ASHLAND TIDINGS.

INDEPENDENT ON ALL SUBJECTS, AND DEVOTED TO THE INTERESTS OF SOUTHERN OREGON.

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Ashland Tidings.

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BY

O. C. APPLEGATE & CO.

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The O. & C. Stage Co.'s Stages leave Ashland for Jacksonville, Rock Point and Roseburg every day at 6 a. m. Mail closes at 5:30 a. m.

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T. O. ANDREWS, W. C. T.
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Ashland Lodge No. 23

A. F. & A. M.,

Holds their stated communications Thursday evenings on or before the full moon. Brothers in good standing are cordially invited to attend.

W. H. ATKINSON, W. M.
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Ashland Lodge No. 45,

I. O. O. F.,

Hold their regular meeting every Saturday evening at their hall in Ashland. Brothers in good standing are cordially invited to attend.

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Office in Post Office Building. Special attention given to conveyancing. [2-19tf.

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ASHLAND, OREGON,

Is prepared to do any work in his line on short notice. [2-37tf]

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Will practice in all the Courts of the State. Prompt attention given to all business intrusted to my care.

OFFICE—In the building formerly occupied Kanler & Watson, opposite Court House.

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Architect and Builder,

GRANITE STREET - - - ASHLAND

WILL do anything in his line on short notice and on the lowest terms. n7v2tf

T. G. WATTERS. O. R. MYER

WATTERS & MYER.

WATCHMAKERS, JEWELERS AND OPTICIANS.

One door south of the Post-office, Ashland, Oregon,

J. O. C. WIMER J. WELLS

WIMER & WELLS.

Practical Millwrights.

Flouring mills, saw mills, quartz mills, and all kinds of mill machinery put up in order in the very best style. All work warranted. Satisfaction guaranteed. Address either, or both, at Ashland Oregon. [29 tf.

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TEACHER OF VOCAL AND INSTRUMENTAL MUSIC,

And Professional Piano Tuner.

ASHLAND, - - - OREGON

Address him, or call at the Ash and Academy. (No 3 tf.)

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Special attention given to all matters requiring an Attorney at the U. S. Land Office.

LAKE VIEW, LAKE CO., OREGON.

May 31, 1878 [10-50-tf

J. W. RIGGS,

PHOTOGRAPHIC ARTIST,

Ashland - - - - Oregon.

I am now permanently located in this place, and respectfully asks the patronage of the citizens.

ALL WORK WARRANTED

To give Entire Satisfaction. Prices to suit The Times.

Call and see Specimens. [v2-9tf

HOTELS

ASHLAND HOUSE.

THE UNDERSIGNED WISHES TO REmind his friends, and the traveling public generally, that he is still to be found at this

LONG ESTABLISHED HOUSE,

where he is ready at any time, and on all occasions to see before them the best the market affords, in a style second to no other house in Oregon.

Dinners and suppers for special occasions gotten up in appropriate style, at short notice. JASPER HOUCK.

PIONEER HOTEL.

Linkville, Lake County, Oregon

The subscriber is again in charge of the OLD PIONEER HOTEL of the Lake country, and is determined to make his guests

Comfortable and Happy.

Give him a call and rest assured that he will make you feel at home [2-29tf.

GEORGE NURSE.

LAKE VIEW COTTAGE!

A Pleasant and Homelike House situated

—AT—

Humming Bird Springs, near Klamath Lake,

Eleven miles from Linkville, on the road to Ft. Klamath, Lake Co., Oregon.

Attention paid to the wants of guests

The subscriber also keeps a Good Stable well supplied with hay and grain. Call and see if he can keep hote

v2n18 f.] **D. J. Ferree.**

$66 a week in your own town. $5 outfit free. No risk. Reader, if you want a business at which persons of either sex can make great pay all the time they work, for pay address Box 20, H. HALLETT & Co., Portland, Maine. [3 51 1

Wagon Factory.

FOR THE BENEFIT OF THOSE DESIRing good wagon work, the undersigned hereby makes known that he can be found at all times at his shop in the S. W. corner of the public square Ashland Ogn; and is ready and willing to do all work entrusted to me in a workmanlike manner. WAGONS, CARRIAGES, BUGGIES, WHEELBARROWS, PLOW STOCKS, &c., made to order, and repaired on short notice.

The best Eastern stock constantly on hand. W. W. KENNOR.

Ashland, June 17th, 1876. no1tf.

Jno. B. R. Hutchings,

ASHLAND GLOVE FACTORY.

The subscriber gives notice that he is now prepared to fill orders for gloves of the

BEST BUCKSKIN, IN GREAT VARIETY,

Also lace leather etc., etc. Call at my establishment on Granite Street and see for yourself

Jno B R. Hutchings

(no44f)

Ladies, Attention!

RETAIN AND RESTORE YOUR HEALTH BY WEARING

Dr. Warner's Health Corset.

—AND—

DUPLEX SUPPORTERS. FOR SALE BY

Mrs. Jas. Ewing,

Ashland, Oregon, Agent for Jackson, Josephine and Lake counties. Also Children's waists.

ALL ORDERS FROM A DISTANCE PROMPTLY FILLED. n-47 tf2

Millinery Store.

On Main Street

Ashland - - - - - Oregon.

I have now on hand a beautiful assortment of Hats, Bonnets, Shades, French Flowers, Wreaths Plumes, Neck Ties, Linen Suits, Jaconet, Ladies' Furnishing Goods, etc., etc. etc. Also

Buttrick Patterns

and the Warner Health Corset.

A fit here from a distance promptly filled.

Everything sold cheap for Cash.

Bleaching, Pressing and Coloring, in the very neatest manner. *v2n16tf

Mrs. H. D. Jones.

LIVE AND LET LIVE

THE EAGLE MILL

Situated 15 miles South of Jacksonville and 1½ mile North of Ashland, is prepared to do general

Custom and Exchange Business

—Flour and Feed at the—

LOWEST CASH PRICES.

36 lbs of flour, 2 bushels bran and 8 lbs bran per bushel for good wheat. Will pick and brand the sacks—customers furnishing the sacks. Mr. Brother

G. F BILLINGS.

Will have charge of the business, being assisted by competent millers.

Everything as represented or no sale.

2-6 ly Jul 16 **Mrs. S. A. FARNHAM.**

Linkville Livery Stables.

GEORGE NURSE

Would inform his friends that his Stables at

LINKVILLE

LAKE COUNTY - - - OREGON

Are in excellent repair, amply provided with feed And that customers will be waited on promptly and in the best style,

A Good HACK Excellent BUGGIES and No 1 RIDING HORSES always on hand

Horses promptly cared for, and

Tourists and Others Outfitted

On the shortest notice

Do not fail to give the Linkville Stables this v2 16 f] GEORGE NURSE,

NOTICE

—TO—

THRESHING MACHINE MEN.

The undersigned are now prepared to the

ASHLAND IRON FOUNDRY

To repair all threshing machines sold in this section of the LATEST IMPROVED END SHAKE, which will improve the Capacity of Machine of TWO HUNDRED SACKS PER DAY. Those wishing repairing done, will do well to come at once.

W. T. ZIMMERMAN.
ALBERT SECORD.

n-46tf

Bertie's Philosophy.

Small boy, Bertie,
Drumming on the piano,
Looking at the chickens
Draggled with the rain,

Little philosopher
Wrinkles his brow,
Says, "I wonder—
I don't see how."

"Where do chickens come from,
Mamma, please to tell?
Yes, I know they come from eggs—
Know THAT very well.
"Course the old hen hatched 'em;
Know THAT but then
Won't you tell me truly,
Where'd the hen get hers?

"Spose'n you were my boy—
All the rest had—
And big folks won't tell you things.
Shouldn't you feel bad?"

Every single thing you say
I knew years and years ago,
WHERE THE HEN CAME FROM?
IS WHAT I WANT TO KNOW!

NOTES AND REMINISCENCES.

LAYING OUT AND ESTABLISHING THE OLD IMMIGRANT ROAD INTO AND THROUGH SOUTHERN OREGON, IN THE YEAR 1846

BY LINDSAY APPLEGATE.

Conclusion.

No circumstances worthy of mention occurred on the monotonous march from Black Rock, to the timbered regions of the Cascade chain; then our labors became quite arduous. Every day we kept guard over the horses while we worked the road, and at night we dared not cease our vigilance, for the Indians continually hovered about us, seeking for advantage. By the time we had worked our way through the mountains to the Rogue river valley, and then through the Grave Creek Hills and Umpqua chain, we were pretty thoroughly worn out. Our stock of provisions had grown very short, and we had to depend, to a great extent, for sustenance, upon game. Road working, hunting, and guard duty, had taxed our strength greatly and on our arrival in the Umpqua valley knowing that the greatest difficulties in the way of the immigrant had been removed we decided to proceed at once to our homes in the Willamette. There we arrived on the 31st day of October 1846 having been absent three months and thirteen days. During all this time our friends had heard nothing from us and realizing the dangerous character of our expedition, many believed in rumors which some time before reached them, that we had all been murdered by the Indians.

As soon as we could possibly make the arrangement, we sent out a party, with oxen and horses, to meet the immigrants and aid them in reaching the Willamette settlements. For this assistance we made no demand; nor did we tax them for the use of the road, as was alleged by parties inimical to our enterprise. It had been the distinct understanding that the road should be free, and the consciousness of having opened by better means of access to the country than was afforded by the expensive and dangerous route down the Columbia, which we had tried to our sorrow, would be ample compensation for all our labors and hardships in opening the South road.

Of course our enterprise was opposed by that mighty monopoly the Hudson Bay Company whose line of forts and trading posts on the Columbia afford them rare opportunities for trade with the immigrants. Many of the immigrants who followed us during the fall of 1846, had a hard time though not as hard as they would likely have experienced on the other route; and some of them, notwithstanding the situation fully became infected with the spirit of persecution, which had its origin with the Hudson Bay Company and joined in charging us with leading the travel away from the northern route for purposes of personal speculation. Certain members of the party were singled out to bear the burden of persecution, whereas, if any member of the party was animated by improper motives in seeking to open the road, all were equally guilty, as the party was governed in all its proceedings by a majority vote of its members.

The efforts of the Hudson Bay Company to put down the road proved an eminent failure. Its superior advantages were better and better known and appreciated every year. It never ceased to be an important route of travel, and a large portion of the population of our State entered by this channel. It is a very significant fact that the great thoroughfare of to-day, from the Willamette to the Siskiyou chain, and thence out through the Lake country and on to the Humboldt, departs rarely from the route blazed out by the road company, 32 years ago.

Those who are conversant with the facts know that that portion of the route, from the Humboldt to the Lake country presents no serious obstacles in the way of the construction of a railroad, and had the Central Pacific company located their road on that route, from Humboldt as far as Goose Lake, and thence down Pitt river to the Sacramento valley, they would doubtless have saved millions of money in the original cost of the road, as well as in keeping it in order, since the snowfall would never have been seriously in the way, even in the severest winters.

In conclusion, I will recall the names of the road company, with a few facts relative to their history. I regret that it is not practicable to make this record more ample, but the company was made up almost to a man of active, energetic characters, who were not satisfied with a quiet, spiritless life, and many of them long ago, were lost to the little community, "over in Polk" where they first settled, as they removed to other portions of the State, or went out into adjacent territories to seek their fortunes. Under the circumstances, it has been impracticable to learn the whereabouts of some of them, or to gather such facts relative to their later history as would amplify and add interest to their biographies. Perhaps few companies of men ever performed such a campaign without repeated quarrels and even serious altercations, but the members of the Old South Road Company bore together the trials and privations of the expedition with a "forgiving and forbearing" spirit, and their mutual burdens and the dangers to which they were exposed, continually developed and strengthened their friendship. A reunion of them, were such a thing practicable, would be a season of peculiar joy, one to be remembered by the veteran survivors with pleasure, until they, too, shall pass away into the great unknown.

THE ROAD COMPANY.

Capt. Levi Scott, a native of Illinois, came to Oregon in 1844 from near Burlington, Iowa. He was in the early days, quite a prominent man in Oregon affairs. He was a member of the State constitutional convention. Capt. Scott located Scottsburg on the Umpqua river. He is now over eighty years of age and, I believe, resides in Lane county.

John Jones, usually known as "Jack" Jones, the wag of the south road expedition, came to Oregon from Missouri in 1843. Since then, he has been quite a wanderer. For many years he resided in California, and, if living is now in Idaho, I believe. Native State, Missouri.

John Owens crossed the plains in 1843, from Missouri. He was, I think a native of that State. Have no knowledge of his whereabouts.

Henry Burgess came from Missouri in 1845. He was a fine looking jovial and intelligent young man, and we were all much attached to him. Was probably murdered by Indians, near Fort Hall, after he left us in 1846, to return to his home in Missouri. Native State Missouri.

William Sportsman crossed the plains in 1845 from Missouri which was, I think, his native State. He left Oregon in 1847 and I have no knowledge of his present whereabouts.

Samuel Goodhue, a native of New York, came to Oregon in 1844. He afterwards became a son in-law of —— Davidson, the old pioneer, and a number of years resided about Salem. When I last heard of him, he was in Ohio.

Robert Smith came to Oregon in 1843 from Missouri. Native State, Virginia. He now resides at the head of the Yoncalla valley, in Douglas county. Mr. Smith is a son-in-law of Charles Applegate, and brother to Mrs. Governor Chadwick.

Moses Harris, called "Black Harris," came to Oregon in 1844 from the Rocky mountains, where he had been a scout and trapper for many years. He spoke the Snake language fluently, and was of great service to us on the plains. He returned to the States in 1847, as guide to Dr. White, the Superintendent of Indian affairs in Oregon, and died at Independence, Mo.

John Scott, a son of Capt. Levi Scott, came to Oregon with his father in 1844. He now resides near Dallas, Polk county, Oregon.

William G. Parker, a native of Missouri, came to Oregon in 1843. He resided many years in California, but is now a resident of Lake county, Oregon, and keeps the Half-Way House, on the road from Ashland to Linkville. Mr. Parker is a son-in-law of Capt. Solomon Teheron, the old mountain man, and a brother to Mrs. Jesse Applegate.

David Goff came to Oregon, from Missouri, in 1845. He resided in Polk county, Oregon, until his death, which occurred, I believe, in 1874 and was universally respected. He was the father-in-law of Gen. J. W. Nesmith.

Benjamin F. Burch came to Oregon, from his native State, Missouri, in 1845. Mr. Burch has long been a prominent man in Oregon affairs. He now resides at Salem, and is Superintendent of the State Penitentiary.

Jesse Applegate was born in Kentucky, and came to Oregon in 1843. He now resides on Mount Yoncalla, in Douglas county, Oregon.

Lindsay Applegate, also a native of Kentucky, came to Oregon in 1843. Now a resident of Ashland, Jackson county, Oregon.

With the consciousness that I have endeavored faithfully and impartially, though briefly, to relate the history of the South Road expedition, I close this narrative, hoping that my effort to preserve this much of the history of the early days may inspire other "old timers" to relate their experiences, also. I am fully aware that memory is uncertain, and that a number of errors may have occurred in my narrative from this reason, but I place it before the people with confidence that it is, in the main, correct. In doing so, I ask no other reward for the labor of its preparation, than that its perusal may cause the people to think more kindly of the old pioneers.

SCRAPS OF SOUTHERN OREGON HISTORY.

NO II.

Massacre by Coquille Indians in 1851.

The murder of the party of explorers at Port Orford, and the subsequent search of their fellow comrades, attracted attention to this point, as an available place for a settlement, and a point from whence goods and provisions could be transported to Umpqua valley, and the mines. To this end, in June, 1851, a party of ten men, from Oregon, landed at Port Orford, and took possession of a low promontory. They erected temporary fortifications, to protect themselves against the hostile Indians, that inhabited that portion of the coast. These men were all well armed with guns; and in addition, had a small cannon, a four pounder, which they planted in a commanding position. The promontory was accessible only from one side, and that by a very narrow pass. In this position, they were attacked by a large body of Indians, that came in from every direction. Repeated charges were made by the savages, but were as often repulsed by the gallant little band, the cannon doing the most effective service. Day after day, for two weeks, the Indians closely besieged the little garrison. At length finding that it was only a matter of time, when they would either have to surrender or make their escape, they determined to make an effort to reach the settlements on the Umpqua river, some 75 miles distant. After much fatigue and exposure, they reached the settlements in safety.

This unsuccessful attempt at forming a settlement, was immediately followed by another expedition, containing about seventy-five men from San Francisco, Cal. The new expedition landed at the point so recently abandoned by the Oregon party, on the 14th day of July, 185 . The object of this party, like the first, was to establish a settlement or post, at Port Orford, and open a road through the Coast Range, to what was then known as the Shasta country, (now Siskiyou Co., Cal.,) extensive mines having already been developed, where now stands the town of Yreka. The latter place was then called Shasta Butte City, and contained some 2 000 inhabitants.

When the expedition first landed, they found the Indians very shy but they soon appeared in considerable numbers, and the party being very strong and well armed, became exceedingly friendly.

After a few days, an expedition was fitted out to explore the country, and ascertain the practicability of the proposed road through the Coast Range. After penetrating the dense forests and tangled underwood for some twenty miles, they became discouraged and returned to camp. In the course of two or three weeks another expedition of twenty picked men, were organized for the same purpose. In the meantime a guide had been sent for and the services of Mr. W. G. T'Vault, who

Continued on fourth page.