

Chapter 1 : Meet the Wards on the Oregon trail (edition) | Open Library

About the Book. Recounts the adventures of the Ward family who traveled by covered wagon from Missouri to California along the Oregon Trail in

Trail choices[edit] Travelers across what became the Western United States in the 19th century had the choice of several routes. Some of the earliest were those of the Mexicans in the southwest. Louis and Santa Fe following an 18th-century route pioneered by the Spanish Empire. During the twenty-five years , , to , people "pulled up stakes," and headed west along these trails. About one-third immigrated to Oregon, one-third to California and one-third to Utah, Colorado, and Montana. Once known as Kanessville, Iowa until ; after river dredging in the early s, the latter town at the Missouri-Platte confluence became the most common departure point since it was close in proximity to the River Platteâ€”along which the eastern trails ascend to South Pass above Fort Laramie. The trails from these cities and several others converged in the mostly empty flatlands of central Nebraska near present-day Kearney , in the vicinity of Fort Kearney. From their confluence there the combined trails followed in succession the Platte , North Platte , and Sweetwater rivers westward across the full widths of Nebraska and Wyoming , and crossed the continental divide south of the Wind River Range through South Pass in southwestern Wyoming. The most common vehicle for Oregon and California-bound settlers was a covered wagon pulled by a team of oxen or mules which were greatly preferred for their endurance and strength over horses in the dry semi-arid terrain common to the high plains in the heat of summer. In later years, following the advice of Brigham Young, many Mormon emigrants made the crossing to Utah with handcarts. For all emigrants, the scarcity of potable water and fuel for fires was a common brutal challenge on the trip, which was exacerbated by the wide ranging temperature changes common to the mountain highlands and high plains where a daylight reading in the eighties or nineties can drop precipitously to a frigid seeming nighttime temperature in the low 40s. In many treeless areas, buffalo chips were the most common source of fuel. It crossed what was then the northernmost part of Mexico until the Gadsden Purchase. In the south the forty-niners used the Cooke Wagon Road, until some found a short cut, the Tucson Cutoff. This route became the Southern Emigrant Trail. During the Gold Rush era it was these routes by which many herds of sheep and cattle were driven to California and the goldfields. With the passes of the Sierras and the Rocky Mountains blocked in winter, another winter route, the Mormon Road between Salt Lake City and Los Angeles was developed by a Mormon expedition from their new settlements at and around Salt Lake City, and by some Mormon Battalion soldiers returning to Utah in â€” The first significant use of the route was by parties of Forty-Niners late in , and by some Mormon trains, to avoid crossing the snow bound Sierra Nevada Mountains by linking up with the Old Spanish Trail in southern Utah and closely following it, with alterations to the route of the mule trails only to allow wagons to traverse it for the first time. Soon afterward it was the route Mormon colonists followed to settle southwestern Utah, a mission in Las Vegas and a colony in San Bernardino, California. This wagon route, also called by some of its early travelers the Southern Route, of the California Trail, remained a minor migration route and in the early s a mail route. Up to 50, people, or one-tenth of the emigrants who attempted the crossing continent, died during the trip, most from infectious disease such as cholera , spread by poor sanitation: Hostile confrontations with Native Americans , although often feared by the emigrants, were comparatively rare, prior to the American Civil War. Most emigrants traveled in large parties or "trains" of up to several hundred wagons led by a wagon master. In the government published a guidebook written by Captain Randolph B. Marcy , called The Prairie Traveler, in order to help emigrants prepare for the journey. Pioneered in by William Becknell, it served as a vital commercial highway until the introduction of the railroad to Santa Fe in The route skirted the northern edge and crossed the north-western corner of Comancheria, the territory of the Comanches, who demanded compensation for granting passage to the trail, and represented another market for American traders. Comanche raiding farther south in Mexico isolated New Mexico, making it more dependent on the American trade, and provided the Comanches with a steady supply of horses for sale. By the s trail traffic along the Arkansas Valley was so heavy that bison herds could not reach important seasonal grazing land, contributing

to their collapse which in turn hastened the decline of Comanche power in the region. The Trail was used as the U. Old Spanish Trail[edit] Main article: From central Utah the trail trended southwest to an area now shared by Utah, Nevada and Arizona. Oregon Trail The Oregon Trail, the longest of the overland routes used in the westward expansion of the United States, was first traced by explorers and fur traders for traveling to the Oregon Country. It was the only practical way for settlers in wagons without tools, livestock, or supplies to cross the mountains and usually thought critical to the colonization of the American West. Some of the first to travel the Oregon Trail were Christian missionaries, members of the Methodist Episcopal Church who established the Methodist Mission in Rumors about how the sun always shone there and wheat grew as tall as a man attracted American settlers. The journey to the west was pleasant, but there were dangers and challenges along the route. Children were crushed under the covered wagon wheels, people drowned in rivers, were lost, starved, killed by Native Americans very few pioneers , froze to death, trampled by buffalo, or shot by accident. With these accidents, many pioneers died. About 20, to 30, died on the Oregon Trail along the way in 40 years. American settlers began following the trail in , with the first recorded colonist wagon traingroup being the "Great Migration" of about colonists, led in part by Marcus Whitman. The Territory of Oregon was established shortly afterward, in , and over 12, American settlers made the journey there during the decade. Families usually began their journey at Independence, Missouri, near the Missouri River with the best time to travel is from April to September. Settlers often had to cross flooded rivers. Indians attacked the wagon trains; however, of the 10, deaths that occurred from to , only 4 percent resulted from Indian attacks. Cholera, smallpox, and firearms accidents were the chief causes of death on the trail. Food, water, and wood were always scarce, and the travelers often encountered contaminated water holes. During summer, the trail was crowded with wagon trains, army units, missionaries, hunting parties, traders, and even sightseeing tours. Some travelers complained that they sometimes had to stop early in the day in order to find a good campsite ahead of the crowd. Others spoke of the need to wear masks for protection against the dust kicked up by the heavy traffic. California Trail The main route of the California Trail branched from the Oregon Trail west of Fort Hall, as immigrants went on forward going southwestward into present-day Nevada , then down along the Humboldt River to the Sierra Nevada. The California Trail came into heavy use after the California Gold Rush enticed over , gold-seekers and farmers to travel overland the gold fields and rich farmlands of California during the s and s. Today, over 1, miles of trail ruts and traces can still be seen in the vast undeveloped lands between Capers Wyoming and the West Coast. The Mormon Trail followed part of the Oregon Trail and then branched off at the fur trading post called Fort Bridger , founded by famed mountain man Jim Bridger. Heading south and following river valleys southwestward to the valley of the Great Salt Lake, Brigham Young led the first Mormons into present-day Utah during The Mormon Trail was used for more than 20 years after the Mormons used it and has been reserved for sightseeing. The first segment, across Iowa to the Missouri River, covered around miles. From to , more than 4, Mormons traveled along an integral part of the road west, the Mormon Pioneer Trail. Generally following pre-existing routes, the trail carried tens of thousands of Mormon emigrants to a new home and refuge in the Great Basin. The Mormon pioneers shared similar experiences with others traveling west: They recorded their experiences in journals, diaries, and letters. The Mormons, however, were a unique part of this migration. As it was also motivated by a desire to maintain a religious and cultural identity it was necessary to find an isolated area where they could permanently settle and practice their religion in peace. Southern Emigrant Trail[edit] Main article: Unlike the more northern routes, pioneer wagons could travel year round, mountain passes not being blocked by snows, however it had the disadvantage of summer heat and lack of water in the desert regions through which it passed in New Mexico Territory and the Colorado Desert of California. Subsequently, it was a route of travel and commerce between the eastern United States and California. Many herds of cattle and sheep were driven along this route and it was followed by the San Antonio-San Diego Mail Line in " and then the Butterfield Overland Mail from "â€

Chapter 2 : History: Oregon Trail

As the Wards discovered while they traveled the Oregon Trail in a covered wagon, achieving such goals would be harder than they ever imagined. In the mids, families began going west in search of gold and a better way of life.

Disrupting the Natives Changes to the Native American way of life White emigrants of the overland trail era are often credited with disrupting Native American societies, causing sweeping changes in in their cultures, and precipitating wars. This is not entirely untrue, but the Oregon Trail was merely one chapter in a much longer history. The larger truth is that native lifestyles were disrupted by other Indians and by the arrival of Spanish horses well before the United States came into existence, wars and irreversible cultural changes were caused by government policies older than the Oregon Trail, and most contact between emigrants and Indians on the overland trails was peaceful. Plains Indians were in a constant battle over homelands as migrating tribes shoved aside previous occupants, and the policies of the US government served only to further complicate this situation. In , the Bureau of Indian Affairs was established “ not as an independent federal agency, but as a part of the War Department. Into this uncertainty came the covered wagons headed for Oregon and California. The emigrants distrusted and misunderstood the Indians, seeking revenge for any transgression, no matter how petty. Some emigrants actually shot at Indians for target practice, and guns always came out when Indians stopped by a pioneer encampment to trade. Minor skirmishes were labeled massacres in the press, and the number of dead grew with each retelling of the story at forts and trading posts across the West. They readily learned English and assumed many customs of the whites. Passing the Methodist Shawnee Mission School, established in in Indian Territory just over the Missouri state line from Westport, marked the edge of white civilization. One group included the Oto, Missouri, and Winnebago tribes. Upon reaching the Platte River basin, emigrants came into contact with the tribe believed to be the original in historic times, at any rate inhabitants of the Great Plains: Wars with the Sioux were gradually reducing their numbers, estimated by Lewis and Clark to be around 10, The cholera epidemic of killed perhaps half of those remaining. The Pawnee rarely fought with whites, and they were trusting enough to sell the Army a site for a new fort to protect the overlanders. The Union Pacific even hired them as guards against the Sioux. The next group encountered were the Arapaho and Cheyenne. The Arapaho were religiously opposed to war. Closely associated with the Cheyenne, they were known for their friendliness and desire to trade. The Cheyenne were originally corn farmers from Minnesota but were forced to become buffalo-hunting nomads by the raiding Sioux. They were guests of the Sioux when Custer and his men rode into battle at the Little Big Horn in The Indians causing the most change on the Plains were those who called themselves Dakota or Lakota or Nakota “ whites with different accents heard the Indian words differently. They had migrated to Nebraska and Wyoming by way of Manitoba and the Dakotas, and their arrival on the Great Plains precipitated a long period of warfare and skirmishing with the tribes they pushed aside. Some Sioux farmed corn and augmented this with buffalo, game and fish. Others were nomadic, moving entire villages seasonally. They were a powerful and proud people, and when pushed by settlers they responded with hostility. A highly respected leader of the Sioux during this period was Chief Red Cloud. In , he demanded the abandonment of two forts along the Bozeman Trail. He was defeated after an attack on Fort Laramie. Word of the massacre reached the East Coast population centers on July 4, , and newspapers gave it front page coverage the following day “ the day after the United States of America celebrated its th birthday. The timing was a remarkable coincidence, and it surely contributed to the hostile attitude of many whites toward the Indians. Younger braves had been dancing the Ghost Dance, a religious movement that preached invincibility and promised the return of the great buffalo herds that had been slaughtered by white hunters and settlers. Indian Agents, fearing another uprising, demanded the Sioux be rounded up and moved to Pine Ridge Reservation. The men of the Sioux band were turning over their weapons when a rifle went off. The soldiers started shooting at anyone that moved, including women and children. They even used field artillery against the Indians, many of whom were unarmed. Over Sioux were killed; 31 soldiers died in the crossfire. Congress, swept up in the hysteria of the times along with most everyone else, awarded several Medals of Honor to soldiers at Wounded Knee. In , Indian activists seized the

site of Wounded Knee to publicize the plight of American Indians. Congress was asked to pay compensation to descendants and build a memorial to the fallen Sioux. These were the intermarried Shoshone and Bannocks. The Shoshone, in particular, were friendly to whites. Credit goes to Lewis and Clark for reuniting a Shoshone chief with his sister, their interpreter and guide, Sacajawea. The Shoshone assisted mountain men and Mormons alike. Chief Washakie was a friend of Jim Bridger, and he helped whites with safe passage and boasted that he had never killed a white person. The same could not be said for the Bannocks. The Bannock War was caused by a decrease in buffalo and loss of hunting land. It was then determined by white authorities that the Nez Perce would be better off on a reservation. Young Chief Joseph, however, had promised his father he would never give up the Wallowa Valley. When Joseph refused to accept transfer to a reservation in , the Nez Perce War began. Joseph continually outwitted and embarrassed the Army in what is now a legendary campaign that is still studied by aspiring officers in armies around the world. When it became clear that the Army would accept neither defeat nor compromise, Joseph decided to take his people to Canada, beyond the reach of American soldiers. Slowed down by women, children, and all of their possessions, they still kept ahead of the cavalry. They were captured only one day away from the border north of Yellowstone when the commander of the pursuing Army forces telegraphed ahead to another unit to cut them off. The little children are freezing to death. My heart is sick and sad. From where the sun now stands, I will fight no more forever. Closely associated with, but not as friendly as the Nez Perce, they tolerated Oregon Trail traffic for the first few years. This ended when a measles epidemic at the Whitman Mission led to the killing of the Whitmans by Cayuse warriors in and the ensuing Cayuse War. They held on to their traditional fishing rights along the Columbia River. Many pioneer diaries include references to looking down from the high cliffs to see Indians fishing for salmon at now-inundated Celilo Falls. In the Lower Columbia and Willamette Valley itself, there were estimated to be over Chinook and Kalapuya Indians of various tribes before the arrival of Euro-Americans. Most of the Multnomah Chinook Indians were killed by a malaria epidemic caused by a single Swedish trading ship. Other tribes suffered similar fates. The remainder of the Chinook and Kalapuya Indians were almost finished off by traders who brought malaria and smallpox, diseases to which the natives had no resistance. By the Kalapooya tribal groups were all but extinct, with only remnants of the Tualatin, Santiam, and Yamel Yam Hill tribes, and there were fewer than 50 surviving Clackamas Chinookans. These survivors were sent to the Grand Ronde Reservation. For some, the Oregon Trail was more disruptive than for others.

Chapter 3 : Disrupting the Natives - OCTA

Meet the Wards on the Oregon Trail has 3 ratings and 1 review. Presents history from the perspective of a real family who set out on the Oregon trail to.

In December of , Loren Hastings was walking the stump-filled, muddy streets of Portland, Oregon, when he chanced upon a friend he had known back in Illinois. Hastings had made the trip on the Oregon Trail unscathed, while his friend had lost his wife. Covered wagons dominated traffic on the Oregon Trail. The Independence-style wagon was typically about 11 feet long, 4 feet wide, and 2 feet deep, with bows of hardwood supporting a bonnet that rose about 5 feet above the wagon bed. Emigrants banded together into parties or companies for mutual assistance and protection. Parties usually consisted of relatives or persons from the same hometown traveling together. Organization was required to ensure a successful journey. The most successful groups had a written constitution, code, resolutions, or by-laws to which the emigrants could refer when disagreements threatened to get out of hand. The regulations typically included rules for camping and marching and restrictions on gambling and drinking. There were penalties for infractions, social security for the sick or bereaved, and provisions established for the disposition of shares of deceased members of a party. A typical day started before dawn with breakfast of coffee, bacon, and dry bread. At noon, they stopped for a cold meal of coffee, beans, and bacon or buffalo prepared that morning. Then back on the road again. Around five in the afternoon, after traveling an average of fifteen miles, they circled the wagons for the evening. The men secured the animals and made repairs while women cooked a hot meal of tea and boiled rice with dried beef or codfish. Evening activities included schooling the children, singing and dancing, and telling stories around the campfire. Some trains insisted on stopping every Sunday, while others reserved only Sunday morning for religious activities and pushed on during the afternoon. Resting on Sundays, in addition to giving the oxen and other animals a needed break, also gave the women of the wagon train a chance to tend to their domestic chores — particularly doing the laundry, as the dust on the Trail pervaded every article of clothing exposed to it. Marriages and births were always special occasions, and there were a surprising number of both on the Oregon Trail. Weddings were common either at the jumping off spots or, for those romances that bloomed along the Trail, on the Platte River or at Fort Laramie. There is one story of an orphaned baby who was passed from breast to breast to be fed. Leaving behind keepsakes, heirlooms, or wedding gifts was a painful reality many emigrants had to eventually face. Articles too precious to leave behind in the East were later abandoned along the trail to spare weary oxen. In later years, the Mormons made a cottage industry of salvaging the leeverites and selling them back to emigrants passing through the Salt Lake Valley. This practice, while arguably displaying an enviable entrepreneurial spirit, engendered further ill will between Mormons and Gentiles. The tiring pace of the journey — fifteen miles a day, almost always on foot — got to many an emigrant. Elizabeth Markham went insane along the Snake River, announcing to her family that she was not proceeding any farther. Her husband was forced to take the wagons and children and leave her behind, though he later sent their son back to retrieve her. When she returned on her own, her husband was informed that she had clubbed their son to death with a rock. Perils along the way caused many would-be emigrants to turn back. Weather related dangers included thunderstorms, lethally large hailstones, lightning, tornadoes, and high winds. The intense heat of the deserts caused wood to shrink, and wagon wheels had to be soaked in rivers at night to keep their iron rims from rolling right off during the day. The dust on the Trail itself could be two or three inches deep and as fine as flour. Ox shoes fell off and hooves split, to be cured with hot tar. River crossings were often dangerous: Nearly one in ten who set off on the Oregon Trail did not survive. The two biggest causes of death were disease and accidents. People in good spirits in the morning could be in agony by noon and dead by evening. Symptoms started with a stomach ache that grew to intense pain within minutes. Then came diarrhea and vomiting that quickly dehydrated the victim. Within hours the skin was wrinkling and turning blue. If death did not occur within the first 12 to 24 hours, the victim usually recovered. A letter sent home to an aunt in Iowa from Ash Hollow is now in my possession: You see we have lost 7 persons in a few short days, all died of Cholera. Cities throughout the United States were

struck, and the disease reached the overland emigrants by traveling up the Mississippi River from New Orleans. Adults originating from Missouri seemed to be most vulnerable to the disease. Fortunately, it was prevalent on the Great Plains, and once past Fort Laramie, overlanders were largely safe from cholera at the higher elevations. Accidents were caused by negligence, exhaustion, guns, animals, and the weather. Shootings were common, but murders were rare – one usually shot oneself, a friend, or perhaps one of the draft animals when a gun discharged accidentally. Shootings, drownings, being crushed by wagon wheels, and injuries from handling domestic animals were the biggest accidental killers on the Trail. Any one of these four causes of death claimed more lives than were lost to sharp instruments, falling objects, rattlesnakes, buffalo hunts, hail, lightning, and other calamities. Deaths along the trail, especially among young children and mothers in childbirth, were the most heart-rending of hardships: The wheels run over him and mashed his head and killed him. Stone dead he never moved. It is difficult to find a camping ground destitute of carcasses. I have seen men on passing an animal that has starved to death on the plains, stop and cut out a steak, roast and eat it and call it delicious. Thirty five members of the party died, and many of the 47 survivors ate their own dead. Tales of hostile encounters far overshadowed actual incidents, and relations between emigrants and Indians were further complicated by trigger-happy emigrants who shot at Indians for target practice. A few massacres were highly publicized, further reinforcing the myth. The Ward Train, for instance, was attacked by Shoshones who tortured and murdered nineteen emigrants. One boy escaped with an arrow in his side. Over a 25 year span, up to 65, deaths occurred along the western overland emigrant trails. If evenly spaced along the length of the Oregon Trail, there would be a grave every 50 yards from Missouri to Oregon City.

Chapter 4 : Oregon Trail | HistoryNet

*Meet the Wards on the Oregon Trail (Early American Family) [John J. Loeper] on www.nxgvision.com *FREE* shipping on qualifying offers. Recounts the adventures of the Ward family who traveled by covered wagon from Missouri to California along the Oregon Trail in*

The 2,000-mile east-west trail served as a critical transportation route for emigrants traveling from Missouri to Oregon and other points west during the mid-1800s. Travelers were inspired by dreams of gold and rich farmlands, but they were also motivated by difficult economic times in the east and the diseases like yellow fever and malaria that were decimating the Midwest around it. It could only be traveled by horseback or on foot. By the year 1846, the first of the migrant train of wagons was put together. Work was done to clear more and more of the trail stretching farther West and it eventually reached Willamette Valley, Oregon. There were several starting points in Nebraska Territory, Iowa and Missouri. The many offshoots of the trail and the main trail itself were used by an estimated 300,000 settlers from the 1840s through the 1850s. When the first railroad was completed, allowing faster and more convenient travel, use of the trail quickly declined. It ran beside waterways, stretched across tall-grass and short-grass prairies, wound through mountain passes, and then spanned the Pacific Slope to the promised lands of Oregon and California. One in 17 never made it. This road to the Far West soon became known by another name—the Oregon Trail. Even today, ruts from the wagon wheels remain etched indelibly in the fragile topsoil of the Western landscape. The Oregon Trail opened at a time when the westward settlement and development of the trans-Mississippi West had stalled at the Missouri River; Mexico still claimed all of California, and Alaska remained Russian territory. They came from all directions, by steamboat and over primitive roads that a day or two of heavy rain turned into quagmires. For the most part they were farmers—family men, with wives and children—who had a common goal of seeking a promised land of milk and honey in far-off Oregon, about which they knew as little as they did about how to get there. They did know that the back country of Iowa, Missouri and Arkansas had not proved to be a shining paradise. The doldrums that followed the depression of shrunken the value of land and the price of crops, and malaria ravaged the bottomlands that once had promised so much. Ignorance allowed travelers to advance where fuller knowledge might have rooted them with apprehension. But they were farm folk and had pioneered before. They were adept with wagons, livestock, rifles and axes. The women were used to walking beside the men as wilderness equals. Above all, they were restless—once a farm had been tamed, the narrow horizons of the backwoods communities closed around them. Vast and unclaimed riches far to the west, across the Great Plains, beckoned. It was as if the land itself were pulling the people westward. Meek and Newell managed to get the first wheeled vehicles over the Blue Mountains. The next year, John Bidwell and John Bartleson traveled what would later be christened the Oregon Trail on the first planned overland emigration west to California. At Soda Springs in what is now southwest Idaho one contingent split off for Oregon. Elijah White, the newly appointed Indian agent in Oregon, successfully led men, women and children there. But the real thrust westward came the following year, when the Oregon Trail took on a new significance thanks to the so-called Great Emigration. Peter Burnett was chosen captain, and a so-called cow column for slower wagons and herds of livestock was formed with Jesse Applegate as its leader. Applegate would later provide descriptions of life on the Oregon Trail in his memoir, *A Day with the Cow Column*. Mountain man John Gant was to be chief guide as far as Fort Hall. They would follow the trail left by Meek and Newell. Marcus Whitman, a Protestant missionary and physician who had established a mission in Oregon in 1836, would join the Applegate train on his return west after an eastern visit. Doctors came to be a welcome rarity along the trail. Along with his uncle, Jess traveled with his parents, four brothers, one sister and numerous other relatives. Years later, when he was in his 70s, he wrote *Recollections of My Boyhood*, in which he largely succeeds in portraying events and personalities from the western crossing through the eyes of a young boy. As the Applegate party journeyed across the prairies and over the Rockies, the trek had mostly seemed like grand fun to the boy. At first his recollections bubble with the thrill of adventure. He had traded nails and bits of metal with Indian children and thrown buffalo chips at other white children. Later, though, the recollections become

more somber. Applegate had also experienced the suffering that almost no early traveler on the Oregon Trail could avoid. Food supplies would inevitably become low and water scarce. A bone-wrenching weariness would set in as the miseries mounted. But as the emigrants pushed overland, many lost sight of the vision that had set them going. Yet most travelers summoned up reserves of courage and kept going. They endured every hardship from a mule kick in the shins to cholera. The ones who got through usually did so because of sheer determination. The Applegate train began to assemble in late April, the best time to get rolling. The date of departure had to be selected with care. If they began the more than 2,000-mile journey too early in the spring, there would not be enough grass on the prairie to keep the livestock strong enough to travel. Animals would begin to sicken, slowing up the train. Such slowdowns would often throw off the schedule and sometimes cause major problems down the road. If they waited too long they might later be trapped in the mountains by early winter storms. Over the years, other wagon trains used Westport, Leavenworth and St. Joseph as jumping-off points. The Applegate train used Independence, pre-eminent since as an outfitting center. Since the majority of emigrants were farmers with families, they often chose Murphy farm wagons as their chief means of transport. The heavier the wagon, the more likely it would bog down in mud or cause the team to break down. Frames of hickory bows supported the cloth tops, which protected pioneers from rain and sun. The rear wheels were 5 or 6 feet in diameter, but the front wheels were 4 feet or less so that they would not jam against the wagon body on sharp turns. Metal parts were kept to a minimum because of the weight, but the tires were made of iron to hold the wheels together and to protect the wooden rims. The rims and spokes would still sometimes crack and split, of course, and in the dry air of the Great Plains, they were also likely to shrink, which eventually caused the iron tires to slip off. In fact, when rivers were too deep to be forded and there was no timber to build rafts, the travelers would remove the wheels and float the wagons across. Once he had selected a wagon or two, the pioneer next had to decide on his draft animals. Most emigrants, including Captain Burnett, swore by oxen. Their cloven hoofs tended to splinter on mountain rocks, and oxen could only do about 15 miles a day, while mules did. After flour sacks, food, furniture, clothes and farm equipment were piled on, not much space remained. Space was so limited that, except in terrible weather, most travelers cooked, ate and slept outside. The members of the Applegate train often killed buffalo and antelope, but a more dependable supply of meat was the herd of cattle led behind the wagons. Once the wagons were loaded, the animals gathered and the emigrants reasonably organized, Captain Peter Burnett finally gave the signal for the Applegates and the others to move out. The train included nearly 1,000 persons of both sexes, more than 1,000 wagons, oxen and nearly 1,000 loose cattle. The Great Emigration had begun. Out on the plains in the middle of May, the grass was luxuriant and the wildflowers out in force. The spring storms were often startling in their power. The first miles were a hubbub. Ill-broken oxen and reluctant mules either bolted or sulked in harness, entangled themselves in picket ropes or escaped entirely and sped back to the starting point. When not busy rounding up livestock, the exuberant males of the party quarreled over firewood and water holes and raced for preferred positions in line. Still, for the most part, the travelers had it relatively easy during the first few weeks on the trail as they headed northwest toward Nebraska and the Platte River. Despite the occasional thunderstorm, the weather was usually pleasant. It was a good time to learn to handle a prairie schooner. Jesse Applegate wrote about the workings of a typical day on the trail: This corral of the plains was made the night before by parking the wagons in a circle. The rear wagon was connected with the wagon in front by its tongue and ox chains. It was strong enough to keep the oxen from breaking out, and also served as a barricade in case of Indian attack. Promptly at seven the bugle sounded, and the wagon train was on its way. Women and children often walked beside the trail, gathering wild flowers and odd-looking stones. Boys and young men on horseback kept the loose stock from straying too far, as they trailed along behind the wagons. Oxen were turned loose with their yokes on, so they might graze and rest. Sometimes the officers of the train got together at noon to consider the case of someone who had violated the rules or had committed a crime. He was given a fair trial and, if found guilty, was sentenced according to the nature of his offense. All through the afternoon the oxen plodded, and when the wagons arrived at the spot chosen by the guide as a camping place, preparations were made to spend the night. Livestock were driven out to pasture, tents were pitched, fires built, and supper was on its way. Perhaps hunters came in with choice parts of buffalo or antelope, and everyone enjoyed a feast. Some of the

young folk danced to the music of the fiddle or accordion, while those more serious minded sang their favorite songs, some religious, some sentimental. But youth was not to be denied, the trek was a great adventure, and life stretched far ahead. Many a troth was plighted at the impromptu gatherings along the trail, beside a dim campfire. Various companies took turns at guard duty, one night out of three. Some slept in tents, some in wagons, some on the ground, under the stars.

Chapter 5 : The Oregon Trail () - IMDb

Meet the Wards on the Oregon trail. by John J. Loeper. Publication date Topics Ward family -- Juvenile literature, Ward family, Pioneers -- West.

Lewis and Clark initially believed they had found a practical overland route to the west coast; however, the two passes they found going through the Rocky Mountains , Lemhi Pass and Lolo Pass , turned out to be much too difficult for prairie schooner wagons to pass through without considerable road work. This was ultimately a shorter and faster route than the one they followed west. This route had the disadvantages of being much too rough for wagons and controlled by the Blackfoot Indians. Even though Lewis and Clark had only traveled a narrow portion of the upper Missouri River drainage and part of the Columbia River drainage, these were considered the two major rivers draining most of the Rocky Mountains, and the expedition confirmed that there was no "easy" route through the northern Rocky Mountains as Jefferson had hoped. Nonetheless, this famous expedition had mapped both the eastern and western river valleys Platte and Snake Rivers that bookend the route of the Oregon Trail and other emigrant trails across the continental divide—they just had not located the South Pass or some of the interconnecting valleys later used in the high country. They did show the way for the mountain men , who within a decade would find a better way across, even if it was not to be an easy way. Pacific Fur Company[edit] Main article: Two movements of PFC employees were planned by Astor, one detachment to be sent to the Columbia River by the Tonquin and the other overland under an expedition led by Wilson Price Hunt. Hunt and his party were to find possible supply routes and trapping territories for further fur trading posts. Upon arriving at the river in March , the Tonquin crew began construction of what became Fort Astoria. The ship left supplies and men to continue work on the station and ventured north up the coast to Clayoquot Sound for a trading expedition. While anchored there, Jonathan Thorn insulted an elder Tla-o-qui-aht who was previously elected by the natives to negotiate a mutually satisfactory price for animal pelts. Soon after, the vessel was attacked and overwhelmed by the indigenous Clayoquot killing most of the crew except its Quinault interpreter, who later told the PFC management at Fort Astoria of the destruction. The next day, the ship was blown up by surviving crew members. They abandoned their horses at the Snake River, made dugout canoes, and attempted to use the river for transport. Too far from their horses to retrieve them, they had to cache most of their goods and walk the rest of the way to the Columbia River where they made new boats and traveled to the newly established Fort Astoria. The expedition demonstrated that much of the route along the Snake River plain and across to the Columbia was passable by pack train or with minimal improvements, even wagons. The group planned to retrace the path followed by the overland expedition back up to the east following the Columbia and Snake rivers. Fear of an Indian attack near Union Pass in Wyoming forced the group further south where they discovered South Pass, a wide and easy pass over the Continental Divide. Louis in the spring of Please help improve this article by adding citations to reliable sources. Unsourced material may be challenged and removed. May Learn how and when to remove this template message The first Fort Laramie as it looked prior to He had just completed a journey through much of western Canada and most of the Columbia River drainage system. He was mapping the country for possible fur trading posts. Along the way he camped at the confluence of the Columbia and Snake rivers and posted a notice claiming the land for Britain and stating the intention of the North West Company to build a fort on the site Fort Nez Perces was later established there. Astor, concerned the British navy would seize their forts and supplies in the War of , sold to the North West Company in their forts, supplies and furs on the Columbia and Snake River. The North West Company started establishing more forts and trading posts of its own. That year the British parliament passed a statute applying the laws of Upper Canada to the district and giving the HBC power to enforce those laws. In theory, the Treaty of Ghent , which ended the War of , restored possession of Oregon territory to the United States. Breaking up Camp at Sunrise, by Alfred Jacob Miller By overland travel, American missionaries and early settlers initially mostly ex-trappers started showing up in Oregon around In the early s thousands of American settlers arrived and soon greatly outnumbered the British settlers in Oregon. These new emigrants often arrived in Oregon tired,

worn out, nearly penniless, with insufficient food or supplies, just as winter was coming on. McLoughlin would later be hailed as the Father of Oregon. By the HBC started using two brigades, each setting out from opposite ends of the express route—one from Fort Vancouver on the Columbia River and the other from York Factory on Hudson Bay—in spring and passing each other in the middle of the continent. Modern political boundaries shown. The fort quickly became the center of activity in the Pacific Northwest. Every year ships would come from London to the Pacific via Cape Horn to drop off supplies and trade goods in its trading posts in the Pacific Northwest and pick up the accumulated furs used to pay for these supplies. It was the nexus for the fur trade on the Pacific Coast; its influence reached from the Rocky Mountains to the Hawaiian Islands, and from Russian Alaska into Mexican-controlled California. At its pinnacle in about 1825, Fort Vancouver and its Factor manager watched over 34 outposts, 24 ports, 6 ships, and about 100 employees. When American emigration over the Oregon Trail began in earnest in the early 1840s, for many settlers the fort became the last stop on the Oregon Trail where they could get supplies, aid and help before starting their homesteads. Fort Victoria was erected in 1843 and became the headquarters of operations in British Columbia, eventually growing into modern-day Victoria, the capital city of British Columbia. The most heavily disputed portion is highlighted. By the HBC had three forts: With minor exceptions they all gave substantial and often desperately needed aid to the early Oregon Trail pioneers. They used most of the York Express route through northern Canada. In 1846, the Oregon Treaty ending the Oregon boundary dispute was signed with Britain. The British lost the land north of the Columbia River they had so long controlled. The new Canada–United States border was established much further north at the 49th parallel. The treaty granted the HBC navigation rights on the Columbia River for supplying their fur posts, clear titles to their trading post properties allowing them to be sold later if they wanted, and left the British with good anchorages at Vancouver and Victoria. It gave the United States what it mostly wanted, a "reasonable" boundary and a good anchorage on the West Coast in Puget Sound. While there were almost no United States settlers in the future state of Washington in 1846, the United States had already demonstrated it could induce thousands of settlers to go to the Oregon Territory, and it would be only a short time before they would vastly outnumber the few hundred HBC employees and retirees living in Washington. These descriptions were mainly based on the relative lack of timber and surface water. The images of sandy wastelands conjured up by terms like "desert" were tempered by the many reports of vast herds of millions of Plains Bison that somehow managed to live in this "desert". The next available land for general settlement, Oregon, appeared to be free for the taking and had fertile lands, disease free climate yellow fever and malaria were prevalent in much of the Missouri and Mississippi River drainage then, extensive uncut, unclaimed forests, big rivers, potential seaports, and only a few nominally British settlers. Fur traders, trappers and explorers[edit] Fur trappers, often working for fur traders, followed nearly all possible streams looking for beaver in the years 1820–40 the fur trade was active. Besides discovering and naming many of the rivers and mountains in the Intermountain West and Pacific Northwest, they often kept diaries of their travels and were available as guides and consultants when the trail started to become open for general travel. The fur trade business wound down to a very low level just as the Oregon trail traffic seriously began around 1840. They were looking for a safe location to spend the winter. Smith reasoned since the Sweetwater flowed east it must eventually run into the Missouri River. Trying to transport their extensive fur collection down the Sweetwater and North Platte River, they found after a near disastrous canoe crash that the rivers were too swift and rough for water passage. On July 4, 1840, they cached their furs under a dome of rock they named Independence Rock and started their long trek on foot to the Missouri River. Upon arriving back in a settled area they bought pack horses on credit and retrieved their furs. They had re-discovered the route that Robert Stuart had taken in 1825 eleven years before. Thomas Fitzpatrick was often hired as a guide when the fur trade dwindled in 1840. Jedediah Smith was killed by Indians around 1842. The exploration of the West by Jedediah Smith Up to 3, mountain men were trappers and explorers, employed by various British and United States fur companies or working as free trappers, who roamed the North American Rocky Mountains from about 1820 to the early 1840s. They usually traveled in small groups for mutual support and protection. Trapping took place in the fall when the fur became prime. Mountain men primarily trapped beaver and sold the skins. Some were more interested in exploring the West. The trading supplies were brought in by a large party using pack trains

originating on the Missouri River. These pack trains were then used to haul out the fur bales. They normally used the north side of the Platte River—the same route used 20 years later by the Mormon Trail. For the next 15 years the American rendezvous was an annual event moving to different locations, usually somewhere on the Green River in the future state of Wyoming. Each rendezvous, occurring during the slack summer period, allowed the fur traders to trade for and collect the furs from the trappers and their Indian allies without having the expense of building or maintaining a fort or wintering over in the cold Rockies. Trapper Jim Beckwourth described the scene as one of "Mirth, songs, dancing, shouting, trading, running, jumping, singing, racing, target-shooting, yarns, frolic, with all sorts of extravagances that white men or Indians could invent. He had a crew that dug out the gullies and river crossings and cleared the brush where needed. This established that the eastern part of most of the Oregon Trail was passable by wagons. In the late s the HBC instituted a policy intended to destroy or weaken the American fur trade companies. Beginning in , it visited the American Rendezvous to undersell the American traders—losing money but undercutting the American fur traders. By the fashion in Europe and Britain shifted away from the formerly very popular beaver felt hats and prices for furs rapidly declined and the trapping almost ceased. Map of the Green River watershed Fur traders tried to use the Platte River, the main route of the eastern Oregon Trail, for transport but soon gave up in frustration as its many channels and islands combined with its muddy waters were too shallow, crooked and unpredictable to use for water transport. The Platte proved to be unnavigable. The Platte River and North Platte River Valley, however, became an easy roadway for wagons, with its nearly flat plain sloping easily up and heading almost due west. There were several U. He explored most of Idaho and the Oregon Trail to the Columbia. The account of his explorations in the west was published by Washington Irving in In , Henry H. The group was the first to travel in wagons all the way to Fort Hall, where the wagons were abandoned at the urging of their guides. They used pack animals for the rest of the trip to Fort Walla Walla and then floated by boat to Fort Vancouver to get supplies before returning to start their missions. Other missionaries, mostly husband and wife teams using wagon and pack trains, established missions in the Willamette Valley, as well as various locations in the future states of Washington, Oregon, and Idaho. Early emigrants[edit] On May 1, , a group of eighteen men from Peoria, Illinois , set out with the intention of colonizing the Oregon country on behalf of the United States of America and drive out the HBC operating there. The men of the Peoria Party were among the first pioneers to traverse most of the Oregon Trail. The men were initially led by Thomas J. Farnham and called themselves the Oregon Dragoons. They carried a large flag emblazoned with their motto "Oregon Or The Grave". Meek , and their families reached Fort Walla Walla with three wagons that they had driven from Fort Hall. Their wagons were the first to reach the Columbia River over land, and they opened the final leg of Oregon Trail to wagon traffic.

Chapter 6 : Oregon Trail - Wikipedia

Get this from a library! Meet the Wards on the Oregon trail. [John J Loeper] -- Recounts the adventures of the Ward family who traveled by covered wagon from Missouri to California along the Oregon Trail in

Between 1840 and 1860, hundreds of thousands of people traveled westward on the trail. Many of them traveled in large wagon trains using covered wagons to carry their belongings. It stretched for around 2,000 miles and through six different states including Missouri, Kansas, Nebraska, Wyoming, Idaho, and Oregon. Along the way, travelers had to cross all sorts of rough terrain such as the Rocky Mountains and the Sierra Nevada Mountains. Sometimes these wagons were called "Prairie Schooners", because they were like boats going over the vast prairies of the west. The wagons were made of wood with iron around the wheels like tires. The covers were made from waterproofed cotton or linen canvas. The typical covered wagon was about 10 feet long and four feet wide. Most of the settlers used oxen to pull their wagons. The oxen were slow, but steady. Sometimes mules were used as well. A fully loaded wagon could weigh as much as 20,000 pounds. A lot of the time the pioneers walked alongside the wagons. Dangers Traveling the Oregon Trail in the 1840s was a dangerous journey. As a matter of fact, many records show that Native Americans helped many of the travelers along the way. The real danger was from a disease called cholera that killed many settlers. Other dangers included bad weather and accidents while trying to move their heavy wagons over the mountains. Conestoga wagon on Oregon Trail from the National Archives Supplies The pioneers were able to bring very little with them. When they left their homes in the east, they had to leave most of their belongings. The covered wagon was mostly filled with food. It took over a 10,000 pounds of food to feed a family of four on the trip out west. They took preserved foods such as hard tack, coffee, bacon, rice, beans, and flour. They also took a few basic cooking utensils such as a coffee pot, some buckets, and an iron skillet. They only had room to pack two or three sets of tough clothing. They packed candles for lighting and a rifle to hunt with along the way. Other items included tents, bedding, and basic tools such as an axe and a shovel. Other Trails Although the Oregon Trail was the most used wagon trail, there were other trails that led out west. Interesting Facts about the Oregon Trail In 1846, a guide was published describing the overland journey to California. There were reports of the trail being littered with items that people cast off along the way. These included books, stoves, trunks and other heavy items. It took about five months for a wagon train to make the journey. The first major migration took place in 1846 when a single large wagon train of wagons and people made the trip. The trail was popular until the transcontinental railroad connected the east to the west in 1869. In 1933, the U. S. Congress officially named the trail the Oregon National Historic Trail. Although much of the trail has been built over through the years, around 100 miles of it has been preserved and you can still see the ruts made from the wagon wheels. Activities Take a ten question quiz about this page. Listen to a recorded reading of this page: Your browser does not support the audio element.

Chapter 7 : Accelerated Reader Bookfinder US - Book Detail

Meet the Wards on the Oregon Trail. Summary Note: summary text provided by external source. Presents history from the perspective of a real family who set out on the.

HoneyFlow4 - favoritefavoritefavoritefavorite - October 18, Subject: Can you play this on iPad? This is a great game, but is it possible to play this on iPad? Also, is there anywhere it can be downloaded Reviewer: Alarakgamer - favoritefavoritefavoritefavorite - October 8, Subject: I love this game! All you really have to do is just reload the page a couple times and it should work fine. I love this game so much and its very historically accurate. The Oregon Trail is a very fun game and it works fine. Stop expecting every game in to be amazing that are popular. Had to restart and lost data. Would be helpful if there was a save button. Instead of trying to mute the game, just turn off your volume all together. Why would a game like this have in-app-purchases anyway? If you do not press the shift button and enter your names in lowercase, the game runs fine. I hope this helped you! BetoPlacido - favoritefavoritefavoritefavorite - September 8, Subject: But I came here just because "Teen Titans Go! Elliander Eldridge - favoritefavoritefavorite - June 27, Subject: Would prefer a download version. It was fun, but it has a few issues. The second was that, when hunting, it would occasionally "stick" on shooting. That was really annoying, considering how important resources are to this game. No, it opened a new page. Why was this a problem? I just hit that stuck spacebar bug and wanted to mention it, but when I clicked back the entire game started over. If this game was downloaded I could have saved the state of the dosbox or something to effectively save my game, but now I have to start over. On the plus side, even though full screen mode disables the mouse, pressing alt-tab brings it back so I can use my other monitors while I play, although if I mute the audio to listen to music the music of a new place still plays. I realize that these negatives are about user interface, rather than the functional elements of the game, but user interface is a big part of the player experience. Very nice game I actually got Top 10 once. Overall, this game is very fun and addicting. Kobi2Poppylaidman - favoritefavoritefavoritefavorite - April 6, Subject: My friend got 3k points but is not up there. Is the leaderboard forever stuck like that? Played it when I was still in elementary school! Permission to use a screen print? It will follow the entire 1, mile Oregon National Historic Trail. Can I use a screen print from the game for free, educational purposes? I love this game. It is not my favorite thought Oregon Trail II is my favorite. There is a handheld version of this you know. I am not too good. SchmidtyJR - favoritefavoritefavoritefavorite - March 19, Subject: It is so fun to play, but it takes awhile to load. You can refresh the page or just wait. Henric Hathaway - favoritefavoritefavoritefavorite - March 16, Subject: How to play When you open the tab wait untill it stops loading, the blue circle on the tab stops spinning then you click on the play button, it should work then. When hunting, use enter to move around to. Nira - favorite - March 9, Subject: This Game Wont Load I tried to play this game at my school and each time I clicked play it said failed emulator. I might change my review once I can actually play the game Reviewer: ConnorEmTrigger - favoritefavoritefavoritefavorite - March 5, Subject: Awsome Even though this game is 13 years older than me I give it a 5 star it is amazing. Harry Clothier - favoritefavoritefavoritefavorite - March 5, Subject: Love this game I love this game. I play it all the time in school. My record is as the farmer. PuppyBoy - favoritefavoritefavoritefavorite - February 22, Subject: Goku Anyone else like the new female character in dragon ball fighterZ? It reminds me of oregon trail <https://> Gabriel Messina - favoritefavoritefavoritefavorite - February 8, Subject: Good Very good game for educational reason Reviewer: Abrcclam - favoritefavoritefavoritefavorite - January 30, Subject: This can be fixed by resetting the tab though. Once opened it is a great simulation. Meeegan - favoritefavoritefavoritefavorite - January 22, Subject: Gravestone If you ever see the gravestone that says: LOL Jiffer Agapi has arrived and domination has begun. Diamond - - December 21, Subject: Swany - - December 20, Subject: Sbattaile - favoritefavoritefavoritefavorite - December 14, Subject: Forrester7 - favoritefavoritefavoritefavorite - December 5, Subject: Fun Its just a lot of fun and so random. The next you lose your entire family to one rock. This game ruined my life This game is like heroin to my family we never stop playing. I just cant get enough. LOL i think i messed up at the first decision, i chose 6, and it

brought me to a coding thing, i was fine and was spammin widdit lol. The rEactor - favoritefavoritefavoritefavoritefavorite - November 15, Subject: Nostalgia I remember playing this years ago. Glad to see it still works today Reviewer: Anonymous - favoritefavoritefavoritefavoritefavorite - November 13, Subject: IkeIsaac - favoritefavoritefavoritefavoritefavorite - November 10, Subject:

Chapter 8 : Meet the Wards on the Oregon Trail by John J. Loeper

At once a majestic journey across the West, a significant work of history, and a moving personal saga, The Oregon Trail draws readers into the journey of a lifetime. It is a wildly ambitious work of nonfiction from a true American original.

Chapter 9 : A thousand pioneers head West on the Oregon Trail - HISTORY

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