

Three 1852 NW Arkansas Wagon Train Groups Associated with Wilson Tigard

By Don Guenther

Figuring out who the members were of the 1852 NW Arkansas wagon train that included Wilson Tigard has proven problematic. Wilson Tigard's letter helps but the letter only describes the latter part of his journey. In the latter part of the journey the wagon train merged with other wagon trains that took an alternate route. Tigard's group went up to Independence and took the California-Oregon trail. Other Arkansas groups went up the Arkansas river (Evans trace) and got onto the California-Oregon trail at Hams Fork. The groups all met up and merged together at Thomas Fork crossing on the Bear River.

Determining the group make-ups is an exercise in family relations, Arkansas farm locations in 1850 and trail death locations. The wagon trains that saw few early deaths took the Southern Route and suffered heavy trail deaths in Oregon. The wagon trains that took the northern route saw early cholera deaths along the Little Blue. There three major wagons trains that left NW Arkansas heading toward Oregon that arrived between mid-Oct through December 1852. Wagon trains split-up, regrouped, merged, wagons turned back and some headed toward California. Disease and illness caused some wagons to fall behind. Taking different routes along the journey cause differing travel times. Grouping by arrival date does not work although that is a consideration. Wagon train size is difficult to access because wagon train make-up was not static and the trail was so crowded it appeared to be one long 500 mile wagon train.

Key Information and Assumptions

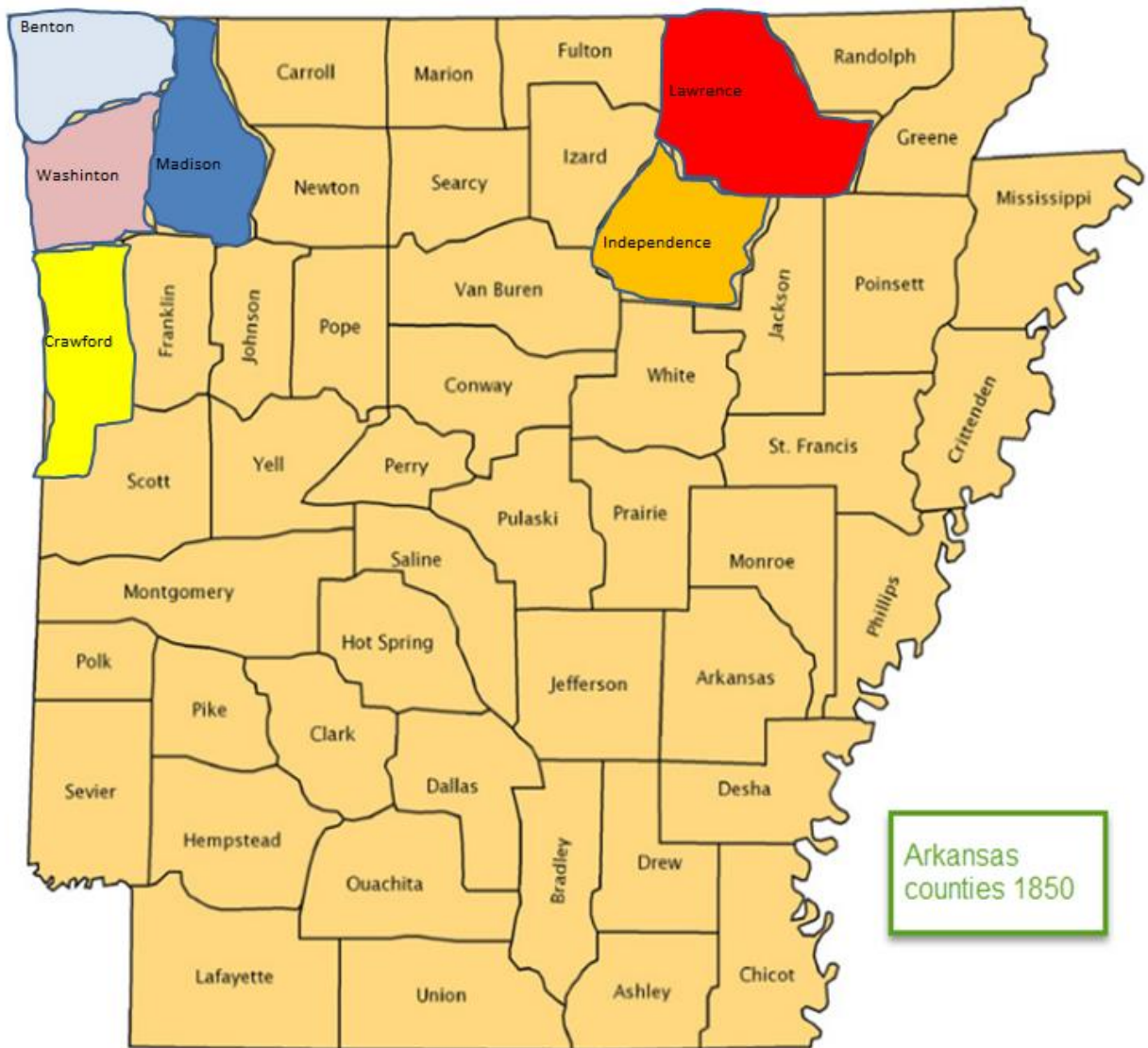
1. Tigard letters provided deaths for a merged group of Arkansas wagon trains and only for the latter part of the journey.
2. Ingram took the Cherokee route based on the death record for Ann Ingram Slover.
3. Elias Muncy, neighbor of William Ingram, took the Cherokee trail and was a member of the Ingram wagon train.
4. Harers took the Cherokee route based on no early journey deaths and Tigard's letter comment that the wagon trains that came up the Arkansas River had few early journey deaths.
5. Tigard-Gilbreath took the northern route based on Ft. Kearney death records and Tigard comparison of deaths in his group verses the others.
6. The northern route Tigard-Giilbreath train may have merged with another train as a result of the early deaths.
7. Carroll Jackson Sears followed Jacob Rush as the captain of the Tigard-Gilbreath wagon train based on circumstantial evidence.

Initial Screening

The wagon train members were screened based on point of origin and arriving in Oregon between mid-October and December 1852. U.S. Census for 1850 was used to establish points of origin and DLC and Oregon Early Settlers Database established the arrival dates. County histories and obituaries provided family information. Members Identified as having turned backed or splitting off to California were dropped from consideration and wagon train counts

The Ingram Group							The Harer Group							The Tigard-Gilbreath Group						
Last name	First name	Birth	Loc.	Death	Loc.	No. in family	Last name	First name	Birth	Loc.	Death	Loc.	No. in family	Last name	First name	Birth	Loc.	Death	Loc.	No. in family
Banks	Thomas	1784	VI	1852	OR	2	Craig	Ewing	1809	KY	1852	OR	11	Bloyed	Finis	1832	AR	1852	WY	1
Banks	Lebbius	1832	TN	1905	OR	1	Crawford	James	1823	AL	1900	CA	4	Bloyed	James	1836	AR	1906	AR	1
Banks	Hikiak	1823	AL	1904	OR	5	Engels	Abraham	1832	AR	1916	OR	1	Edwards	Joseph S	1833	AR	1904	OR	1
Cartwright	James	1820	AL	1891	OR	3	Harer	William (Willis)	1823	AR	1908	CA	3	Gilbreath	James	1829	AR	1882	WA	3
Hamilton	Samuel	1817	TN	1892	OR	3	Harer	James	1828	AR	1852	OR	3	Gilbreath	John	1832	AR	1901	AR	1
Ingram	William	1812	TN	1875	OR	9	Harer	David	1819	AR	1883	OR	6	Nelson	David	1803	SC	1870	OR	9
Ingram	James Wilson	1821	TN	1886	OR	7	Harer	Enos S	1790	KY	1852	OR	1	Rush	Jacob	1806	S.C.	1852	KS	8
Ingram	John B	1811	TN	1860	OR	10	Harer	Evan	1822	AR	1870	OR	3	Rush	Samuel	1824	AL	1916	OR	1
Ingram	Willis	1823	TN	1880	ID	3	Harer	John	1832	AR	1852	OR	4	Rush	Albert	1825	AL	1914	CA	3
Looney	Samuel	1837	TN	1915	OR	2	Huffmast	Jonathan	1801	VI	1852	OR	5	Sears	Carroll J	1815	TN	1901	OR	8
McClendo	Willis	1785	NC	1865	OR	2	Lewis	Stephen	1828	MO	1855	OR	4	Shepherd	James	1805	VI	1852	KA	9
Muncy	Elias	1818	VI	1895	WA	7	Winn	John H	1828	TN	1891	OR	2	Shepherd	Uriah	1833	AR	1917	OR	1
Nail	Alexander	1814	TN	1894	OR	9	Yates	Joseph	1834	TN	1925	OR	1	Shepherd	William	1826	AL	1910	OR	4
Slover	Enos S	1816	IN	1867	OR	6								Skeen	John	1810	MO	1884	WA	11
Slover	Daniel Jasper	1835	AR	1909	OR	1								Skeen	James H	1806	MO	1852	ID	6
														Tigard	Wilson	1826	AR	1882	OR	6
														Tigard	Andrew Jackson	1828	AR	1898	WA	3
														Turnbow	Jeremiah	1805	KY	1852	Trail	13

Table 2 Identification of Pionts of Origin



Map 1 Arkansas Counties 1850

Oregon Farming and Previous Trail Experience

In studying migrations, many times a family will have a family member take the trip and report back. This approach minimizes family risks. Prior to taking the trip the Baird and Standifer families had taken the trip reporting back that the farming conditions in Oregon were superior to Arkansas and worth the travel risks. The trips had been relatively uneventful.

The 1849 goldrush had enticed some member of Washington County Arkansas to take the trip to California. Gold fever swept the region of Arkansas. Having returned from California many had good trail experience the families could utilize in migrating to Oregon. The table below highlights those wagon train members with the associated route experience. Cartwright, Ingrams, Slover and Crawford are identified as part of the Evans group that went to California via the Cherokee Train in 1849. Sears who went to California in 1849 may have taken the northern route.

The Ingram Group				The Harer Group				The Tigard-Gilbreath Group			
Last name	First name	Birth	Death	Last name	First name	Birth	Death	Last name	First name	Birth	Death
Banks	Thomas	1784	1852	Craig	Ewing	1809	1852	Bloyed	Finis	1832	1852
Banks	Lebbius	1832	1905	Crawford	James	1823	1900	Bloyed	James	1836	1906
Banks	Hikiak	1823	1904	Engels	Abraham	1832	1916	Edwards	Joseph S	1833	1904
Cartwright	James	1820	1891	Harer	William (V)	1823	1908	Gilbreath	James	1829	1882
Hamilton	Samuel	1817	1892	Harer	James	1828	1852	Gilbreath	John	1832	1901
Ingram	William	1812	1875	Harer	David	1819	1883	Nelson	David	1803	1870
Ingram	James W.	1821	1886	Harer	Enos S	1790	1852	Rush	Jacob	1806	1852
Ingram	John B	1811	1860	Harer	Evan	1822	1870	Rush	Samuel	1824	1916
Ingram	Willis	1823	1880	Harer	John	1832	1852	Rush	Albert	1825	1914
Looney	Samuel	1837	1915	Huffmaster	Jonathan	1801	1852	Sears	Carroll J	1815	1901
McClendon	Willis	1785	1865	Lewis	Stephen	1828	1855	Shepherd	James	1805	1852
Muncy	Elias	1818	1895	Nelson	David	1803	1870	Shepherd	Uriah	1833	1917
Nail	Alexander	1818	1894	Winn	John H	1828	1891	Shepherd	William	1826	1910
Slover	Enos S	1816	1867	Yates	Joseph	1834	1925	Skeen	John	1810	1884
Slover	Daniel J.	1835	1909					Skeen	James H	1806	1852
Smith	Milton P.	1836	1901					Tigard	Wilson	1826	1882
								Tigard	Andrew Jackson	1828	1898
								Turnbow	Jeremiah	1805	1852

Table 3 Trail Experience

Yellow highlight means Evans Route experience. See below.

Orange highlight means trail experience and possible northern route experience.

WASHINGTON COUNTY COMPANY TO CALIFORNIA¶

From this time matters quieted down, and although occasional crimes were committed, society resumed the even tenor of its way. In 1849 the "gold fever" reached the county, and many of the citizens became infected with it. From a letter written in April, 1849, to the Van Buren Intelligencer, the following facts concerning the Washington County company which went to California are gleaned.¶

The company met on April 21, and elected the following officers: Lewis Evans, of Evansville, captain; Thomas Tyner, first lieutenant; P. Mankin, second lieutenant; James S. Vaun, secretary, and Martin Scrimsher, of the Cherokee Nation, commissary. The company left the rendezvous on April 24, and five days later they had reached Grand Prairie. The company consisted of nearly ninety members from Washington County, thirteen from Madison, nine from Benton and fourteen from the Cherokee Nation. Those from Washington County were as follows: Lewis Evans, Hiram Davis, A. G. Evans, Leonard Shuler, Gus A. Shuler, William Hoge, Enos Slover, Isaac Hale and wife, James Blake, William Wilson, William Goddard, John Van Hoose, George Lewis, Wiley Cosby, Peter Mankins, James Dickinson, Jacob Strickler, Nathan Lewis, John Lewis, Nathan Thorp, John Ingram, John Powers, W. F. Woodruff, John Sanders, James L. Cartwright, J. R. Cline, George C. North, Edward Freyschlag, H. J. McRoy, Samuel McCulloh, James L. McCulloh. [p. 161] George McKey, James Carter, George McClure, K. Crumley, Thomas Creamer, James Morrow, Hugh Morrow, A. B. Crawford, J. M. Mathews, J. P. Kellum, A. B. T. Pyatt, Squire B. Marrs, James Carnahan, John Carnahan, James Pierce, John Carter, Cane Hill, Thomas and Aaron Tyner, William and Hiram Shores, Thomas Maxwell, John Newman, B. Whitley, Christian Freyschlag, Henry Freyschlag, Joseph Chew, William Mallett, W. R. Cunningham, Fred P. Sime, James Ingram, William Crawford, Holy and James Hand, Misses Barbara and Mira Freyschlag, James Cartwright, Isaac Murphy, E. W. Ayaid, James and William Irvin, Jacob Meyers, John M. Wham, James Divin, Mathew A. Divin, J. T. Edmondson, A. E. Edmondson, J. S. Crawford, A. A. Crawford, Robert Epperson, C. H. Holmes, J. J. Bean, Oscar Bean and Benjamin Sanders.¶

Embed No.1 Washington County Arkansas Member of the Evans Party

Family and Neighbor Analysis

Last name	First Name	Birth Loc.	Death Loc.	Death	Inc.	No. in Family	Deport	Arrival	Arr. Loc.	OR Loc.	OR Loc.	Trial Death	Trial	Wrens	Starting point up stream	Analysis, Reason for listing them in grid					
															Family	Associations	Neighbor	Other			
Emby	Thomas	1754	WI	1852	OR	2	Ne	6-Apr	New	Orege	Benton	Swan	Unsettled, 3-Apr-16	1	x	100 years ago; Nephew named Elias Hoffmaster in Oregon		x			
Emby	Lukkar	1832	IN	1944	OR	1	Ne	6-Apr	New	Orege	Benton	None	None	1					x		
Emby	Michelle	1832	AL	1944	OR	5	Ne	6-Apr	New	Orege	Dayton	None	None	1					x		
Conrath	James	1820	AL	1941	OR	3	Related	30-Oct	Clear Creek	Washington	1828	None	None	1						x	
Hemilton	Samuel	1811	IN	1851	OR	3	Ne	18-10-18	Clear Creek	Washington	1711	None	None	1						x	
Ingram	William	1812	TN	1875	OR	9	Related	14-Apr	10-Oct	Frezie	Washington	Nancy Graham	Troll, The Dellor	1							x
Ingram	James Wilton	1821	IN	1884	OR	7	Related	18-Apr	2-New	Bucks Creek	Washington	Jacob Har Maudell	The Dellor	1							x
Ingram	John B	1841	TN	1880	OR	10	Related	2-Feb	Bucks Creek	Washington	3048	None	None	1							x
Ingram	Willie	1830	IN	1880	ID	3	Related	1-Dec	Ulin	Washington	1827	None	None	1							x
Ingram	William	1829	IN	1880	OR	3	Related	10-Nov	Ulin	Washington	1827	None	None	1							x
McClellan	Willie	1758	IN	1848	OR	2	Related	18-Oct	Orege	Benton	1828	None	None	1							x
Meyer	Eliur	1818	VI	1898	WA	7	Ne		Prince	Washington		Wife Elizabeth	Wife Unsettled	1							x
Nail	Alexander	1814	IN	1844	OR	9	Related	18-Apr	Orege	Benton		Wife Mary	Snake River	1							x
Shaw	Edward	1816	IN	1837	OR	6	Related	10-Apr	Minvale	Washington	3520	None	None	1							x
Shaw	David/Jacob	1828	PA	1893	OR	1	Related	21-Nov	Freestate	Washington	1828	None	None	1							x
Problems for next relations: They had experience with this river. Selections Considerations: Many are early death and some listed under Little Blue, River depends on what was up the Snake River and large number of later trail 4.																					
Oraig	Elijah	1809	KY	1862	OR	11	Related		Wart Park	Washington	1842	None	None	2							x
Crusford	James	1823	AL	1900	CA	4	Related	10-Nov	Crans Hill	Washington	2445	None	None	2							x
Ensch	Abraham	1822	AR	1916	OR	1	Ne	23-Oct	Jefferson	Independence		None	None	2							x
Hezer	William/Willie	1823	AR	1903	CA	3	Related		Wart Park	Washington	5143	None	None	2							x
Hezer	James	1828	AR	1882	OR	3	Related	12-Oct	Wart Park	Washington	1829	None	None	2							x
Hezer	David	1790	KY	1862	OR	6	Related	28-Oct	Wart Park	Washington	1825	None	None	2							x
Hezer	Eow S	1790	KY	1862	OR	1	Related	27-Oct	Wart Park	Washington	4223	None	None	2							x
Hezer	Evans	1822	AR	1870	OR	3	Related		Sam Stephens	Washington		None	None	2							x
Hezer	John	1822	AR	1882	OR	4	Related	12-Oct	Wart Park	Washington		Self, wife Sarah, child John, D, S, John	The Dellor	2							x
Hoffmaster	Hankston	1891	WI	1982	OR	5	Related		White River	Washington		Sarah, Andrew	Snake River	3							x
Lowr	Stephen	1828	MO	1898	OR	4	Related	12-Nov	Jasper	Oreford	524	None	None	2							x
Winn	John H	1828	IN	1841	OR	2	Related	12-Nov	Wart Park	Washington	1824	None	None	2							x
Weyer	Joseph	1824	IN	1828	OR	1	Ne		Hewitt	Washington		None	None	2							x
Group Reason for next selection: They had experience with this river. Selections Considerations: Number of death listed along Little Blue, Tiger depends on general for name, they was up the Snake River.																					
Blayd	Finer	1822	AR	1862	WV	1	Related		Wart Park	Washington		Self	Fayette	24-Sep	3						x
Blayd	Edward	1822	AR	1862	OR	1	Related		Wart Park	Washington		Self	Fayette	24-Sep	3						x
Blayd	James S	1823	AR	1864	OR	1	Related	22-Oct	Wart Park	Washington	4737	None	None	3							x
Blayd	Elizabeth	1829	AR	1862	WA	2	Related		Wart Park	Washington	4723	None	None	3							x
Gilbreath	John	1832	AR	1901	AR	1	Related		Wart Park	Washington		None	None	3							x
Nolan	David	1893	SC	1870	OR	9	Ne		Wart Park	Washington	4483	None	None	3							x
Rock	Jacob	1806	S.C.	1882	KS	8	Related		Mountain	Oreford		Self, wife Joseph, child Jacob, Nancy	Little Blue, Snake River	3							x
Rock	Albert	1828	AL	1814	CA	3	Related	25-Oct	Mountain	Oreford	1870	None	None	3							x
Rock	Correll J	1818	IN	1841	OR	3	Ne	18-Oct	Frezie	Washington		Wife Anne, Daughter Hannah	None	3							x
Shepherd	James	1805	VI	1882	CA	9	Related		Mountain	Oreford		John, Sam, James, Andrew	None	2							x
Shepherd	Uriah	1823	AR	1917	OR	1	Related	10-Nov	Mountain	Oreford	7718	None	None	2							x
Shepherd	William	1824	AL	1910	OR	4	Related	11-Nov	Mountain	Oreford	1879	None	None	2							x
Shaw	John	1810	MO	1864	WA	11	Related	30-Oct	White River	Washington	1826	None	None	3							x
Shaw	James H	1806	MO	1882	ID	6	Related	04-13-Mar-3	HiKore	Washington	3189	None	None	3							x
Tread	William	1828	AR	1892	OR	6	Related	12-Apr	Wart Park	Washington	3889	None	None	3							x
Tread	Andrew/Jackson	1828	AR	1892	OR	3	Related	22-Oct	Wart Park	Washington	2819	None	None	3							x
Trenshaw	Jeremiah	1808	KY	1882	Trail	10	Related		Wart Park	Washington		Wife Elizabeth	Frezie, Lafayette	3							x

Table No.4 FAN Analysis and Member Database

The wagon train members other than the Banks, Hamilton, Engels Yates and Sears are very solid candidates based on the Table No.4 FAN Analysis. The certainty that they were members of the wagon is extremely high. The group make-up might not be entirely correct but they are close. Banks, Hamilton, and Sears are not certain. Based on those families being close neighbors to the known wagon train members makes the likelihood of them being wagon train members is good. Engels and Yates are candidates for the Winn cow hands mentioned by Tigard. Their inclusion as wagon train members is less likely but based on their friendships and homestead locations in Oregon they are very much in play.

The Ingram and Harer Wagon Trains.

The northern route had military forts protecting the vulnerable wagon trains from Indian attacks and with lots of wagons an attack was less likely. The southern routes had no fort protection. The wagon train groups had to travel together for protection. Tigard says they met up with groups that had come up the Arkansas River. Wilson viewed the groups as separate but traveling together. Ingram and Harer wagon trains did not suffer from a cholera attack early on. Trail experts note the Cherokee Trails is safer because contaminated water causing cholera is less likely when the trail runs perpendicular to the rivers.

The Ingram Wagon train group.

The Ingram family maintains that there was an Ingram wagon train whose captain was James Wilson Ingram. There is a death recorded north of Salt Lake in 1852. Mrs. Slover (maiden name Ann Ingram) died in child birth. Mrs. Slover would have belonged to the Ingram group that had to have taken the southern route. Tigard's letter mentions Ingram's as being a part of the merged Arkansas groups.

The Harer Wagon train group

We have been unable to find any records concerning the Harer group other than Tigard's letter. The fact that they suffered no early deaths would indicate they took the southern route. Tigard has David Harer as the first wagon train captain of the combined groups. David Harer was most likely the captain of the Harer group prior to the merging of the three groups. Tigard also mentions that the southern route groups suffered few deaths in the early part of their journey but suffered many on the last part of their journey. The Harer group fits this description. David Harer tended to drive the merged wagon trains too hard in the view of Tigard and David Harer was replaced by Craig. David Harer survived the trip and became a famous cattle driver. David was made the Craig children's protector after Craig's death implying the wagon train thought him to be a very responsible man. David took his charge seriously and questioned the decision to cross the Snake River as David wanted to protect Craig's herd as well as his own.

The Tigard-Gilbreath Wagon Train group

The Tigard-Gilbreath group started out at Independence, Missouri. Having traveled only a few days the group got to the Little Blue River when cholera broke out. Cholera took its toll and many died. Some of the members of train decided to turn back. Tigard may have been able to write home and give his letters to those turning back. The decision to turn back most likely involved weighing the benefits of continuing on or returning to family. Those that stayed the course may have had nothing to return to. They may have wanted to leave a past.

The three wagon trains merged at the Thomas Fork on Bear River. After such a long arduous journey the people were tired and short of supplies. The wagon train groups split at the Snake River John Winn went with the Tigard-Gilbreath group. This would imply that Winn had not been in the Tigard-Gilbreath group early on. Winn's wife was a young Craig family member and the Winns most likely traveled with her father's family. After the Snake River split cholera struck the groups again. The group later split up again as some raced ahead and others slowed to tend the sick. At the Dalles the Tigard-Gilbreath group rafted down the Columbia River while the Ingram group took the Barlow trail. The Harer group suffered many deaths near The Dalles and the toll slowed the group. With cattle to herd the group most likely took the Barlow road to Oregon City from The Dalles.

Table No.5 shows the original Tigard-Gilbreath wagon train members that started the journey.

Last name	First name	Birth	Loc.	Death	Loc.	No. in Family	
Bloyed	Finis	1832	AR	1852	KS	1	
Bloyed	James	1836	AR	1906	AR	1	
Edwards	Joseph S	1833	AR	1904	OR	1	
Gilbreath	James	1829	AR	1882	WA	3	
Gilbreath	John	1832	AR	1901	AR	1	
McWilliams	James	1805	KY	1852	KS	7	Turn-back
Nelson	David	1803	SC	1870	OR	9	
Rush	Jacob	1806	S.C.	1852	KS	8	
Rush	Samuel	1824	AL	1916	OR	1	
Rush	Albert	1825	AL	1914	CA	3	
Sears	Carroll J	1815	TN	1901	OR	8	
Shepherd	James	1805	VI	1852	KS	9	
Shepherd	Uriah	1833	AR	1917	OR	1	
Shepherd	William	1826	AL	1910	OR	4	Widow went to CA
Skeen	John	1810	MO	1884	WA	11	
Skeen	James H	1806	MO	1852	ID	6	
Skeen	Joseph	1817	MO	1852	ID	3	
Tigard	Wilson	1826	AR	1882	OR	6	
Tigard	Andrew Jackson	1828	AR	1898	WA	3	
Turnbow	Jeremiah	1805	KY	1852	Columbia River	13	
Yoes	Enos	1822	AR	1852	Trail	6	Went to CA
						105	

The total number of members aligns with historical information.

Table No.6 Distances, Dates and Rates of Travel for the Gilbreath-Tigard Wagon train

	Date	Distance Mile	Days	Miles/day
Fort Smith	12-Apr-16			
Fort Kearney	30-May-16	615	48	12.8
Fort Boise	6-Sep-16	1100	99	11.1
The Dalles	12-Oct-16	350	36	9.7
	Trip	2065	183	11.3

Who was captain of the Tigard-Gilbreath Wagon Train?

In the Wilson Tigard letter he describes the merged wagons trains starting out with David Harer as captain. Harer was rough on the boys so Craig replaced Harer. When Craig died John Winn was elected captain. John Winn appears to have remained captain for the remainder of the journey even after the three groups split at the Snake River. The question is who was the captain of the Tigard-Gilbreath group prior to the merged wagon trains at Thomas Fork.

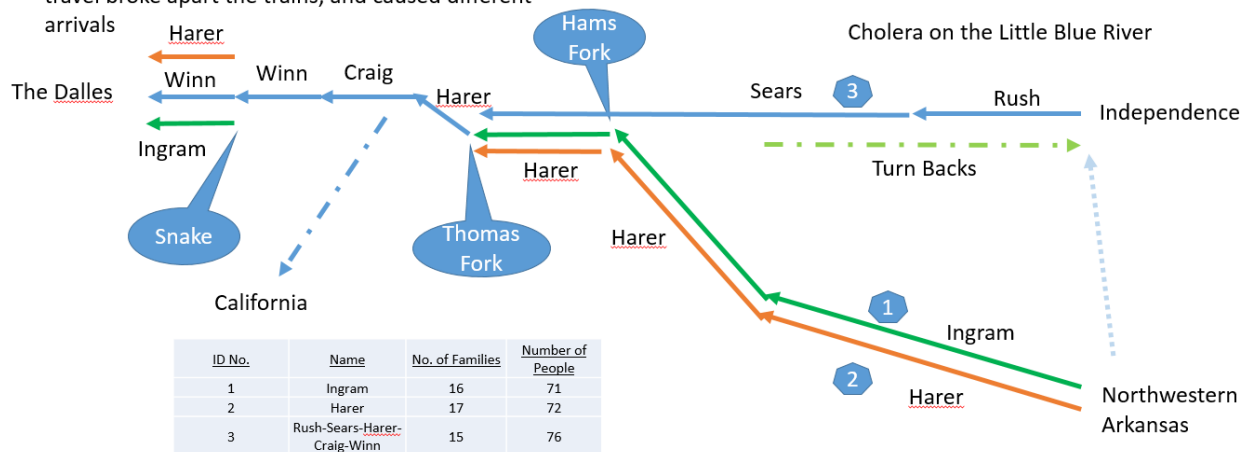
The Rush family has Jacob Rush as a captain of a wagon train prior to dying at the Little Blue River. The Sears family has Carroll Sears being a wagon train captain that saw no deaths. That is true of the Tigard-Gilbreath group from about where Rush died until the three wagons trains merged. Sears had been to California and returned to get his family. Sears may have been the second Tigard-Gilbreath wagon train captain. Tigard tells of a rough section of trail after the green River crossing. Trail experts say that normally that section is not rough. That could have been a short cut and a bad decision made possibly by Sears. When the groups merged Sears may have been an unpopular captain and not in the running.

With the records we have, it would appear the Tigard-Gilbreath train started out with Rush as captain and when he died Sears replaced him. Wagon trains are named after the captain. Based on the conventional naming the Tigard-Gilbreath wagon train would be named "The Rush-Sears-Harer-Craig-Winn" wagon train. A rather long name that reflects the complexity of the journey.

Wagon Train Captains and Route Diagram.

The diagram below is simplistic and depicts in general the routes and possible captains of the three wagon groups.

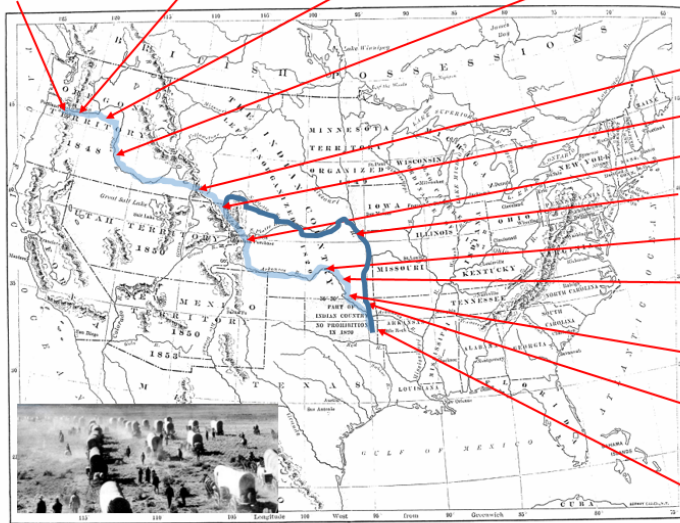
In Oregon disputes, cholera, Columbia river vs. land travel broke apart the trains, and caused different arrivals



Map of the two Routes Taken

The Tigard-Gilbreath group chose the northern shown below in red. The Ingram and Harer groups chose the southern route in green. Oddly the groups met up at Bear River. Each started out mid-April in 1852 and arrived at the Dalles late October. The groups suffered many deaths, 17%. Turn backs were few. Their dead were buried along the trail and some returned to find the graves. With so many hardships one does not wonder why few detailed records exist of a trip most wanted to put behind them so they could start a new life in Oregon. The groups were very hearty people who endured many hardships.

Oregon City, Oregon Oct-Nov, 1852 Rafted the Columbia River Or took Barlow Trail The Dalles, Oregon Early Oct-Nov, 1852 Oregon Trail



United States in 1850
Albert Bushnell Hart, L.L.D., The American Nation Vol. 18 (New York, NY: Harper and Brothers, 1907)
Downloaded from Maps ETC, on the web at <http://etc.usf.edu/maps> [map #02906]

The journey was long and arduous
Of the estimated 219 members in 51 families 41 died on the trail.
Grazing was sparse. One account described the 1852 migration as a 500 mile long wagon train.
From NW Arkansas to The Dalles is 1900 miles, took 183 days, just over 10 miles a day. They traveled from 6:00 a.m. to 12:00 noon and from 2:00 p.m. to 5 p.m. for an average speed of 1.3 MPH. An old person's walking speed is 3.1 MPH.
The sickness and death slowed them down.
The trail was dusty. A male member very challenging. Typically they ate bacon twice a day.
Some of them turned back. The Columbia river rapids and 85 miles of rafting did not deter them. Two died in the river. Some took the Barlow Road.

Ingram and Harer groups headed west and took the Cherokee trail. Light blue line.
Tigard-Gilbreath group headed north and took the Oregon-California trail out Independence, MO. Dark blue line.
Tigard-Gilbreath, Harer and Ingram wagon trains left NW Arkansas Mid-April, 1852.

Reflecting on the trip Wilson Tigard felt "It is in and through the mercies of Almighty God" that he lived to write about the trip.

The Tigard-Gilbreath, Ingram and Harer 1852 Wagon Train Routes

Diagram submitted by Donald Guenther.
Route based on Wilson Tigard letters and trails in use at the time.

Conclusion

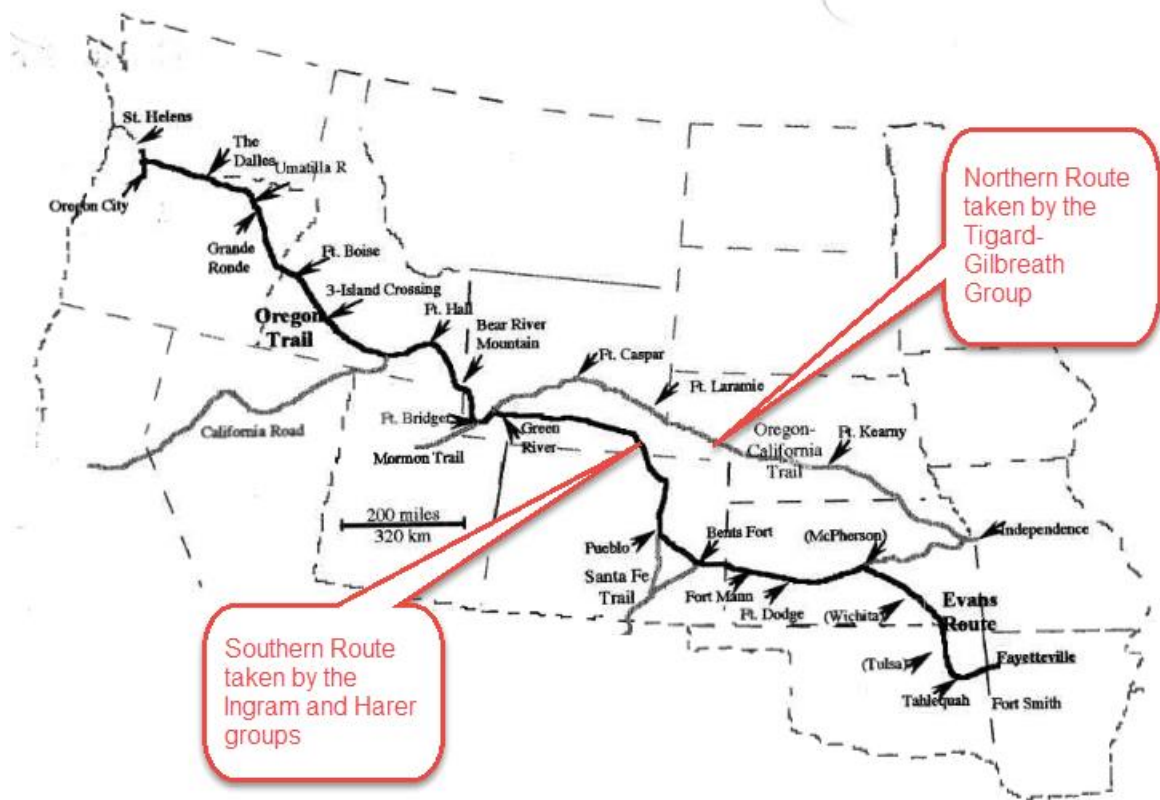
Many have researched the Tigard-Gilbreath wagon train presenting different theories as to the make-up of the wagon train. Most have incorrectly assumed the Tigard letter reflected the entire journey rather than the only the latter part of the journey. Jacob Rush died on the early part of the journey and in Tigard's letter he refers to his wife as a widow. By doing so one concludes that Tigard had already communicated home the death of Jacob along with the others that died on the early part of his journey.

As more information surfaces and analysis tools and techniques are developed, detail and refinement can be added to this broad brush presentation of the early spring of 1852 NW Arkansas wagon train make-up. Researchers with more experience in studying family migration will add clarity and add their insight. The information presented is meant to open up the discussion here-in. Certainly this work is unfinished.

References:

1. Cherokee Trails Diaries Volume III page 24.
2. "An Illustrated History of Central Oregon" p.756-7] Bio for Samuel Rush
3. History of Washington County, Arkansas, 1989, by Shiloh Museum, article written by Dorothy Fitzgerald Allen, p 828-9
4. Historical Sketches Walla Walla Whitman Columbia & Garfield C.o.'s W.T. and Umatilla Co. OR 1882 by F.T. Gilbert page 27 Bio of Elias Muncy
5. **Date:** Friday, June 18, 1852 **Paper:** Daily Missouri Republican (St. Louis, MO)**Volume:** XXXI **Issue:** 145 **Page:** 2 California Emigration-Immense Analysis-Prevalence of Cholera-List of Deaths
6. SCRAPBOOK-OREGON HISTORICAL SOCIETY, PORTLAND 5B 125, p 130
"JACKSON SEARS Cottage Grove, Oregon, January 21. Mr. Carroll Jackson Sears, "the spring of 1852, started for Oregon. He was made captain of the emigrant train, which consisted of 75 wagons, and successfully piloted the outfit through to "webfoot" without mishap of any serious nature, reaching this valley in October of that year."
7. Notes written by a Banks family member:
Naomi Banks was born in Arkansas 7 November 1851 and started west on April 6th 1852 with her father and mother, a half-brother, half sister and her paternal grandparents (Thomas Baxter Banks and Susannah Rose Jarvis Banks). There were 104 wagons in the caravan that was headed for the Oregon Country. Like many of the wagon trains that trekked across the hills and plains, some gave out by the wayside, some rushed ahead rapidly, some turned south to California and some plodded on through to the promised land. Naomi Banks parents eventually pulled into Oregon City, November 1852.
The trip had its dark side even though they had no trouble with Indians, for they buried Grandmother Banks (Susannah Rose Jarvis Banks) at Burnt River and buried Grandfather Banks (Thomas Baxter Banks) at Umatilla River, four miles from the present Indian Reservation. In after years, an effort was made to find his last resting place, but the stockade of saplings that had been placed around the grave had disappeared and sand had drifted over the probable spot. While the Indians were pointing out the burial ground, a man hurried over and told of the assassination of President Garfield.
8. "Two Letters by a Pioneer from Arkansas" Two Wilson M. Tigard Letters, Oregon Historical Quarterly, Volume XLV, Sept. 1944, No.3
These letters are used throughout the narrative as a source record.

9. Genealogical Material in Oregon Donation Land Claims
10. U.S. Census throughout the 1800s and early 1900s.
11. Trail information provided by the Gilbreath Family



12. Louis Ingram (?)

Louis was 5 years old in 1852. This is written in his Obituary.

In the 1852 wagon train there were 400 persons, many of them Ingram relatives and friends. Matilda Jane age 3, and James M. age 2, a son of James' brother William, wandered away from their camp and were picked up by some Cayuse Indians. They took them into their camp overnight for protection from the elements, until they were found late the next day by men from the train searching for them. They both came down with bad colds, which by the time they had reached The Dalles, had become pneumonia. They both died and are buried at The Dalles.

Louis says he knew both good and bad Indians. He said he owed his life and that of his sister's to some tribe of Indians. He and his sister were floating down the Deschutes river in a wagon box and were rescued by some of the redskins.

13. Enos Slover "With his second wife and children, Enos joined the "Ingram Train" going west in 1852, via the Oregon Trail, led by Capt James Ingram. His wife Ann Martha died in childbirth along the babe. She and the baby were buried alongside the trail – the train of wagons passing over the graves to eliminate all trace for fear of desecration by the Indians. Enos arrived in Oregon in October 1852.
(Source: Descendants of Rebecca Ingram Monday).

From Pendleton, the Trail led to The Dalles on the Columbia River where the pioneers embarked on boats and barges and finally arrived in the Willamette Valley, the goal of their ambitious dreams. The wagon train of the great migration of 1852 was 500 miles in length and several wagons in width.

It extended in an unbroken string further than the eye could reach. The wagons were of the Prairie Schooner type, wide and deep and bowed at both ends and were used as boats in crossing some of the deep wide streams encountered in the journey.

Each wagon generally had two or more yoke of oxen, horses or mules, a milk cow or two and carried an average of five people.

14. Comment: In 1852 the section of the Oregon trail shared by all three destinations had 70,000 travelers. With 5 people per wagon that's 14,000 wagons. For a 60 day window to travel through the area wagons would be end to end and the wagon train would appear to be 500 miles long. With poor sanitation and running parallel to rivers cholera would be a real problem. Finding grazing for animals was also difficult.
15. Friday, June 18, 1852 **Paper:** Daily Missouri Republican (St. Louis, MO) **Volume:** XXXI **Issue:** 145 **Page:** 2 California Emigration-Immense Analysis-Prevalence of Cholera-List of Deaths
16. Illustrated History of Central Oregon 1905, pages 756-758 Bio of Samuel Rush
17. Jordan Banks bio by Thomas Rothrock