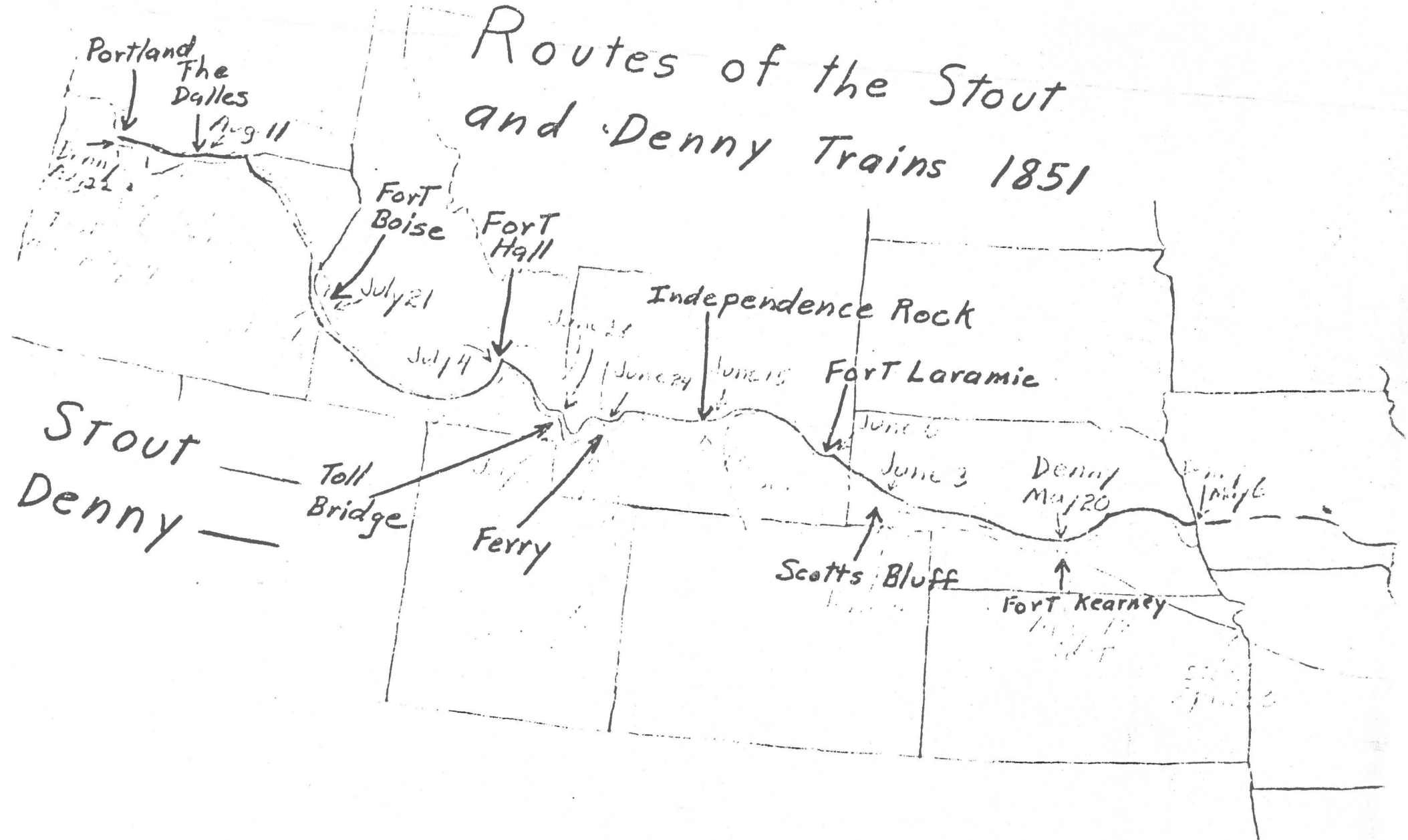


Routes of the Stout and Denny Trains 1851



Route Notes by Lynn Irish on
The Diary of Samuel Stout
Wagon Train
Oregon Trail 1851

- April 24 - The "river" is either the Blue of Missouri or the Kansas River and not the Missouri. It is thought to be the Kansas River and not the Blue because subsequent distances traveled fit with known landmarks. These two rivers are about 6 miles apart.
- April 24 &
30 - Pup Creek and Wolf Creek cannot be located on the maps available.
- May 1 - Mill Creek cannot be located on maps available; however, the travel distances mentioned between locatable points throughout the diary are quite accurate. Presumably the train was using a wheel counter.
- May 4 - "Big Nimehow" is probably now known as the "South Fork of the Nemaha" River.
- May 5 - The "U on the waters of the Little Nimehow" could not be located on the maps available. The camp was located by the distance traveled in the direction previously headed.
- May 7 - The camp on the Blue River is believed to be about 6 miles north of Marysville, Kansas.
- May 10 - The term "from Wyth camp (coup)" is not understood. Possibly it refers to the camp of another train. The camp of May 10 and 11 is located near the present Alexandra Lakes Recreation area.
- May 12 - The "Little Sandy" cannot be located on maps available. Presumably it lies between "Big Sandy" and the "Little Blue". The route of travel suggests that it does.
- May 16 - The camp this night is located near the present city of Hastings, Nebraska.
- May 17 - The train reached the Platte River near the present town of Denman, Nebraska.
- May 19 - "Plum Creek" cannot be located on maps available. It is known to be in the area indicated for the camp. The camp was located on the basis of distance traveled that day and the fact that the state special use area in the vicinity is named Plum Creek.
- May 22 - It is assumed that the train did not move this day..
- May 26 - The camp on this night is located by splitting the distance in half between the camp near the present North Platte, Nebraska and the camp on the night of May 27 which was stated as being $4\frac{1}{2}$ miles from the Brule crossing of the South Platte.

- May 29 &
30
- The camps these nights are located by dividing equally the distance between Ash Hollow and the camp on the night of June 1 which is located by assuming that "lonely tour" and "lone tour" refer to Jail Rock which stands about two miles south of the Platte River and can be seen for many miles--the first of the large rock formations along that part of the Platte. It may be noted the train is travelling roughly 20 miles a day, or 2 miles per hour.
- June 2
- Available maps indicate the trail left the river valley near Melbeta, Nebraska.
- June 4
- "Ash pint a trading post" is not indicated on maps available. The camp was located by dividing the distance between "Fort Laramay camp" and the camp near Scotts Bluff into two equal segments, and one smaller one on the assumption that the "trading post" mentioned was old Fort Bernard. The assumed distances of daily travel are not over 20 miles per day and hence consistent with past travel rates.
- June 6
- The distance traveled on June 6 is presumed to be less than normal because their train may well have been halted at "Fort Laramay" (Fort Laramie) a short time to permit visiting the stores at the Fort and view the Indian encampment.
- June 7
- "Bitter cottonwood creek" is assumed to be Cottonwood Creek. "Ded timber creek" is not indicated on maps available but its mouth is presumed to be about 4 miles up the Platte from the mouth of Cottonwood Creek and hence the camp is so indicated. The "ruff rode" is probably due to the fact that the trail left the river for a distance to avoid the canyon in which the present Guernsey Reservoir dam is located.
- June 9
- Again the trail left the river some distance to avoid the canyon in which Glendo Reservoir dam is located. The train elected to take the right hand fork of the trail which returned to the river probably near the present site of Glendo, Wyoming. The left-hand fork trail continued overland and returned to the river near the present site of Douglas. Two of the creeks mentioned in this entry are probably Horse Shoe Creek and Elkhorn Creek.
- June 10
- The "labent river" is assumed to be LaBonte Creek, and the train probably camped not far from its mouth.
- June 11
- The trail again left the river, cut across country to hit the Platte again near Glenrock; hence the "ruff rode".
- June 13
- The camp is located about half way between the camp on Deer Creek and the ferry.
- June 14
- The "uper ferry" is assumed to be on the site of the Mormon Ferry for the Platte enters a canyon a short distance above this ferry. The Mormon Ferry was located a short distance above the present site of Casper, Wyoming.

- June 16 - "Willow springs" is not indicated on the maps available but is presumed to be near the headwaters of Fish Creek.
- June 17 - The "prospect hill" is probably the crest of the Rattlesnake Hills. The "Sweetwater mountains, snow capt" were probably the main range of the Rockies, possibly the Wind River range.
- June 19 - The location of the "second ford" is uncertain. There were several fords along this stretch of the Sweetwater.
- June 22 - "Strawberry Creek" is not identified on the maps available, but there is a small unidentified creek where the camp is indicated.
- June 25 &
26 - Indications are the train crossed the Green River on the Mormon Ferry rather than farther down the river because they camped the next night on "Ferdinel Creek". They would not have hit the Fontenelle Creek at all had they crossed the Green River farther south.
- June 27 - The train did not travel on the 28th but there is no entry for the 29th. It is assumed the train did not travel that day either.
- July 1 - "Willow Creek" cannot be located on maps available. It is assumed to be the present day Rush Creek.
- July 5 - The camp this night is located by the "bute" mentioned which is assumed to be the present North Hill.
- July 6 - The camp this night is probably under the waters of the present Alexander Reservoir.
- July 7 - The location of "Sodah Pool" cannot be identified although the valley up which they traveled after leaving Bear River is named Soda Springs Valley. The "other branch" cannot be identified but the distance traveled suggests it was Eighteen Mile Creek, a branch of the Portneuf River.
- July 7 - Apparently the train crossed the Portneuf River just above the present Portneuf Reservoir.
- July 9 - Neither "Rosses Fork" nor "Round Springs" could be located on maps available, but the former is assumed to be a small tributary of the Snake River.
- July 10 - The site of "fort Loring" cannot be identified on the maps available.
- July 11 - The train crossed the Portneuf River again near its mouth. The creek at which they camped was probably Bannock Creek. This portion of the trail along which they traveled is probably under the waters of American Falls Reservoir.
- July 13 - The "deep creek" could not be identified, but the "rode very ruff" suggests the train passed Massacre Rocks.

- July 14 - "Cusha Creek" is assumed to be the present Raft River. It was at the Raft River that the California trail branched off to the southwest up the Raft River.
- July 15 - The child must have been buried very near the present intersection of I-80 N and I-15 W.
- July 17 - There is no entry for July 18. It is assumed that the train camped on "Dry Creek" the night of July 17, 8 miles from Rock Creek. "Dry Creek" cannot be located on maps available.
- July 22 - The "ford" is the well-known Three Island Ford on the Snake River. Because the train could not cross the river it was forced to stay on the south side of the river all the way to Oregon.
- July 28 - "Curre Creek" cannot be identified on available maps.
- July 29 - "Bitter Creek" is assumed to be the present Reynolds Creek.²
- July 30 - Because of the difficulty with the horses it is assumed that the train did not travel that day.
- July 31 - The reference to "Capt. Williams" is not understood. Probably it refers to another train near which Stout's train camped.
- August 1 - There is some confusion in dates. There are two entries for August 1. It is possible that the train did travel on July 30 and the entry for July 31 refers actually to travel on July 30 and the first entry for Aug. 1 refers to travel on July 31. "Day Creek" or "Dry" cannot be identified on the maps available.. It is probably the creek now known as Succor Creek.
- August 1 - "Fall River" is probably the river now known as the Owyhee River.
- August 2 - There is some confusion in camps on this date. One camp was 7 miles from Fort Boise, another appeared to be on "middle river" and a third on "traill creek". It is assumed that the camp 7 miles from Fort Boise was not an overnight camp but rather a rest stop since the train had started some time before. 4 a.m., and the camp on "traill creek" was mentioned only as a good campsite, or perhaps was another rest stop for only a short time. These rest stops, if that is what they were, may have been because Mr. Houlett was already quite ill.. The "middle river" on which they probably camped for the night is most likely the Malheur River in the vicinity of Vail, Oregon.
- August 4 - The "dry branch" is probably Willow Creek. Here is a specific reference to Capt. Williams' train. See entry for July 31.
- August 8 - The "branch" of the Burnt river mentioned is probably Lawrence Creek. the "river" mentioned was probably Ruckles Creek.
- August 10 - The "forks" mentioned are probably the north fork of the Powder river, Wolf and Clover creeks. The "slough" where the train camped was probably in Ladd canyon.

- August 11 - The camp was probably near the present city of LaGrande.
- August 13 - The reference to water "10 miles from the river $\frac{1}{2}$ mile to the left in a deep hollow" is not completely understood. Perhaps it means that the only water near the trail that day was 10 miles out from the river but in a deep canyon, so was essentially unavailable. The train apparently had water that night so probably camped at the famous Emigrant Springs. Today the state maintains a beautiful park and campground there. It is very nearly 19 miles from the crossing of the Grande Ronde River.
- August 16 &
17 - The "creek" referred to is apparently the Umatilla river itself, rather than small tributary creeks of the Umatilla.
- August 18 - Probably "Burch Creek" is now known as Butter Creek.
- August 19 - Possibly "halted but did not unyoke" at Juniper Canyon..
- August 21 - "Dry Camp" cannot be located.
- August 22 - The "valley" mentioned may have been Alkali canyon and the "small creek" may have been Rock Creek because the next day the train traveled 4 miles to the "mouth of Days river". This is understood to mean that the train traveled 4 miles down Rock Creek to its mouth where it joins the John Day river and then 2 miles down the John Day river to the crossing. If the train was actually at the mouth of the John Day river, it is hard to believe that no mention would be made of the mighty Columbia. Also, then the train would have traveled up the John Day river to the crossing. Maps indicate that the Oregon Trail was about 15 miles above the mouth of the John Day river.
- August 24 - The "lookout" is assumed to be on the bluff overlooking the Columbia river valley. No mention, though, is made of the Columbia river even here.
- August 26 - The "creek" on which they camped is possibly Eight Mile Creek. In the vicinity of the Dalles there were probably several roads or short cuts. Apparently the train took one of these, avoiding the hills around the town.
- August 27 - The "forks" mentioned is probably the junction of the short-cut and the road running south from The Dalles.
- August 28 - "Indian Creek" cannot be identified on the maps available but is probably a tributary of the White River.
- August 30 - There is no diary entry for Aug. 29 so the distance between the camp on August 28 and 30th was divided approximately in half. Rock Creek, about mid-way, was a likely campsite.
"Barlow's Gate" cannot be located on maps available, but is believed to be near Barlow's Crossing on the White River.

"4" is not understood. It might refer to 4 miles or 4 o'clock. Distances and terrain available suggest 4 o'clock.

- August 31 - The camp this night also cannot be located. It is placed on the map by consideration of the distances, terrain, and times involved.
- Sept. 1 - The "sumit" is probably Barlow Pass, assuming the train stayed on Barlow Road. The camp was probably near the present village of Government Camp.
- Sept. 2 - With some fresh oxen and a downhill road it is assumed that "camped at the" refers to the Barlow Road Toll Gate near the present site of Rhododendron. Mr. Stout probably ended his diary here because the train was breaking up the next day and friends and relatives were there to help them.