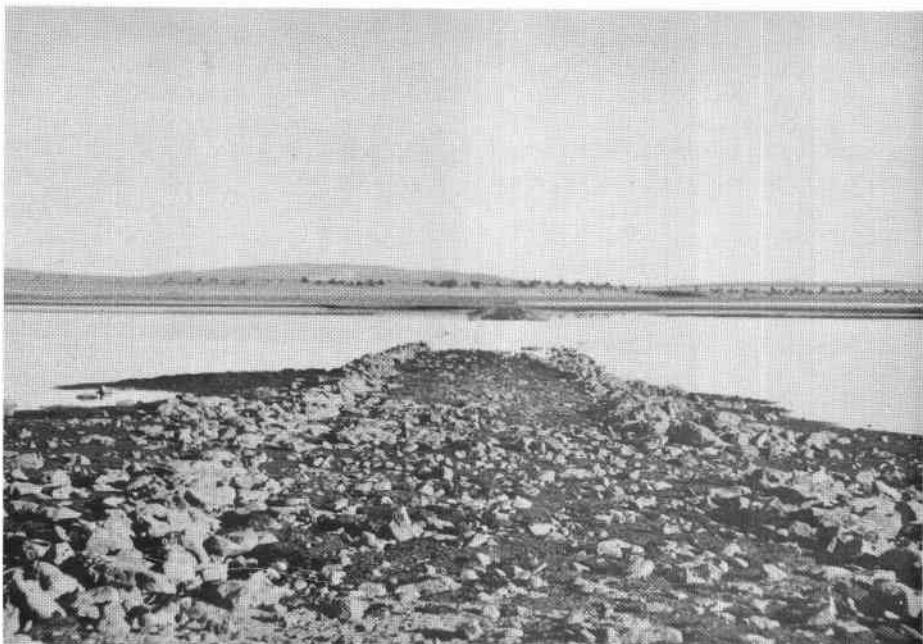
"S. 9th. Continued around the lake and swamp, then through a small pass (southwest of Laird's Landing), and in about 5 miles from our last camp we came to a small creek (Willow Creek); I called it Crooked creek; on about 2 miles and crossed another stream (Cottonwood Creek) and camped; distance 7 miles.

"Sun. 10th. We found plenty of water for 5 miles today (Hot Creek and Indian Tom Lake); we should have come here to camp, but did not, so we did not make the next camping, but took a ridge in the timber and found a small opening (Bear Valley, southwest of Keno) with good grass but no water, camped here; distance 16 miles."

The water level of Clear Lake in 1846 was about 4423 feet elevation, while that of Tule Lake was about 4035 to 4040 feet. This elevation differential accounts for the fact that Lost River was able to flow from the former into the latter after winding in a huge circle for what is claimed to be nearly 100 miles. Further, as the wild goose flew in those days, it was approximately 6½ miles between the waters of the two lakes. By the emigrant trail it was about 8 miles.

The Applegate Trail left Clear Lake some two miles west of the later Applegate Ranch Springs by way of a small ravine at the northwestern extremity of the





During the low water year of 1949, remains of the Applegate Trail across the outlet of Clear Lake became almost entirely uncovered.



Bloody Point on the eastern shores of Tule Lake. Emigrant trail came down the gulch beyond the point. Indian attacks probably took place near the junipers in the left center of picture. Foreground was covered by tules bordering the lake.

lake. It then ran westerly some 4½ miles to the summit of the intervening ridge between the two lakes which is a northerly extension of Horse Mountain, known as Raspberry Hill in the emigrant days. The old trail is easily traced between the two lakes except for one small field of about 80 acres extent, and naturally it was in this field that the trail divided. Three distinct places can be located where the trail (or possibly a much later farm road in one instance, the southern branch) descends the bluffs adjoining the eastern shore line of Tule Lake. Much depends upon which branch or branches were used by the early emigrants to determine the location of Bloody Point.

We have two pieces of information which seem to indicate the middle branch as the more likely location of the original trail location. 1st. A picture is in existence of O. C. Applegate, youngest son of Lindsay Applegate, pointing out the high, sharp promontory near the middle trail branch and immediately south of the old Meyers ranch as being Bloody Point. 2nd. This location is also indicated by the Abbott-Williamson Railroad Survey report of 1855 in which Abbott recorded on August 12th: "We then found ourselves on the edge of an abrupt descent of 200 feet, which conducted to the shores of Rhett lake (Tule Lake). This lake was about fourteen miles long and eight miles broad. It was bordered by a wide belt of tule, the home of vast numbers of water fowl, which rose in clouds at our approach.

"On the bluff our trail joined an emigrant road, which followed down a narrow ravine to the level of the lake. This ravine was once the scene of a bloody massacre. A party of Indians lay in ambush, until an emigrant train reached the middle of the descent, and then attacked and killed nearly the whole party. Rhett lake is a secure retreat, where the savages can escape among the tule, in their light canoes, and defy a greatly superior force."

However, the southern branch trail, a much straighter and easier descent near Little Horse Mountain, would also have passed beneath this same high promon-

tory. Its route later became the old Modoc County wagon road to Big Valley.

Lastly, the third or northern branch trail is still quite distinct and may easily be traced down the hillside where it enters the Tule Lake bottoms, almost east of the present Stanley Johnson farm buildings. It may have come into use as a by-pass after the Bloody Point Massacre since it is more in the open and misses the more dangerous Bloody Point Gulch camp site.

In 1872, on September 15th, Major Green recorded: "...Camped on the Lake opposite point where Old Emigrant road turns off from the Pitt river road. This is also "Bloody point" where 12 emigrants were killed by Indians in 1847 (1852). Opposite this camp is a natural bridge leading from the main land to an Island in the lake, consisting of a long narrow level strip of firm ground - Grass and water plenty wood scarce. 16 miles (from the Stone Bridge camp).

"Sept. 16. Took old emigrant road pulling up a steep bad hill on to a rocky plateau. Travel easterly across a rocky rolling country to Clear Lake and camped where road first touches the Lake - Road from Lake to Lake very bad. Grass and water abundant and good. Wood not plenty at camp. 8 miles."

Green's recording can easily be identified as the sand-spit leading from the eastern shore line of Tule Lake to The Peninsula upon which the present town of Newell, California is located. His description and sketch accompanying his day's notation, indicates that he used the northern branch trail.

The name "Bloody Point" as now applied by the U.S.G.S. places the site some two miles farther north, and would seem to be an erroneous location.

One cannot help but wonder why the emigrant trail struck the Tule Lake shoreline in the vicinity of Bloody Point. Why didn't they travel the route adopted by the old Carr Road between the two lakes? It left Clear Lake at the same point as did the emigrant trail, but ran more north-westerly to enter the Tule Lake Basin near the present State Line Road, about one mile

south of the present Dalton-Byrne Ranch homes, or approximately 3½ miles north of Bloody Point.

The original exploring party traveled a route somewhat approximating the present Clear Lake Dam or Kowoloski Road, probably leaving the old lake bed near the present Loveness sawmill. Since Levi Scott was with the exploring party and led both the 1846 and 1847 migrations, surely he must have known of this more northern, better and less dangerous route. Evidently we must search elsewhere for the reason, but for the present can only surmise.

Tule Lake in 1846 was very low and continued that way for several years. In fact, according to Aolbert Carter, an emigrant of that year who much later wrote a series of articles in which he remembered: 'After following the river (Lost River) six or seven miles (below Stone Bridge) the stream is formed into what is known as Tule Lake."

Scaling this distance on a U.S.G.S. map, we arrive at the 4035 to 4040 foot elevation contour, and it can probably be assumed to closely represent the shoreline of Tule Lake in the September-October period of 1846. In later years the lake surface raised until by 1871, according to Lindsay Applegate, "... it is now probably ten feet deep over the bridge (Stone Bridge)."

The original trail turned across the then dry bed of Tule Lake about one fourth mile east of the presently designated Bloody Point to circle near but south of the present Great Northern railroad siding of Kalina. It crossed the Oregon-California State Line just west of the corner of Modoc and Shasta Counties where they join Klamath County. Then keeping just inside Oregon it arrived at Los River about one mile north of Hatfield, California on the state line. As told by the diarists this was one of their camp sites. The trail then followed up the left bank of Lost River to cross that stream at the Stone Bridge.

We will now bring our diarists up to the Stone Bridge. Jesse Applegate in his Waybill of 1848:

"Sacramento River (long drive) . . . 20 miles (Lost River near Hatfield)
"Crossing of Sacramento (Rock Bridge . . . 4 miles (Stone Bridge)

Beeson, on August 22, 1853 camped at practically the same site, then layed over one day before traveling five miles to the natural bridge which he estimated as about a rod wide and four rods long. He thought the water to be some 10 feet in depth on both sides of the bridge.

Soule, September 25 (1854): Traveled twenty miles to Lost River and Tule Lake — Indians plentiful (Modoc Indians).

Rewritten in 1915: "At the Natural Bridge on Lost River we camped. Five hundred Indians (probably 50 would have seemed like 500 to the travel weary emigrants) came to our camp and asked for Muck-a-muck. We had none for them. They were big strong Indians and afterwards caused the government a great deal of trouble. The Modoc was being one of the several Indian wars of our country. They wrestled and threw our boys as fast as they could get up. Then they would make the air ring with their shouts, but at last Dan Rodaball threw their bully three times. Then they were still as death. Willard Stone hired an old Indian and his squaw to stay with us that night and all the rest left at the old Indian's command. Then we felt safe when one of their number was with us."

Terwilliger, October 7: "Rainy morning. Went 10 miles and came to Tule Lake. Nooned, after this went 12 miles around lake. The most wild geese, ducks, swan and brant I ever saw. Sid shot one with Joseph's revolver. Saw plenty of Indians this afternoon. Came to Lost River and camped at dark.

"Oct. 8: Sunday. Went up river aways and crossed on the natural bridge. Bridge is a foot under water and is solid rock. Otherwise should have had to ferry."

The first known use of the Stone or Natural Bridge by white men was during the winter of 1826-27 when Peter Skene Ogden and his Hudson's Bay Company Fur Brigade crossed there three different times. The bridge is located two miles



The Stone Bridge ford of Lost River, southeast of Merrill, Oregon, as it appeared in 1922 on the day construction of the diversion dam began.

east and one mile south of Merrill, Oregon on the Lava Beds Road, where it now serves as the base upon which a diversion dam was constructed in 1921.

Capt. John C. Fremont and his company used it twice during May, 1846 to be followed in July by the Applegate emigrant trail blazing party of fifteen men and the emigration which followed in September.

The emigration of 1846 was the first to have difficulties with the Modoc Indians who had permanent camps on both sides of Lost River below the Stone Bridge from a quarter of a mile on the right bank, to half mile or more on the left bank.

Ten head of oxen were stolen and driven several miles south along the western shore line of Tule Lake where they were slaughtered among the tules. Ten men went in pursuit and all that was accomplished was the burning of five Indian huts and all their supplies, including many baskets full of seeds.

A number of skirmishes took place in this immediate neighborhood during the next few years, including the so called Ben Wright massacres and the first battle of the Modoc Indian War on November 29,

1872.

Lieut. Henry Larcom Abbott of the Abbott-Williamson Railroad Survey party gave perhaps the best description of the Stone Bridge when he wrote on August 13, 1855: "We followed up the eastern bank of Lost river, through a dusty sage plain almost destitute of grass, to the Natural Bridge. The river was here about eighty feet wide and very deep; but it was spanned by two natural bridges of conglomerate sandstone from ten to fifteen feet in width, parallel to each other, and not more than two rods apart. The water flowed over both of them. The top of the most northern one inclined down stream, but it was only covered to a depth varying from six inches to two feet. The other was nearly horizontal, but the water, being unusually high, was too deep for fording. There are probably hollows under both arches, through which the river flows. Emigrants cross here with their loaded wagons. There is no ford for a considerable distance above, and none below. We passed over without difficulty, . . . The river, which was full of short bends, was often sunk as much as thirty feet below the plain."

By 1881, Tule Lake waters had risen to their highest recorded level, and the Stone Bridge was probably then under fifteen feet of water. A wagon bridge was built upstream about one mile (survey of December 27, 1883), to be replaced in later years by one located about 50 feet below the old crossing.

After crossing Lost River the trail ran southwesterly about two miles to cross a low but steep divide (at the old Merrill dump ground) then turned south some five sandy miles along the extreme eastern shore line of Little or Lower Klamath Lake. Possibly in retaliation for the destruction of their tule huts on Tule Lake, the Modocs on September 30th, 1846 followed the emigrant train and a member who was lagging behind was overtaken and killed.

The Rev. A. E. Garrison in later years recalled: "...here they killed by teamster (David Tanner). The teamster had pleurisy in his side and could not ride in the wagon. I tried to get him to ride but he said the jolting of the wagon hurt his side, one evening he had fallen behind the train. I was terribly alarmed at him for doing so, and scolded him much, telling him of the danger. The next day he did it again, the Indians came on him and filled him full of arrows, then stripped him of his clothing,..."

Our trail diarists are dwindling fast, and the few that are left have by now become somewhat lax in their recordings, giving but little pertinent information of use in relocating the old trail. However, what we have will be carried up to the junction of the Yreka and Applegate Trails at this time.

Jesse Applegate's Waybill of 1848:

First Camp on Klamath Lake	10 miles
(Sardine Flat on Lower Lake)	
First Creek	7 miles
(Willow Creek)	

Beeson, on August 4, 1853 noted while traveling south of Lower Klamath Lake, an Indian canoe and fishing gig hid in the tules. The next day he continued around the lake, camping somewhere southwest of present day Worden, Oregon.

Soule, September 26 (1854): "Travelled twenty miles to Klamath Lake and camped.

"Sep. 27. Traveled twelve miles to a large spring (Head of Willow Creek on the Yreka Trail) and camped—thirty or forty Indians camped here too."

Terwilliger, Oct. 8: "Went 15 miles. Some stony road. Came to Klamath Lake and camped (Sardine Flat).

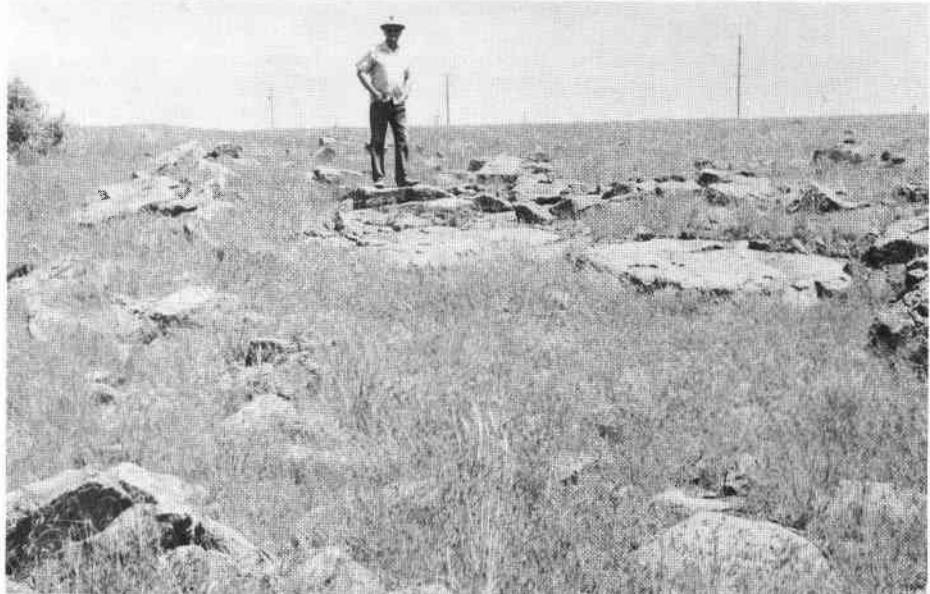
"Oct. 9: Cold day. 10 miles to Willow Springs and camped (on the Yreka Trail)."

Rimrocks and lava flows next forced the trail to detour away from the lake shore for two miles. The main lake was again reached at what is now known as Sardine Flat, so named for the many discarded sardine cans, relics of early travelers camping at the site as had the emigrants before them. Another 4½ miles of following along the lake shore and derouting around lava formations brought the emigrant trail to the location later to become Laird's Landing.

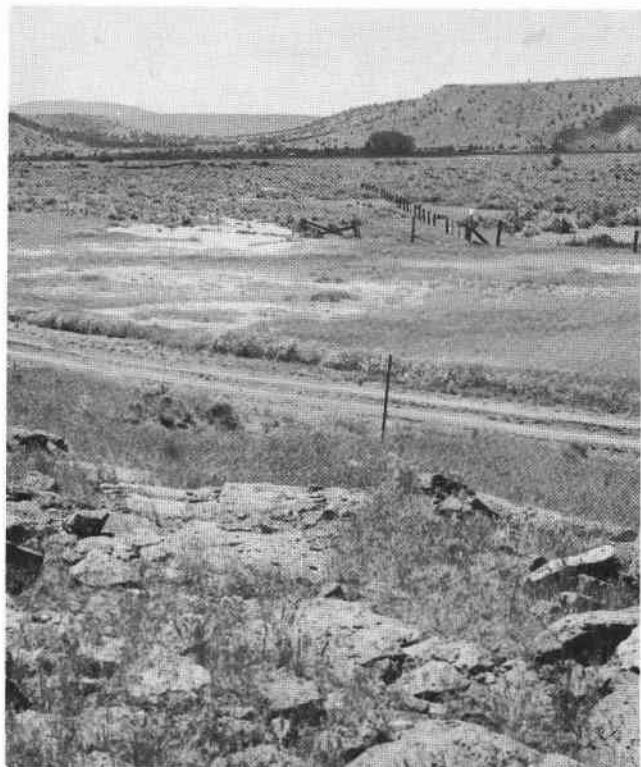
In the early 1900's, Laird's Landing became a noted stage and freight stop. Here freight and passengers to and from the California railheads of Bartle and Grass Lake were transferred from wagon to boat or visa versa on the lap to or from Klamath Falls, Oregon by water.

Westerly from Laird's Landing lies Big and Little Tableland with a low gap through which the trail continued. Two miles from the Landing is the location of the junction of the Applegate and Yreka Trails. The latter branched to the left in 1851, or no later than 1852, to follow up Willow Creek past the old Van Brimmer Ranch, settled in 1864. Over both of these trails passed most of the troops and supplies headed east for the Lava Beds during the Modoc War. The Yreka Trail saw the most use, even down to and including early freighting days, therefore it is much plainer and easier to locate today.

The Applegate Trail ran northwesterly from the Yreka Junction, fording Willow Creek in a little over one mile. Then crossing a dusty sage flat to the eastern base of Mahogany Mountain the trail



Devere Helfrich standing in the Applegate Trail remains east of Laird's Landing on Lower Klamath Lake.



Applegate Trail leading to Laird's Landing on Lower Klamath Lake. Trail led past the grove of trees, right center, then through the low pass in the distance. The trees were probably set out by Dock Skeen in the late 1870's or early 1880's. The old barn at Laird's Landing can be seen to right of the grove.

turned more northerly to reach the spring head of Cottonwood Creek.

This location became the site of the old John Fairchild "JF" Ranch in the mid-1860's, and served as army headquarters at times during the Modoc War. About one mile north of the ranch buildings was the homesite of the Hot Creek group of Modoc Indians, and about two miles northeast at a spring is the location of Captain Jack's birthplace.

Three miles from Cottonwood Creek brought the trail to Hot Creek, also settled during the 1860's as the headquarters of the Dorris 'D' Ranch. The trail circled around the head of Hot Creek, between it and the rather steep hillside from which the creek flowed.

Continuing slightly west of north down the west side of Hot Creek and Indian Tom Lake, the California - Oregon State Line was crossed in $5\frac{1}{2}$ miles through a low gap. This crossing point is exactly 2080 feet east of the center of present Highway 97 at the state line.

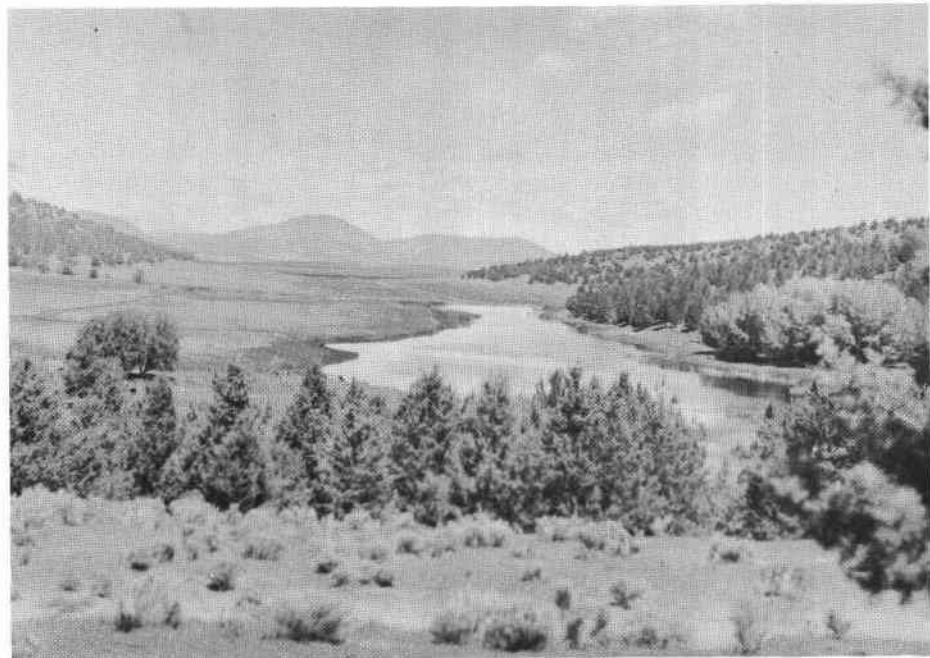
Circling Miller Lake, a shallow wet

weather basin, a point was reached that in later years became the old John F. Miller ranch and later still the Downing ranch. Here in 1847, Hulin and the Applegate Trail branched from the original 1846 route to follow up a draw into more mountainous and timbered country. Bear Valley was reached in 6 miles and served as a camp site for many.

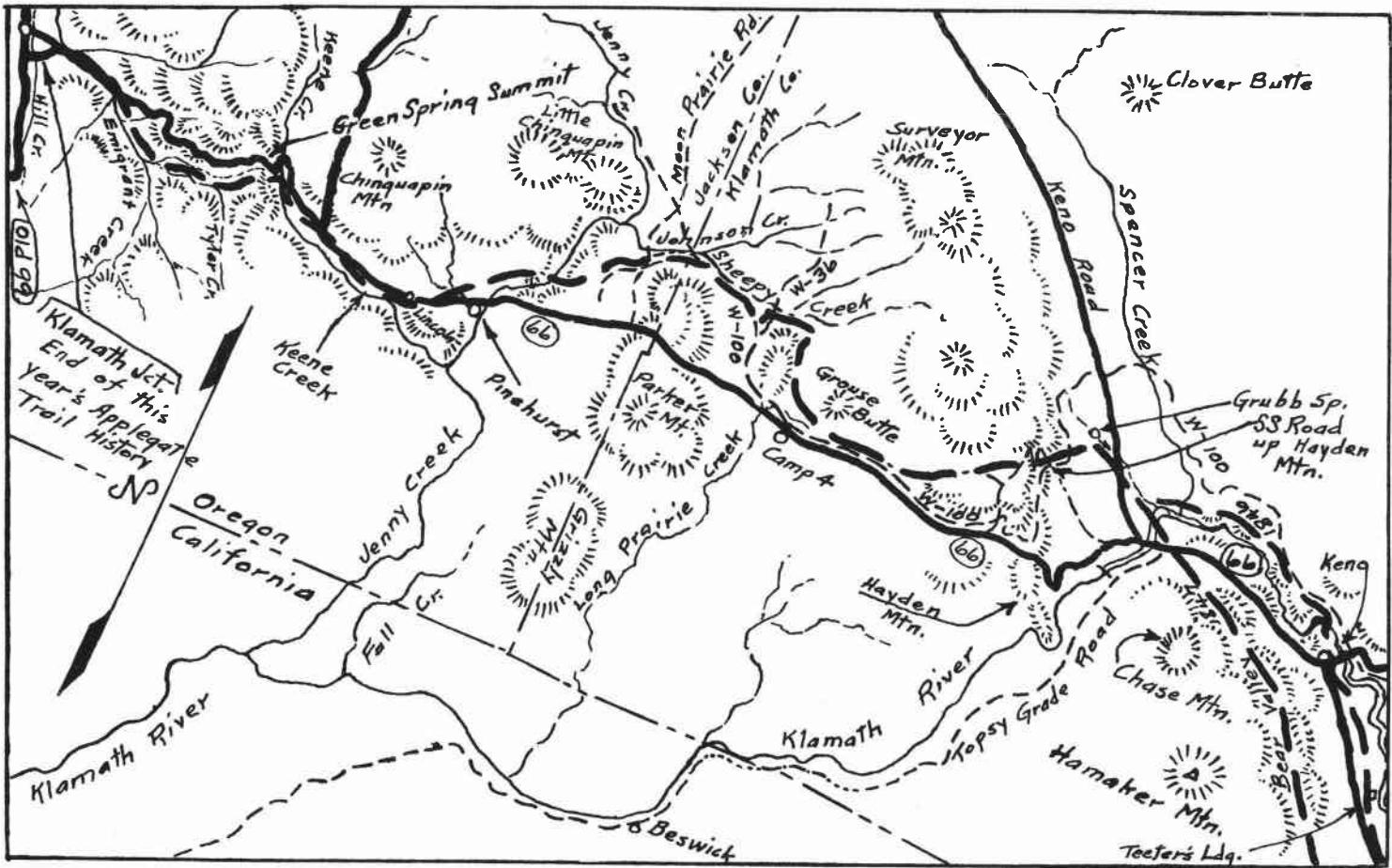
Pringle and the 1846 trail turned north-easterly from the Miller Lake junction passing through what is now the community of Worden and pursuing a course approximately that of the present Keno-Worden paved road, although probably closer to the Klamath River. Pringle's diary indicates a camp was made very near later day Teeter's Landing on the present Calmes Ranch.

We once again return to our few remaining diarists, beginning with Jesse Applegate's Waybille of 1848:

Second Creek (Fish Creek)	3 miles
(Cottonwood Creek)	
Third Creek (Big Spring)	6 miles
(Hot Creek)	



The head of Hot Creek, later to become the headquarters of the "D" Ranch. The trail passed around the head of the creek and followed down the left side of the creek.



Leaving of the Lake..... 6 miles
(north side of Miller Lake)

About the only thing out of the ordinary encountered by Beeson in 1853 was traveling over fallen logs in the Bear Valley vicinity.

Orson A. Stearns, nephew of Velina A. Williams, in notes written many years later as an appendage to his aunt's diary: "On the afternoon of the second day after passing around the south end, and along the west side of Little Klamath Lake, just the west side of Little Klamath Lake, just after leaving the lowlands and about entering the timber that extended from the mountain on its western border, they met the pack train of supplies, presented their order and several mules were partially unloaded to get the order filled.

"While getting the supplies unpacked the officer in charge remarked that while coming down the mountain (from Bear Valley) one of the mules had run against a snag with his pack and torn a hole in a sack of beans, which had nearly all run out before they noticed the accident; that if they were desirous of getting a mess of

beans he thought it would be an easy matter for the emigrants to pick up enough to get a good mess of them. Thereupon all the women and children went on ahead and for two or three miles were gathering up that stream of yellow beans. They were nice, large beans, known as Chili beans, having been grown in that South American country, and they formed a most appetizing addition to the scanty diet. Enough were secured so that each camp fire had its pot of beans cooking before the camp fires that evening."

Chapter XI Over the Cascades

VIRGIL K. PRINGLE.

"Sun-Oct-4 (1846)—Cross the Klamath River four miles from camp at a very rocky ford and cross a ridge four miles and camp on the river."

We have but one contemporary record, the Pringle diary, of the use of this original 1846 route of the Applegate Trail. The emigration of that year, after camping overnight somewhere near later day Teet-



The Applegate Trail trace to the right of the rail fence and north of State Highway 66, some five miles west of Keno, Oregon.

er's Landing on October 3rd, made their way on October 4th, some 4 miles to the fording place on Klamath River. This ford was about one mile below present Keno, or slightly above the present Pacific Power and Light Recreation area. Here at an extremely rocky riffle, the river was crossed. Many years later, John Connelley built a bridge at the same site. Both sites are now under the waters of the Keno Dam Reservoir. Farther upstream Whittle's Ferry, predecessor of Keno, was established on the more quiet waters of Klamath River. Later yet, the present Keno Bridge site was put in use by the construction of a pole bridge.

To support Pringle's diary, there are two 1846 reminiscences written many years later. 1st. A. E. Garrison wrote: "We crossed the Klamath river just at the outlet of the Lake at a very rocky ford, next was the Siskiyou (Cascade) Mountains which was heavily timbered and a great job it was to cut a road across, but we had a long way back provisioned and sent young men ahead to open the road, so we got over the mountain quite well." 2nd. Tolbert Carter wrote: "...we proceeded down the lake till it closes in and forms Klamath River, a stream four or five rods wide, one of the worst crossings that wagons ever made—boulders from a foot through to the size of flour barrels—but no accidents occurred We then had the Siskiyou (Cascade) Mountains to cross; but fortunately we found no difficulty in two days' up and down passage."

After crossing the river the trail turned almost due west slightly over five miles to Spencer Creek, first known as Wet Ass and Clear Creek, which was forded one fourth mile from the Klaamth River. This section, later improved, became a portion of the old Southern Oregon Wagon Road in 1869 between the Rogue River Valley and the Klamath Basin. Part of the road, together with the ford still sees limited use.

One half mile west of Spencer Creek, the Klamath River makes a sharp bend to the south. Bordering the river to the west at the bend was a beautiful meadow, later

to become the old Anderson Ranch. Just below the bend of the river was the location of the 1847 and later crossings.

LESTER G. HULIN.

M. (October) 11, (1847). This morning we in about 6 miles came to Clamet river, crossed, then passing into the timber; we did not come to grass or water before dark; we were obliged to camp in heavy timber. Distance 12 miles."

In 1847, Levi Scott again leader of the emigration, and by now quite familiar with the country, traveled through Bear Valley to by-pass the Keno route and save several miles. From Bear Valley, the trail dropped down a draw on the north slope of Chase Mountain past what later became the old Chase Stage Station on the Yreka-Linkville wagon road, and from there, in a little over a mile reached and forded Klamath River just below the big eddy where the river turns sharply south. This site is less than $\frac{1}{2}$ mile above the present State Highway 66 bridge at the old McCollum sawmill site. This site also is now covered by a Pacigc Power and Light Reservoir backed up from the John C. Boyle Dam.

Stearns, an 1853 emigrant, was speaking of this same section of road many years later when he wrote: "The camp at Bear Valley seemed to be near the summit of the pass, and soon the wagons were going down another gulch towards the Klamath River, which was reached in a distance of five or six miles. The river and a shallow or riffle where it made the turn with a large stone projecting above the water near the center of the stream marking the direction of the ford. After crossing the river the road followed up a little glade towards the northwest (on the old Anderson Ranch meadow)."

West of the Klamath River, the Applegate Trail between 1846 and 1869, when it was replaced by the Southern Oregon Wagon Road, for the most part remained in the same location.

Jesse Applegate's Waybill of 1848 described it thus:

"Crossing of Klamath river...10 miles



Remains of the old trail up Hayden Mountain at the same location the SS Road nears the summit from the eastern side. Dick Hessig in the foreground.

First water in Beaver Creek 18 miles
(Sheepy Creek)

"At the leaving of the Klamet river, the road enters the timber of the Cascades Mountain, and as Beaver Creek is the first camp, parties should make an early start and the first one, should send persons ahead to open the road. Good grass on Beaver creek.

'Crossing of Beaver Creek..... 6 miles
(Main Jenny Creek)

Round Prairie (good camp) miles
Head waters of Rogue river 8 miles
(Emigrant Creek)."

VIRGIL K. PRINGLE.

"Mon-Oct-5 (1846) — Cross a spur (Hayden Mountain) of the Sis-que (Cascade) Mountains and camp without water or grass (slightly over 1 mile north of old Weyerhaeuser Camp No. 3). Road bad and rough (up the Double-S Grade), 10.

"Tue-Oct-6—Move six miles to a tolerable camp (north of old Weyerhaeuser Camp No. 4, somewhere near the former Parker Stage Station on the Southern Oregon Wagon Road), road fair.

"Wed-Oct-7 — Cross another spur of

the mountain and camp at a high flat, good grass and water (possibly Sheepy Creek, a branch of Johnson Creek, in turn a branch of Jenny Creek). Road tolerable except a steep hill to go down (Jenny Creek Hill). Our teams very weak.

Thu-Oct-8 — Rest our teams and improve the road." (Probably camped at Round Prairie).

LESTER G. HULIN.

"(October) 12th, (1847). Passing on over the mountain (Hayden) we in about 9 miles came to the beaver dams and camped for the day (Sheepy Creek).

"W. 12th. Followed down this branch (Johnson and Jenny Creeks) over hills, &c., and about noon came to Big Hill creek (Jenny Creek); nooned here, then on to Little Prairie (Round Prairie near Pinehurst) and camped; distance about 11 miles.

From the Klamath River westward to the Rogue River Valley we have but one man's reminiscences, those of Orson A. Stearns, to supplement our two Applegate Trail diarists, Pringle and Hulin. These reminiscences were written in 1909 and 1919.



Puckett Glade, on Sheepy Creek, north of the old Weyerhaeuser Camp No. 4. The emigrant trail ran through the timber to the left of this picture.



Johnson Creek was called Beaver Dam Creek by the emigrants. Beaver dams and houses (center of picture) were still in existence when this picture was taken in May 1971.



Group of Klamath County Historical Society members following down the Applegate Trail where it enters Jenny Creek Canyon.



The Jenny Creek Wagon Slide down which the emigrants traveled from 1846 to 1868, and up which our first Klamath Basin pioneers had to climb with their wagons.

Stearns, the nephew of Velina A. Williams, was a lad 10 years of age when he crossed the plains in 1853. He spent his early years near Phoenix, Oregon, enlisting in the Oregon Volunteers at 21, after which he was stationed at Fort Klamath. Mustered out in 1867, he homesteaded along the Klamath River about half-way between Klamath Falls and Keno, where he resided until his death in 1926. He was perhaps the one person most familiar with the old emigrant trail and the various roads that superceded it. Therefore through the aid of his reminiscences, we have been able to reconstruct the route of the old trail with a considerable degree of accuracy.

Stearns, in his 1919 appendage to the Williams diary, stated that "after crossing the river the road followed up a little glade (Anderson Ranch Meadow on Grubb Spring Creek) towards the northwest, thence leaving the glade, which here terminated in a deep gully leading up towards the timbered mountains (Hayden Mountain) that we were informed was a part of the Cascade Range, beyond which the Rogue River Valley lay. Following up the south bank of this gully (Grubb Spring Creek, dry most of the year), we soon entered the heavy timber and about five miles from the river came to a nice spring (Grubb Spring, then located about $1\frac{1}{4}$ miles southeast of the present Grubb Spring) at the foot of the steep mountain. Here the cattle were loosened from the wagons and with their yokes on turned loose to graze awhile and the people in the train ate their noonday lunch."

Their guide having recently been over the road was able "to direct the emigrants as to the distances between camping places, and expected to reach a camp called Round Grove Prairie (approximately 1 mile northwest of present Pinehurst on Jenny Creek) about sundown (the distance to be covered and the difficulties to be encountered would seem to make this an almost impossible afternoon's drive), from which place they could reach the head of the valley (Rogue River Valley) in another day.

"Dinner over, the cattle were again

hitched to the wagons and the journey resumed. The mountain at this point being very steep and rocky it was necessary to double team to get up, as the cattle were all poor and footsore and unable to pull even the now nearly empty wagons over any very steep grades without doubling.

"All the women and children old enough to walk went ahead of the wagons, ... traveling through heavy timber, over steep, rocky ranges for several hours, they finally came to a more open, level country (Puckett Glade on Sheepy Creek), where there was occasional open glades and the dry bed of a stream, which evidently ran toward the west. Following down stream, a dry stream, sometimes along near its bed, again through heavy timbered borders, night overtook them where the bed of the stream (Johnson Creek into which Sheepy Creek runs) turned down a rocky canyon, and teh road climbed a spur of the mountain to its left (the northwestern shoulder of Parker Mountain). After climbing this mountain and following along its summit for a mile or two the road suddenly seemed to drop down over its summit nearly perpendicularly into the dark depths below (the old emigrant wagon slide into Jenny Creek), the wagons were all stopped and the drivers instructed to unhitch all but the wheel oxen; they then cut down small trees and hitched them to the hind axle of each wagon, and after chaining the hind wheels, plunged into the darkness below. They had hard work to keep the wagons in the road, so steep it was that the sorely crowded oxen were with difficulty kept before the crowding wagons. At last after a descent of what seemed to be a mile (perhaps $\frac{3}{8}$ of a mile), the road came to the crossing of a creek (Jenny Creek), and following along near ($\frac{1}{4}$ to $\frac{1}{2}$ mile north) its course, over sharp steep ridges for a mile or more, they crossed another creek (Beaver Creek) in a deep canyon. Crossing this creek and up over the canyon's rim, they came out into an open prairie surrounded with groves of small pine trees. This they learned was Round Grove Prairie (now known as Round

Prairie), and they made camp turning the tired cattle loose in the prairie and putting out guards, . . ."

In relocaitng the Applegate Trail across the Cascade Mountains, we find that the 1846 and 1847 branches rejoined some place in the old Anderson Ranch Meadow, where Grubb Spring Creek enters the Klamath River near the big bend.

From this point westward to the summit of Green Springs Mountain, the trail has become almost non-existant, except for a few short stretches which can still be located and positively identified.

Numerous factors have contributed to the destruction of the old trail, but logging operations have been mainly responsible. These logging operations in the Hayden, Parker and Green Springs Mountains have resulted in its almost complete destruction. Logging railroad spurs and truck roads are especially destructive, being built in many instances squarely upon the old ruts. Then too, the entire adjoining vicinity has been completely torn up by the dragging of logs to the landings on the railroad spurs. In a few instances fires have contributed to the destruction. Melting snows have washed out the trail in places, making it almost impossible to distinguish between a stream-bed and the wagon ruts. Old roads of early home-steaders and timber-claimers further confuse the situation and it is extremely difficult to distinguish between them and the old trail. Last but far from least is the new growth of young timber and underbrush which now makes it almost impossible to follow any trace of the trail in places.

However, we have several sources upon which to draw that enables us to pin-point or closely approximate the route as travelled by the emigrants between 1846 and 1869, when the Applegate Trail was replaced by the Southern Oregon Wagon Road, which in turn was superceeded in the early 1920's by the present paved State Highway 66.

1st. Government Land Office (GLO) Survey maps, dating back to 1858 in most cases, which are fairly accurete to loca-

tions at the trail's intersection with township lines. They are not too accurate between township lines but give the general line of the emigrant trail, which in most cases can be approximated on modern topographical maps.

2nd. The known location of the Southern Oregon Wagon Road from old-timers' descriptions, GLO surveys, an early Weyerhaeuser Timber Company survey and sections still in use today.

3rd. The diaries of Pringle, Hulin, Beeson and the reminiscences of Stearns.

4th. Days and weeks of personal study, retracing by car and on foot, with a general knowledge of where they had to go and routes most likely to be chosen. Included in this research was many hours lost by the trial and error method in tracing out every conceivable resemblance to an abandoned trail.

Following is a recapitulation of the emigrant trail as associated with present day features and names:

The Applegate Trail followed up the south side of Grubb Spring Creek (it can still be traced here in a few places) to Grubb Spring Reservoir which appears on an old map, to have been the original Grubb Spring site. It then turned south-westerly about $\frac{1}{2}$ mile to enter a steep, narrow gulch, crossing under what is now a high fill on the old Weyerhaeuser Railroad bed No. 100, approximately $1\frac{1}{2}$ miles south of present Grubb Spring. The trail climbed to the first bench of Hayden Mountain where it traveled the same general route as the later Southern Oregon Wagon Road, now approximated by the SS fire road. Where the present SS road zig-zags up the last pitch of Hayden Mountain, the old trail went straight up.

It is nearly 4 miles between the top of the SS Grade and Cold Spring (location of the Puckett timber-claim and station). The Southern Oregon Wagon Road can still be traveled here, but the old trail has been lost, although the GLO survey indicates it was from $\frac{1}{4}$ to $\frac{1}{2}$ mile farther north. The trail came past Cold Spring, and according to Prentice Puckett, was still in evidence when they moved there



Trail marks up to the Green Springs Mountain Summit (left center of picture) from Keene Creek. Present day reservoir construction has ruined most of the Keene Creek Wagon Slide.

in the 1890's. It ran about 30 to 40 feet north of the spring and is perhaps the trace that still can be seen at that location.

West of Cold Spring the trail (according to the GLO survey) still kept north of the Southern Oregon Wagon Road through a saddle on the southern slope of Grouse Hill, then turned northwesterly to circle a low timbered ridge, where it reached the upper drainage of Sheepy Creek, which combined with Johnson Creek into which it flows, was called Beaver Dam Creek by the emigrants, and was circled to the south.

Once past Puckett Glade (location of the old Puckett homestead on Sheepy Creek) which is crossed by Weyerhaeuser logging spur No. 36, the trail for the next $2\frac{1}{2}$ miles continued down Sheepy and Johnson Creeks, closely approximating spur No. 41-1, although detouring to cross over rocky ridges.

Somewhere near the present Moon Prairie Road crossing of Johnson Creek, the trail climbed from the canyon to follow for approximately $1\frac{1}{2}$ miles, spur No. 47, or the old Moon Prairie Road.

Then veering more westerly it crossed the present Fredenburg Spring Road, spur No. 41 and present Moon Prairie Road, in a shallow swale about $1\frac{1}{2}$ miles north of Highway 66.

Continuing down this swale almost $\frac{1}{2}$ mile, the trail turned northwesterly to suddenly drop into Jenny Creek Canyon. Previously described by Stearns, this drop was known as the "Jenny Creek Wagon Slide". After seeing it and walking both down and up, then only can some of the hardships and difficulties of the emigrant's passage be realized. The lower portion, nearly 200 yards, is at a 45 degree angle, and it is almost unbelievable that wagons were ever pulled up it, even empty. This, however, was done by the 1848 "Gold Rushers" from Oregon to California, and by the pioneer settlers of the Klamath Basin between 1867 and 1869.

Stearns further describes the original trail, as remembered in 1909 in his reminiscences published that year in the Klamath Republican:

"...Those who have traveled across the

mountain between Ashland and the Klamath Basin at any time during the past twenty years are want to declare it was no wonder this country did not settle up—the roads were so atrocious that no one would willingly go over them the second time, and yet, compared with what they once were, they are now equal to a turnpike.

"The old road, as formerly traveled, was the old emigrant trail first traveled by the Applegate party in 1846 when they came out from the Willamette valley,...

"As the objective point of these emigrants was westward, and they never anticipated any attempt to return over the road, their only concern in crossing a mountain range was to find a practicable way up; the going down was easy. Their usual mode of descent was to remove all their teams except the wheel oxen (generally a pair well broken to steer and hold back), chain or tie fast the hind wheels and fasten a good sized tree by rope or chain to serve as drag, and down they went. Now between Ashland, or rather between the Soda Springs (Old Wagner Soda Springs, approximately 1 mile below the junction of Emigrant and Tyler Creeks and the Klamath there were three or four such wagon slides. One of them, at Jenny creek over one fourth of a mile long; the Keene creek not quite so long but steeper as the teamsters used to say, 'It hung over a little'; the Green Springs summit and Strychnine hill, just below Tyler's. At these places it was necessary to unload all wagons (when traveling east) and pack on animals or carry on the backs of individuals the entire load, as it took four good horses to pull the empty wagons up these places. When pack animals were used, as was frequently the case, no trouble was experienced.

"When the weather was good the task of hauling supplies, though tedious and slow, was not dangerous, but sometimes the early rains or snows would come and catch the settler on the wrong side of the mountain, when trouble of a serious and often dangerous character ensued, as many can testify to their sorrow."

The actual ford across Jenny Creek was not difficult, especially in the fall of the year when the emigrants arrived there. They had encountered many that were worse. Two entrances to the ford have been found, within a few feet of each other, and three exits scattered over a space of nearly 100 yards.

The next two miles was over the fairly open, southern slope of Little Chinquapin Mountain, northwest of Jenny Creek, to Beaver Creek (which shows on the 1858 GLO survey map under the same name). Again the crossing was easy and is just a few feet above the old Southern Oregon Wagon Road crossing (the latter by bridge).

About $\frac{1}{4}$ mile farther and beautiful Round Prairie was reached. Here was a favorite camp site, everything needed, wood, water and grass were plentiful.

PRINGLE.

Fri-Oct-9 (1846)—Travel ten miles of tolerable road and camp on the head of a branch of Rogue River (a branch of Tyler Creek which heads near School House Ranch and is sometimes called School House Creek). Timber heavy and fine and the land good but very rough and broken between this and Klamath River. 10. M.

"Sat-Oct-10—Engaged all day in making 3 miles, the branch so near impassable. Found tolerable route at last.

"Sun-Oct-11 — The valley opens and we pass some very pretty locations. Timber in a great many varieties, some entirely new to me. Make 10 miles and camp at a considerable sized creek (Ashland Creek in the present city of Ashland, Oregon), the best camp we have had for several days. road very good, high mountains around. 10 miles—2,168."

HULIN.

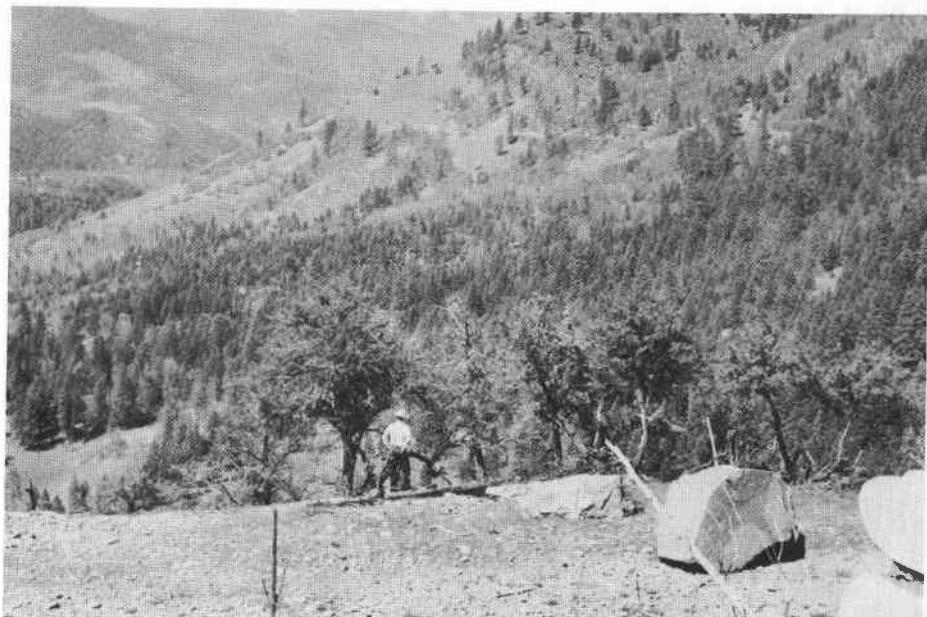
"T. (Sept.) 13th (1847) Continued on over the Mts. through the timber about 8 miles; we descended a steep hill to a creek (Keene Creek) up to the top of the Rogue river Mt. (Green Springs Summit), then down for about 2 miles and camped (near the present School House Ranch); distance about 10 miles.



First view by the emigrants of the upper reaches of Rogue River Valley from the summit of Green Springs Mountain. Trail led past the site of the buildings (left center) and across the open space beyond. Jean Hessig in foreground.



In the Applegate Trail trough descending from Green Springs Summit on the western side. This portion of the old trail is visible from the highway about 200 feet north of the summit.



Continuation of landscape in the picture at the left, from the Green Springs Summit. Present day grade of Highway 66 at upper right, and U.S. Interstate 5 (in the distance) climbing to the summit of the Siskiyou Mountains.



Remains of the old trail (one-half mile west of the summit) as it descends from the Green Springs Mountain into Rogue River Valley.

"F. 14th. Continued descending the stream (School House, Tyler and Emigrant Creeks) 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 (Bear Creek) considerably. At noon we saw some Indians and their lodges and shanties. They ran like wild men from us; as wild as deer, they seem, before the white man. Passed on to one of these streams and camped (near Ashland). The grass and water, timber and soil is of good quality. Distance today, about 10 miles."

On August 28, 1853 Beeson probably descending into the Keene Creek Canyon, recorded that it was the steepest mountain he had come down yet. Evidently he stayed that night at the summit of Green Springs or just over it.

Stearns in his 1919 reminiscences of 1853 wrote: "...the final days climb (from Round Prairie) commenced. It was some three or four miles through rocky, timbered benches, crossing one or two more small mountain streams, before the real climb commenced, and while it was rough enough, in no place was as steep a mountain encountered as the first climb of the day before (up Hayden Mountain).

"...coming out on the top of a mountain (east of Keene Creek) they saw open timber ahead and way beyond that other timbered mountains. Here the road seemed to drop down again steeply into a canyon (Keene Creek Wagon Slide) ...

"Not waiting for the wagons, they (the children) ran down the steep road, until reaching the foot, they came to a creek (Keene Creek), where they were persuaded to remain until the wagons caught up, and where they stopped for noonday lunch.

"...That night a camp was made soon after reaching the foot of the mountain on Emigrant Creek. The following morning after a drive of some four miles and crossing over the divide (Songer Gap), to the west of the Emigrant Creek, they came in sight of the first settlement seen for over four months. One house, with fields to the

south, they were told was the Mountain house. The one directly ahead where their road crossed a creek (Hill Creek) and intersected another road (the original road south over the Siskiyou Mountains into California, later to become old U.S. Highway 99) was that of a Mr. Hill, who, it seemed was a former acquaintance of Myron Stearns, one of the emigrants, and here he and his family concluded to stop, leaving the others to proceed down the valley. Some three miles farther they stopped for noon, where a Mr. Condra lived. The latter had been a member of the train up to the time they reached Goose Lake when he, together with several other families who were going to Yreka, pulled out ahead, and he had reached home before we got into the valley. Some one of the men bought a watermelon here and it was a grand treat for the few who helped eat it. Condra had a water wheel in Bear Creek (somewhere near Ashland) and attached to it was a contrivance for pounding up wheat and corn into a coarse meal. He called it a pounder, and it was similar to a rude arastras such as the Mexicans use for crushing rock, only the levers that carried the stones for crushing were raised and dropped into wooden hoppers, instead of dragged around in a circle over the material.

"After the noon day lunch the train continued on its way until nearly evening they made camp by the side of a mountain stream (Wagner Creek) just above where there was a fine, large garden.

"The next morning the camp was visited by several near-by settlers, among them John Beeson, and son (Welborn, the diarist), who persuaded some of them to take up land near them..."

We must now say "Good-bye," to our emigrant travelers of the Applegate Trail, Welborn Beeson, Velina A. Williams and Orson A. Stearns. But, to Pringle and Hulin, we will only bid "Farewell," since it is now planned that in the near future, we will continue the Applegate Trail to its end in the Willamette Valley.

In attempting to retrace the Applegate Trail from Round Prairie westward into

the Rogue River Valley, many problems have arisen. Some have been satisfactorily solved, while others cannot positively be so declared.

From Round Prairie we have but one source upon which to rely for the next 5 miles, the 1858 GLO survey of David Thompson. According to this survey, the emigrant trail led southwesterly from Round Prairie to join present State Highway 66 at Lincoln. From that point it approximates the highway to Tub Spring, but ran below it, passing just south of the Lincoln Ranger Station. At Tub Spring the trail led northwesterly up the swale back of the spring, to again join the highway at the point where the concrete covered canal leading to the Keene Creek Division Dam now crosses.

The present highway seems to occupy the route of the old trail for the next $\frac{3}{4}$ of a mile. As indicated by the GLO survey, it would have spilled over into the Keene creek Canyon due west of the Hyatt Lake and Highway 66 junction at approximately the same location the present power line descends into the canyon.

This canyon hillside has been completely butchered by logging operations, the power line right of way and canal construction. At the very top of the incline, about 20 to 30 feet north of the power line, is the remains of what might have been the top of the Keene Creek Wagon Slide. To bear this out, we have the statements of three who traveled it:

Hulin (1847). "...we descended a steep hill to a creek..."

Beeson (1853). "...and down the steepest hill we have come yet."

Stearns (1853 as remembered in 1919) "Here the road seemed to drop down again steeply into a canyon..."

Stearns further described the Keene Creek Wagon Slide in his 1909 reminiscences when he wrote: "...The Keene creek (Wagon Slide) not quite so long (as the Jenny Creek Slide) but steeper as the teamsters used to say, 'It hung over a little'!"

After arriving at the bottom of the canyon, the trail ran upstream about $\frac{1}{4}$

mile to a point near the Keene Creek Division Dam, where it turned directly west, to climb to the summit of Green Springs Mountain.

As indicated by the 1858 GLO survey of Thompson this may first have been about 250 yards south of the present summit crossing, but if so, no signs have been found to date. The same survey, and a later one by Peter Applegate, also indicates another crossing of the summit (at the present highway crossing), but through some error, the summit is placed about $\frac{3}{8}$ of a mile east of where it is actually located, and this leads to present day disagreements.

The Applegate Trail should not be confused with the Southern Oregon Wagon Road, which definitely crossed the Green Springs summit at the present Highway crossing (and is still very much in evidence, as also is an earlier emigrant trail, which I believe is the original and only emigrant route over the summit). The old stage and freight road can be traced on both sides of the summit, just below the present highway in each case. To the east, the stage road crossed Keene Creek on a rickety wooden bridge, now under the present reservoir waters and followed up a ravine and can easily be followed, on foot, to the Hyatt Lake road about $\frac{1}{4}$ mile north of Highway 66, opposite the Chinquapin Mountain road. It is thought by some to have been the original emigrant trail, but does not seem to meet the conditions as recorded by the GLO survey and diarists' descriptions.

The Southern Oregon Wagon Road between Round Prairie and Keene Creek lay between $\frac{1}{4}$ and $\frac{3}{4}$ of a mile north of the emigrant road and present Highway 66. It ran over the southern slopes of Little Chinquapin Mountain, where it passed Twentymile Spring and continued westward better than $\frac{1}{2}$ of a mile north of Tub Spring.

About 50 yards down the highway on the western slopes of Green Springs Mountain the emigrant trail dipped sharply to the left or southwest and can easily be walked until it rejoins (in about $\frac{1}{2}$



Near the bottom of Green Springs Mountain the trail followed down the backbone of Tyler Creek in the canyon, right background, and School House Creek, lower foreground, crossing the latter on a rock ledge and continuing downstream to Emigrant Creek.

mile) the old Southern Oregon Wagon Road, and present county road, below the old Summit Ranch Stage Station.

For the next mile or so, to School House Ranch, the emigrant trail is below the present road which follows the original stage road most of the distance. Below the ranch buildings, the road is poorly kept, but follows the stage road, down the ridge, to what we understand is the old Tyler Ranch. Between these two ranches the emigrant trail and stage road are probably the same.

At this point we run into difficulties. The GLO survey is useless except as to the general location, and the diarists are of no help, except Pringle, who was among the lead wagons in that first year of 1846, and wrote that it took them all day to make 3 miles. It can well be believed. I

recently walked up an old road below the present, supposedly Southern Oregon Wagon Road, and downstream from the junction of Tyler and School House Creeks. It may or may not be on the location of the emigrant trail, or its first replacement. Regardless, I half expected as I approached each turn, to meet some belated emigrant still struggling to get down that brush choked and rock filled gulch. *Warning, there is Poison Oak in abundance here.*

The point or peninsula between the two creeks where the emigrant wagons slid off, presumably into Tyler Creek, may be Orson A. Stearns' "Strychnine Hill". The old road up the creek bottom is completely washed out above the creek junction, and where it eventually wound up needs further research, but time was running short

in getting this manuscript to the printer and I began to tire, so—

Much research must be done in this area. But, if anyone wishes to hunt out the trail, remember this, the emigrant wagons were high-wheeled and had a high center of gravity. It was relatively easy to travel straight up or down hills, but very difficult to pass around a side-hill, as the wagons could easily tip over and often did, unless held by several men with ropes attached to the wagons from the upper side.

Did the emigrants travel the Tyler Creek stream bed at any time, or did they pull out of the canyon and travel the steep northern slopes? Again remember, they were making their own road down a previously untraveled canyon, and they evidently came through in one day.

After reaching and crossing Emigrant Creek to its left bank, a more level flat was encountered. Following downstream for over a mile, the trail recrossed Emigrant Creek to the right bank just above the junction of the present graveled road with Highway 66. It then continued downstream with the present highway to the latter's crossing of Emigrant Creek. Here the trail kept down the route of old 66 to a point below the mouth of Sampson Creek, where both crossed Emigrant Creek to climb the same ravine with the present highway to Songer Gap.

The present highway swings to the south to cross Hill Creek and join old Highway 99 north of the old Barron Stage Station $\frac{1}{4}$ of a mile or so. Old Highway 66, after passing through Songer Gap, swung to the north to cross Hill Creek about $\frac{3}{4}$ of a mile north of the present Highway 66 crossing, and join old Highway 99 at what was once known as Klamath Junction, now under the waters of Emigrant Reservoir, at least during high

water levels. The Southern Oregon Wagon Road was a short distance south of old Highway 66 where it dropped down the hill from Songer Gap to Hill Creek and may also have been the approximate route of the Applegate Trail.

There were no settlers in Rogue River Valley when the first emigrants arrived, nor until the emigration of 1852 arrived. In that year it is possible that a Mr. Hill arrived to settle on the creek named for him. After 1852 it seems likely that ranches were laid out and settled upon which may have changed the original route of the emigrant trail.

By August 18, 1854 when Ives and Hyde made their GLO survey, Hill had a house and field. This seems to have been near the old Klamath Junction buildings, and was the first house encountered by the Stearns wagon train upon their arrival in Rogue River Valley late in September, 1853.

In the beginning the Applegate Trail branched from or joined, depending upon the direction being traveled, the old Hudson's Bay Company Fur Brigade trail at this point. It was not until after gold was discovered in the Yreka and Jacksonville vicinities that wagon traffic began to travel up and down it, and then only in very limited numbers. Whatever else the Applegate Trail may have accomplished, it brought to the attention of prospective home seekers, knowledge of a bountious new land.

As a final word, the "3 miles" traveled by Pringle and other emigrants on October 10, 1846 stand out as one of the most rugged and spectacular trail routes yet viewed by this writer.

To retrace their steps, imagine their trials and tribulations, makes one wonder if they were not a breed far superior to some of us today.



Through the sand dunes to Black Rock in 1959, a six mile walk without water in 108 degree temperature.



Looking east along the Applegate Trail between Antelope and Rabbit Hole Springs. Antelope Mountains in background.