

JANUARY
1993

NEWS FROM THE PLAINS

THE OREGON-CALIFORNIA TRAILS ASSOCIATION NEWSLETTER

P.O. Box 1019, Independence, MO 64051-0519 Phone and FAX 816-252-2276

WHO WAS WILLIAM CLARY?

by Randy Brown

The Graves and Sites Committee has placed a marker at the grave of William L. Clary. The Clary grave has been known since the settlement era, but until recently no information on the person of William Clary had been found. According to the diary of Cyrus C. Loveland, William Clary of Ashley, Missouri, traveled with an overland-to-California cattle drive in 1850.

Cattle drives along the Oregon-California Trail were fairly common during the 1850's, but are poorly documented. They are scarcely mentioned in diary accounts of the era. The Loveland diary, written by a member of a cattle drive, is unique, and the survival of the Clary grave adds greatly to its interest.

Loveland spells the name "Clarey," but the 1850 census for Pike County, Missouri, confirms that the spelling found on the headstone, "Clary," is correct. The census record finds William, age 19, and John A., 17, in the household of their presumed parents, Daniel and Rachel Clary. William and John had one brother, nine year-old Abraham, and four little sisters. Living nearby in the rural Ashley area were several households of the Crowe clan. A senior member, Walter, was the main organizer and captain of the subsequent cattle drive.

Walter and two sons had traveled overland to California in 1849. Almost immediately he had returned to Missouri via Panama and New Orleans to purchase cattle and prepare for the trip back over the plains to California. Walter did not live to enjoy the fruits of his labors. He died just before the company reached their final destination.



Left: Wm. Clary stone as it looked at the gravesite in the 1950's. It is no longer found at the site.

DEADLINES FOR NEXT ISSUES OF NFP

For the Apr. 1993 issue,
the deadline is March 1

For the July, 1993 issue,
the deadline is June 1

For the Oct. 1993 issue,
the deadline is Sept. 1

The headstone marking the Clary grave still lay at the site until the late 1970's. A photograph of it taken in the 1950's has survived. The inscription clearly reads, "WM. L. CLARY, JUNE 21, 1850." A flat slab of rock still at the grave is believed to have been a footstone. The grave was fenced in the early 1930's. Despite being set in concrete, cattle destroyed this fence within a few years. OCTA's Graves and Sites Committee built the current fence in 1988. Since cattle are no longer pastured in the fields around the grave, it is hoped that this fence and the new marker will last for many years.

OCTA members are urged to visit this site when they are in the vicinity of Torrington, Wyoming. The current

continued on next page •••••

Right: The William Clary gravesite as it looks today, fenced and marked by OCTA. photo by Randy Brown



• • • continued

landowner and lessor welcome interested visitors, and an hour or two in the area will be rewarding for all trail fans. One can begin at the Henry Hill grave and follow deep trail swales for several miles over the bluffs to Hunton Meadows, a favored wagon train campground. Rifle pits dug by Fort Laramie soldiers on hay cutting details in the 1860's can be found near the river.

Up the next hill west is located the grave of Charles Bishop who traveled with J. Goldsborough Bruff in 1849. This hill is named Jamison Bluff after a mule skinner killed by Indians in the 1860's or 70's. His rock covered grave and that of a companion can be found not far from the Bishop grave. A mile or

two farther west is an unidentified trail grave, and a mile farther south is the Clary grave.

From the Clary grave, follow the trail west and one will find huge swales cut into the bluff where the route de-

scends to the river bottom. OCTA trail markers have been placed on the main trail throughout this area. Permission to visit must be obtained from the landowner. It will be cheerfully given. Contact Gary Nickal or Butch Anderson, both of Torrington.

The marker placed by OCTA at the Clary grave reads as follows:

WILLIAM L. CLARY

Until recently this grave was marked by a headstone that read: Wm. L. CLARY JUNE 21 1850.

On July 3, 1850, Micajah Littleton passed this place and in the evening recorded inscriptions of grave markers he had seen that day. Among nine listed were Geo. A. Gillum, June 21, and Wm. D. Clark, also June 21. Littleton may have erred in copying the "Clark" marker, for it is believed that this is indeed the grave of William Clary of Ashley, Pike County, Missouri. Clary died within a few hours of his messmate, George A. Gillum, while they camped with their company on the river below this hill.

Clary and Gillum traveled with a Missouri-to-California cattle drive organized in Pike County by Walter and John Crow. Daniel Clary and his family were neighbors of the Crow Clan, and two Clary boys - William, 19, and John, 17 - joined the company captained by Walter Crow.

The company was made up of forty-six men mainly from Pike and Lincoln counties in Missouri. They left the contiguous United States west of Independence, Mo., on May 13 with 721 head of loose cattle and sixty-four head of work steers, plus about ten wagons. Apparently William and John Clary were not working for the Crows, as their mess is listed by diarist Cyrus C. Loveland as "a team that traveled with us."

Many of the men were plagued by ill health. On June 10 Levi Armstead of Ashley died near Ash Hollow. On June 15 the Crow company camped on the river near here, and later that evening the Gillum-Clary group came up. They had been left behind on the 13th because of the illness of George Gillum. The next day the main party again went on and left the Gillum-Clary team behind. Left also were two groups from the Crow company to help with the sick, and for at least six days this party remained in camp tending men too ill to travel.

On July 3 the main party camped near Devil's Gate, determined to wait until the balance of the company could catch up. The next day they celebrated Independence Day with a meal of fresh beef and peach pie. Loveland's diary for July 4 reads as follows:

This evening we heard from our company behind by the arrival of John Clary. They have had three deaths since we left them: John Mosier died the 19 June, from Pisgah, Cooper County, Missouri; William Clary died on 20th June, from Ashley, Pike County Missouri; George Gillam died the 21st June, from Louisville, Lincoln County, Missouri. They all died with the cholera.

Presumably the graves of John Mosier and George Gillum are close to that of Clary, but only the Clary headstone survived to be recorded by later historians. Although it, too, has now disappeared, its memory allows us to identify, commemorate, and to preserve the grave of William L. Clary, for many years to come.

Researched and placed by the:
Oregon-California Trails Association

1992

PRESIDENT'S CORNER

As this is being written, I am looking out the window at a Thanksgiving Eve blizzard. It is a reminder of some of the perils the emigrants faced 150 years ago, especially as so well documented by the recent PBS showing of "The Donner Party." Although it was a grim story, the research that was done was excellent and I especially appreciated the credits extended by Ric Burns and his group to the many OCTA people that helped in the production. And I thought that the be-whiskered Don Buck's comments on camera were 'just right'!

Bill Bullard has been appointed chairman of a Bylaws Committee to update our existing bylaws. Bill and his committee may have revisions for the membership to consider by August 1993 at the Baker City Convention.

Dick Ackerman, convention chairman, and his committees are hard at work planning and preparing for our next convention in Baker City. The '93 convention should be especially exciting for all of us, since it coincides with the Sesquicentennial anniversary of the 1843 Great Migration to Oregon. Many trail states and localities are planning activities during 1993 which will greatly benefit the trail.

The annual mid-year board meeting has been set for March 27, 1993. In preparation for the meeting board members have been asked to review and comment on many current issues and future opportunities facing OCTA. If any of you are able to attend Saturday's meeting, you are certainly welcome.

Although our excitement has not waned since the Cal-Pony Bill was passed last summer, the change in administrations in Washington will cause some delays in implementation until a new Secretary of Interior is chosen. Bill Watson, our National Trails Committee Chairman has already enlisted a steering committee to prepare for the work ahead on the California Trail system.

I would like to encourage all the OCTA Chapters to key on June 5, 1993, which is National Trails Day. That day will be a great opportunity to schedule special activities such as treks, site dedications or rededications, symposia, etc. The local media should be very interested in any activities on that day. Good opportunity for publicity for the trails.

As I think back over the past year, how very much I want to thank the volunteers, the chapters, and the board and officers for all the fine work you have done to make this a great year for OCTA and the trails.

A very happy and meaningful Holiday season to all of you.

Ross Marshall

BAKER CITY CONVENTION UPDATE

Mark your calendars and join us in
Baker City August 8 through 15, 1993.

There are several opportunities for your travel... much as there were opportunities for early day travellers. The convention promises to blend history and 1993 sesquicentennial activities - the old and the new.

TRAVEL ARRANGEMENTS

Baker City lies about 1,600 miles from Missouri River jump-off points along the route of the Oregon Trail. Of course, our ancestors came by wagon train... However, you can fly to Boise (about 120 miles east of Baker City) and drive along the route of the Oregon Trail. Or, you can fly into Portland, Oregon, (about 300 miles west of here) and travel east along either the Columbia River or the Barlow Road. We are exploring possible options of taking Amtrak from both locations. The train often travels directly along the route of the trail and it's a great chance to see trail scenery from a different perspective. At times, Amtrak provides Oregon trail interpreters.

CONVENTION HEADQUARTERS

Baker City is ready for you. While convention headquarters are located at the Best Western Sunridge Inn, all motels are minutes away.

ACTIVITIES

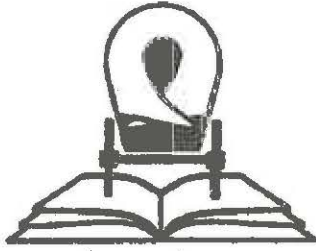
Come early for a pre-convention day-long walk across Virtue Flat along the ruts of the Oregon Trail. Watch history come alive. Schedule time to spend at the National Historic Oregon Trail Interpretive Center. Explore northeastern Oregon as you follow in the footsteps of settlers in the Lone Pine Valley.

MORE INFORMATION

Watch your mailbox. Additional information will be in the next NFP and your registration packet will arrive in the spring.

Jonne Hower
(503) 523-6391 ext 432

Ric Ingham
(800) 532-1235



REPORT FROM COED TEST SEARCH

The COED Committee would like to thank all the OCTA members who submitted names inquiries during our test of the database this past summer. The test provided valuable information and experience in searching names. It will help us to fine tune forms and procedures that will be used once the database is opened to inquiries from the general public for genealogical purposes.

OCTA members submitted a total of 194 requests. Of those, 107 resulted in printouts with the literal and/or phonetic matches of the name requested. Because of limited time and resources, a few inquiries had to be returned because they were received late. We apologize and hope those requests will be resubmitted again.

Since the test, 8,000 more names have been added to the database. Another test is being planned to run, probably after the mid-year board meeting.

With this in mind, the COED Committee would like to ask for comments from those who participated last July. Was the inquiry form easy to understand and use? If you received a printout, did you have any trouble reading it? What comments do you have in general about the name search? If you currently use any manual or computerized genealogical search services, what do you like and dislike about them? What do they charge for the service? These comments will be taken into consideration and put to use for the next inquiry test.

Please send your comments to Kathy Roubal, P.O. Box 6598, Tahoe City, CA 96145. Thanks again for your participation and interest in the COED program. We appreciate your support.

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FOUR DIRECTORS TO BE ELECTED

The Nominating and Leadership Committee (David Bigler, Chairman) reports that four members of OCTA's Board of Directors are to be elected at the annual meeting in Baker City, Oregon in August. Suggested candidates and nominations are now being accepted.

Terms expire in 1993 for William C. Bullard, Larry Jones, Rose Ann Tompkins and Lee Underbrink. Jones has served two consecutive terms, and therefore is not eligible for reelection at this time. William C. Bullard, Rose Ann Tompkins and Lee Underbrink are eligible for reelection, each having served only one three year term.

According to OCTA's bylaws, all current members of OCTA are eligible to be nominated and/or to submit one or more suggestions for nomination. Also any current OCTA member may submit one or more written and signed nominations as long as each contains written and signed endorsements from three additional members.

Whether the suggested or endorsed nominee is new, a previous nominee, or an incumbent, the bylaws require that the following material be submitted to the Chairman of the Nominating and Leadership Committee before the nomination can be considered:

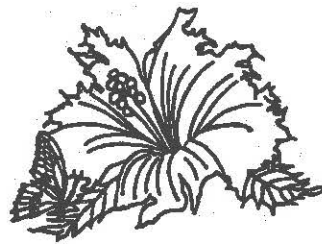
- A brief description of the person's trail qualifications and experience.
- A brief description of the person's activities.
- A statement of willingness to serve, if elected, signed by the nominee.

Deadline for receiving suggestions and nominations is April 1.

Ballots will be mailed in May.

Nominations should be mailed to:

David Bigler phone - (801) 576-9316
11696 S. Oak Manor Dr.
Sandy, UT 84092



OCTA recently received knowledge of the death of member Orville "Ray" Rea of Oregon City, Oregon. Mr. Rea's wife, Marijane, reports that her husband died on September 9, 1992 of a heart attack. They would have attended the Rock Springs convention had he felt well.

OCTA sympathizes with Mrs. Rae as we lose another trail enthusiast.

From time to time we receive news of a member's death and so acknowledge them. We would appreciate knowing about the death of OCTA members along with information about their trail interests and/or activities.

NEWS FROM HEADQUARTERS

Jeanne Miller, Headquarters Manager

At the Wyoming Convention, I heard raves about a paper given by Fred Gowans about Fort Bridger. Mr. Gowans has at least three books presently in print, and OCTA is offering them in the store.

Fort Bridger, Island in the Wilderness by Fred R. Gowans and Eugene E. Campbell.

Fort Bridger was the initial trading post established specifically to serve the covered wagon trains to the far west. Not only did it supply westbound emigrants, but it also catered to the Indian trade. It became a U.S. Military Fort and continued that role until 1890.

8 1/2" x 11", paperback.....\$10.95

Mountain Man and Grizzly by Fred R. Gowans.

Encounters between the mountain men and the fierce grizzly, as recorded in journals and letters from the era of the fur trade.

hardback.....\$10.95

There is a third Gowans book that we hope to have shortly entitled **Rocky Mountain Rendezvous**. It is in paperback at \$10.95.

Discover the Oregon Trail a Children's Education Activity Book With Parent.

This book includes word games, puzzles, matching games, secret codes, how-to-draw, projects, maps and much more. In this discovery booklet, readers learn about the pioneers that journeyed across prairies, deserts, rivers and mountains to the unknown wilderness of the Oregon Territory. Information is presented in a light-hearted, creative manner to involve the reader actively. Children and adults learn about the significance and importance of the Oregon Trail.

32 pp, 8 1/2" x 11"\$3.95

Remember, Book Prices for members are less 10% Postage and handling are \$3 for first book; \$1 for each additional book.

OCTA has received two memorial contributions and wishes to acknowledge them and to extend our sympathy: Lois Johnson, in memory of her husband, G.L. Johnson, Jr.; and from John and Donna Fisher, in loving memory of their mother, Mrs. Sandy Deiter.

By now you should have received the 1993 OCTA catalog and the latest roster. Please let us know if yours has gone astray, and we'll send another.

OCTA would like to help the National Frontier Trails Center complete their files of state historical journals and regional periodicals about the west.

If you have a collection of any of these and are willing to contribute them to OCTA, we'll place them on indefinite loan in the library of the Trails Center.

They need journals from California, Oregon, New Mexico, Idaho, Colorado, Oklahoma, Nevada, New Mexico and Washington.

Their files are nearly complete with Nebraska and Kansas materials and have Missouri Historical Reviews from 1964.

Please send them to OCTA's attention at 524 S. Osage, Independence, MO 64050, and we'll transfer them to the center.



FROM THE EDITOR

While most of you are enjoying the warmth of your fireplaces, and slip-sliding your way around your icy streets and roads, those of us in the Southwest often find this the best time to search for trails. Over the long Thanksgiving weekend, I was privileged to be a part of a few who were banging over the back roads in southwest New Mexico, looking for part of the Southern Trail.

Perhaps there were no great discoveries in our weekend, but it was a glorious time to be outside, enjoying the fresh air, intense blue sky and occasional wildlife. We laughed ourselves silly, ate great Mexican food and truly got away from the hectic pace we all keep so much of the time.

One of the biggest personal feelings I get from such times, besides the camaraderie of like-minded people, is being in a place where the travelers of 150 years ago saw the same scenes I can see today. The endless vistas of the open spaces, the mountains standing as impediments all around and the harshness of that environment are still there, little touched even today by our "civilized" world.

Just another good reason I value my membership in OCTA.

Next deadline - March 1.

Rose Ann Tompkins, Editor
1125 W. Mission Dr.
Chandler, AZ 85224
(602) 963-3565

SHERMAN COUNTY, OREGON PLANS CELEBRATIONS

Sherman County residents, their visitors and the Sherman County Historical Society will celebrate the Oregon Trail Sesquicentennial in 1993 with a new exhibit in the museum in Moro, Oregon. The exhibit, called "Oregon Trails, Rails and Roads in Sherman County", is funded in part by the Oregon Council for the Humanities.

Tours following the route of the county's main trail segment will be offered by appointment, May through October, on Fridays and weekends, beginning at the museum exhibit in Moro. The narrated tour will include the exhibit, a hiking option above the John Day River, box lunches on the river bank, and the route to the Columbia and Deschutes River crossing. For reservation call (503) 565-3209 or (503) 565-3274.

A significant inscribed basalt column originally located somewhat west of the John Day River crossing will be re-installed and interpreted. The society's trail marker near the John Day River will be enhanced by a BLM interpretive structure.

Festivities are planned for the season opening of the museum in Moro in early May. Signs at trail crossings of county roads and visitor information at strategic locations will be in place by summer.

Shery Kaseberg
Museum Coordinator

Taken from *Journal of Travels from Putnam County, Missouri to Portland, Oregon May 8, 1862 to October 1, 1862* by T. J. Stites

"July 10, 1862 - Traveled eighteen miles this day, road leading up Sweetwater River. Passed Split Rock at which Young shot Scott last Sunday. Young and Scott were going to the mines in Eastern Oregon, having joined teams at Pike's Peak. They had a difficulty or dispute about the team whereupon Young became enraged and shot Scott. Young was taken into custody by a train of emigrants, tried, condemned and shot. This night we had a party and wedding in camp, the contracting parties being Alonzo Spear and Emma Popelly, the former being from Scotland County, Missouri, and the latter from Sullivan County, Missouri."

Typescript copy located in the Western Historical Manuscript Collection, University of Missouri, Columbia, Missouri

(The following news release is from Donovan Yingst, OCTA's Idaho Chairman for COED and a member of the Board of Directors of the Idaho Genealogical Society.)

THE OREGON TRAIL PROJECT

The Oregon Trail Project is issuing special certificates to anyone whose ancestors came west via the Oregon Trail between the years 1811 and 1911.

"This is a tribute to those hardy pioneers who came overland by wagon, handcart or foot along the Oregon Trail, said Jane Walls Golden, chairperson of the Oregon Trail Project. "Entire families, with all their worldly possession in tow, left homes and loved ones to follow an inner voice that promised a better life 'out west'."

Recognizing descendents of Oregon Trail travelers commemorates the sesquicentennial of westerly migration, Golden explained.

To qualify for an Oregon Trail certificate, Golden said applicants must prove direct descent from a person who traveled any part of the Oregon Trail between 1811 and 1911. The certificates are \$10 each. To receive an application or more information, write to the Oregon Trail Project at 4620 Overland Rd., #206, Boise, Idaho 83705.

The Oregon Trail Project of Idaho is a non-profit organization dedicated to collecting, archiving and publishing data about the Oregon Trail. It is a project of the Idaho Genealogical Society.

NEWS FROM THE PLAINS

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Rose Ann Tompkins, Editor

TRAIL BITS

MATTES GUILT COMPLEX ALLEVIATED

Dear Merrill,

Away with the guilt complex! This OCTA lady is so pleased that you found the green Avon magnifying glass helpful for studying maps. We have several of them - carry one in each car and also take them on trips. I tried to find you to tell you to keep the magnifying glass if you could use it

If after several months you cannot overcome that guilt complex and decide that you want to return the magnifying glass, please do not burden the postal service with it but bring it with you to Baker City. We have our reservation and are looking forward to renewing friendships, touring, and seeing our bricks in the new trail center.

We both enjoyed your article in the Fall 1992 issue of the Overland Journal. We will also be interested in hearing your comments about the Donner Party documentary, which I showed to my Western Literature students this week.

Seriously, I appreciate your concern about the magnifying glass. May you use it in good health and happy pursuits.

Sincerely yours,

Sandra Sue Dragoo
Greenfield, Indiana

CHAPTER NEWS

NEBRASKA CHAPTER

From Helen E. Sundell,
chapter president

OMAHA TRAIL BITS PRESERVED

"Wagon-Train Trail Ruts Survive Urban Sprawl" was the title of a front page article that appeared in the Omaha-World Herald on September 16, 1992. Two acres of wooded land in northwest Omaha are the site of a deep swale as much as 25 feet wide at some points. This trail remnant was part of the primary supply route between Omaha and Fort Kearny that began in 1856. Charles Martin, of Omaha, uncovered evidence in a Douglas County document from 1885 that verified the location of the trail there. The Nebraska State Historical Society then gave its approval to the find's authenticity. Since the land is owned by the county, the Douglas County Board of Commissioners voted to preserve the trail site. Thanks are due to local OCTA members and the national officers who wrote letters to the county board supporting their preservation actions. Bob Hurst, from Lincoln, OCTA member and member of the Nebraska State Historical Preservation Board, is at work preparing papers to submit the site for approval to the National Register of Historic Places. Many organizations in the Omaha area have contacted Charles Martin to offer their assistance and support in maintaining the trail site. OCTA also benefits from this trail publicity in that many groups have asked him to speak to them about the trail, including a high school trail history club.

A NOTE OF APPRECIATION

The chapter wishes to thank Bob Hurst for his efforts in proposing two trail sites near Sidney, Deadwood Draw and Water Holes Ranch, for consideration by the National Register of Historic Places. For as long as Bob has been a member of the Nebraska State Historic Preservation Board, the National Register has accepted all of their recommendations. Greg Miller, a member of the board, also made a presentation to consider trail ruts near Loma to the National Register.

Thanks are due, also, to Betty Scheinost from Columbus for her work in a research project to determine the names of emigrant graves in the Laurel Cemetery near Chapman. Betty is a faithful OCTA member who promotes the organization by speaking at local genealogy and historical societies.

Donald and Lois Mohlman of Glenvil presented OCTA's Friends of the Trail Award to Mr. & Mrs. Leonard Osler. They were successful in seeking publicity for this OCTA event, as two local newspapers covered the presentation. Donald and Lois support the chapter by attending all trail trek and program activities. Thank you, Donald and Lois.

1995 GRAND ISLAND CONVENTION

News of the OCTA national convention in Grand Island in 1995 is already gathering interest from the local residents. The Chamber of Commerce and the Visitors Bureau are enthused and excited about hosting the first national convention to be held in their city. They will provide a volunteer staff for assistance during the convention. With such enthusiasm, the Nebraska Chapter hopes to gain many new members.

FALL TRAIL TREK

The chapter combined a trail outing and program at Rock Creek Station near Fairbury on October 10, 1992. Seventeen members met at the Visitors Center to hear Estaline Carpenter give a slide presentation of trail history in the Jefferson County area. The group then travelled by car caravan to visit the Hollenburg Ranch House and Pony Express Station south of the Kansas-Nebraska border. After returning to Rock Creek Station for lunch, the members again gathered to hear Lester Jones talk about the trail throughout Nebraska. He showed slides of aerial views of the trail that he took in the 1950's. It was a unique opportunity to compare the trail remnants as they appeared then and now. The chapter thanks Estaline and Lester for their interesting and informative programs.



OCTA PINS

A handsome new pin has been produced using the OCTA logo in color.

Available with a pin or a tack fastener. Be sure to specify.

Cost: \$5 ea
P & H \$1

25 or more \$4 ea
P & H \$5

Order from: OCTA
PO Box 1019
Independence, MO
64051-0519
816-252-2276

OUTING ON HOLE-IN-THE-ROCK TRAIL

The first outing of the new season was held Sept. 19 and 20 in and near Bluff, Utah. Susan Badger Doyle and Richard Krause planned well. When the weather threw a wrench into the works, a few adjustments made for a great trip.

The rains fell on Friday night, but Saturday morning it was beautiful, though wet. We began to gather at the Recapture Lodge in Bluff during Saturday morning, most present by the time the Navajo festival began their

parade down the highway. What a nice "extra" to our weekend.

We met at the lodge to discuss the weekend activities. Susan had prepared a guidebook for the weekend with various accounts of the road we were going to see, part of the famed Hole-in-the-Rock Trail of 1879-80 from Escalante to Bluff. Usually remembered for the difficult way blasted down the cliffs to reach and cross the Colorado River, these Mormon emigrants really had to build their road all the way. As the group neared total disaster in the spring, they finally made it to the valley of the San Juan River at Bluff and stopped.

Susan and Richard had scouted out this last portion of the road, from Cedar Mesa to Bluff. Because of high water in Comb Wash, we were not able to get to one portion of the trail, blasted up San Juan Hill at the end of Comb Ridge, but we saw other evidences of road building as well as experiencing the type of country where the emigrants traveled.

Eighteen of us from three states climbed into our 4WD buggies to begin our exploration of this rugged land. Our first stop was at the Butler Wash crossing site, the last big obstacle in the journey. We looked at two possible places, one being a raging waterfall of muddy rainwater where it would normally be quite dry. It was an impressive sight and a testament as to why it is not nice to mess with Mother Nature.

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Above: Richard Krause walks down part of "the twist". Blasting was done to make the road by the Mormons over 100 years ago and is visible in this area.

At the other Butler Wash site, the remnants of more recent road building was evident, but the signs of earlier cuts were also visible. While perhaps not all the remnants were from the first Mormon roadbuilders, it seemed to make sense from reading the only diary known from the trip and later analysis of the area, that we were looking at the crossing. We viewed and walked the area from both sides of the wash.

We next drove over Comb Ridge and partway up Comb Wash. Eventually we were stopped by running water that didn't look safe to cross. But we could see miles of the 1000 foot high Comb Ridge, forming a solid barrier to the emigrants. They had to travel to the end of it, where the San Juan River cut through the ridge, before they could get around it.

To end the afternoon, we visited the petroglyphs at Sand Island near Bluff and the pioneer cemetery in Bluff. Here we found the grave of Platte Lyman, the diarist of the emigrants, as well as others in that settlement group. A guest on the outing told of being the granddaughter of one of the couples that made that trip over 100 years ago. That gave the whole experience more meaning for us.

The day ended with a happy hour, dinner at a local restaurant, and a business meeting. The Indian rodeo, sing-

ing and dancing continued on the edge of town, we could hear the music and chanting through the evening.

On Sunday morning we left Bluff to travel to Cedar Ridge and drive over a portion of the trail west of Bluff. The day was clear and beautiful, blue sky, bright sun, and the landscape painted fresh with green against the red rocks. What a day for photography!

We drove almost to Mexican Hat, then headed north again, going up the famed Moqui Dugway. This switchback road is not for the faint of heart, but the reward is a view beyond description.

Continuing north, we turned east on the Mormon road as it headed for Comb Ridge. This was, in places, a 4WD road this day, with rocky ledges and mud holes to cross. Around each bend was a new vista and we stopped several times to view evidences of roadbuilding, possible wagon marks, as well as the scenery. We finally reached a spot called "the twist" where the road dropped off Cedar Ridge and into Comb Wash. Again, we could see miles of the ridge, a red wall against the blue sky. The road had been blasted in places and we found evidences of bore holes. Here in this remote spot we took our last pictures, and the group broke up to begin the long homeward journeys.

Report and photo by

Rose Ann Tompkins

FALL TREK

Twenty four chapter members now have a better idea of what trail travel is like. Our October field trip covered from the fifth crossing of the Sweetwater through to the Willie handcart site. It was led by the ultimate student of the trails, Randy Brown.

The fifth crossing was still very evident and probably could have been forded with vehicles today, but we did not try it. We did Ford Warm Springs Creek at a muddy, smelly, sulphur spot that we carried with us even to the car wash the next day.

The gates to St. Marys station are now kept locked due to recent digging by amateur relic hunters. With some difficulty we located the owner who

readily gave us the combination to the locks. Lee Underbrink presented papers and a running commentary since all vehicles had CBs. Old Captain H. G. Nickerson's Saint Marys Station marker still appears as though he carved it yesterday much like the Whitman Spaulding marker that most of us saw at South Pass summit.

Rocky Ridge is still a challenge today. The small short wheel base vehicles got over without much help but the longer Suburbans had trouble since the rocks were spaced to limit turning radius. One large rock got some revenge!

The Mormon Church recently erected two large monuments at Rocky Ridge. One indicates where the Willie Handcart party was met by the rescue party. It is located halfway up Rocky Ridge at the point where the handcarts left the main trail to avoid the rocks further up. The other is located at the top of Rocky Ridge at the point where

vehicles today have such difficulty traversing. These are stone masonry monuments that took a lot of effort to build. The LDS Church is to be congratulated for monuments that look like they will last forever.

Randy led us to an area going up the ridge that still had stumps of old telegraph poles. The entire trail through the day has been very well marked by the BLM with their wood markers. We only found two medallion markers during the entire day.

We then visited the Willie handcart cemetery and Randy showed us the grave of Ephraim Brown. This little known gravesite was discovered in 1967 and as a detective, Randy researched the grave that produced his story in Volume 7, Number 1 of the *Overland Journal*.

The Wyoming wind found us on Rocky Ridge but all in all it was a beautiful day and all had a good time on the trail.

Lee Underbrink

OFFICERS ELECTED AND PROGRAMS SCHEDULED

OCTA members and Friends are encouraged to join us. For information, write or call:

Dave Martin
3007 Nanette Dr.
St. Joseph, MO 64506
(816) 232-8125

We're building on the foundations laid by the dedicated efforts of our past chapter leadership. We thank them for their contributions. In September, we met and elected our officers and committee chairpersons

for the coming year. They are:

President: Darlene Peniston
Vice President: Dave Martin
Co Secretaries: Martha Clements
Glenda Leimbach
Treasurer: Stan Sunderland

Committee Chairpersons

Program: Larry Bunse
Dave Martin

Mapping & Research:
Glenda Leimbach
John Leamon

Preservation: Grace Jeschke

COED: Mary Jo Sprague
Mary Maag

Hospitality: Tish Haynes
Merry Virginia Wright

Nominating: Stan Sunderland

The officers have approved a donation of \$100 to help restore a trail marker. The marker rests in an isolated area on the Kansas-Nebraska line. Funds are being collected to remount the marker and improve the roadway.

We are pleased to announce our 1993 Calender of Events.

Jan. 19 - 7:00 PM St. Joseph Museum. Program: Jackie Lewin and Marilyn Taylor. Their new book, *The St. Joe Road* is a must for all true trail buffs.

March - Field trip to a Doniphan County, Kansas farm along the old St. Joe Road. The owner has recovered trail related artifacts over the years.

May - Historic Pony Express Stable. Director Rich Nolf will give us a presentation on the newly renovated home of the Pony Express. It will be reopened by May after a 3 - 4 month restoration

July - Field trip to Andrew and DeKalb Counties. Join this trek and discover the trail coming to St. Joseph from the east.

September - National Convention Report.

SEPTEMBER TREK ON SANTA FE TRAIL

by John Leamon and Mary Conrad

The trekkers rendezvoused in Gardner, Kansas on September 26 at the trail markers beside the school, which is sandwiched between two branches of the Santa Fe Trail. At this point, the Santa Fe Trail runs with the Oregon Trail. As the trekkers left the western edge of Gardner, the Westport branch is right on the curve as one passes Meadowbrook Neurologic Hospital; but then it immediately heads off to the right of the paved road. Shortly thereafter, the Independence

branch crossed the paved road. Two miles west of Gardner the Oregon Trail separated from the Santa Fe Trail and headed northwest. This also is the point where the Westport route of the trail merged with the Independence route.

Several miles southwest of Gardner is the Lanesfield School, built in 1869. This school, now operated as a museum by the Johnson County Historical Society, was the first stop. There is a DAR marker adjacent to the school.

Moving west on Highway 56, the trek turned off to the ghost town of Black Jack in Douglas County. Black Jack was a prosperous town with two blacksmith shops in the 1860s, but became a ghost town when trail traffic ceased. The cemetery is the only visible remaining proof of the town.

The group then stopped at the Black Jack Cabin for a slide program. Katharine Kelley, a former teacher and historian of Douglas County, presented the history of the trail in the county. The cabin has two interior murals, one of the Battle of Black Jack and one of travel on the Santa Fe Trail.

Next was a stop at Robert Pearson Memorial Park, the site of the Battle of Black Jack, which some consider to be the first skirmish of the Civil War. A granite marker, erected in 1913 by Post 40 of the Grand Army of the Republic of Women's Relief Corps, is next to a Kansas State Historical Society marker.

A fairly new sign in the park indicated that ruts are in the park; but actually the ruts are across the road. The four ruts could not be seen due to the tall prairie grass on that day. When the prairie is burned occasionally, the ruts are very clear. They can also be seen in the spring when the grass begins to green and again in the fall when the wildflower called gayfeathers marks the run.

A picnic lunch followed in Baldwin City with a tour of the railroad depot. The depot sits in what was once called Media, Kansas. After touring the castle complex which included Blood's Store, there was a tour of the section of Baldwin City that was Palmyra.

Palmyra, established in 1857, was a stop on the trail. This community, with two blacksmith shops and a wagon shop, was a popular repair and rest stop. The well, one of the reasons for the location of Palmyra, provided a place to water stock and to do laundry. The Blood's General Store and Post Office has been moved three times, and now is located just south of the Old Castle in Baldwin. The Old Castle, the first building built by Baker University, was in use the last twenty years of the trail era.

Two markers stand in front of the present high school in Baldwin City. Two markers are also located in Trail Park, maintained by Baker University.

The trek continued on country roads which are close to the path of the trail. One visible swale has resulted from an old railroad track. At one point where the trail crosses the present road, a blacksmith shop tended to the needs of trail travellers, but no remains of the shop was to be seen today. Another blacksmith shop once stood in the general area of Hickory Point.

As the group reached a large blue tower, the area that would have been Brooklyn could be seen to the right of the tower. At the point, the present road and the trail do not coincide as the trail followed the high ground in the area. Katharine Kelley said that Mud Springs also would have been nearby; but she is not sure of the specific location. Swales can at times be seen in the vicinity of

where this country road crosses Highway 56.

The next stop was at the Willow Springs sign and DAR marker, in the yard of a house. In trail times, the building at Willow Springs was a combination post office, store and inn, located just east of the present house. A depression can be seen in the yard. The term "springs" referred to numerous springs in the immediate vicinity. The trail was heading generally west until Willow Spring, where it began to go southwesterly.

Continuing in the direction of the trail was the site of the Featherstein home and inn in old-time Globe. The present town of Globe is located further south of trail days Globe. West of Globe was a stop at the Simmons house, a stone house in disrepair on Simmons Hill, where a radio tower now stands. The Simmons house was a relay station on the trail and at times, ruts can be seen parallel to the road.

At the last DAR marker in Douglas County, Katharine Kelley formerly called this the Flags Springs trail stop, but now she feels that Flag Springs may have been across the county line. The metal marker at this stop is near the site of the Baden post office which had an intermittent existence between 1883 and 1891.

After following the trail all the way across Douglas County, the group decided to visit Signal Oak site south of Lawrence as they returned east. The legend of Signal Oak indicated that prior to and during the Civil War, local residents hung lantern in a large oak to warn settlers that slave raiders were coming. These lanterns would warn resident of Blue Mound, who then would hang lanterns to warn the resident of Mt. Oread. A stone marker with a metal plaque is located on the spot of the Signal Oak, with a metal markers located nearby in Signal Park.

The outlook of rainy weather for the day turned to clearing skies. The sun was shining by the time the group left Black Jack cabin!

(taken from the chapter newsletter)

BIDWELL-BARTLESON OUTING

Dave Johnson led an outing on October 10 & 11 as a result of interest growing out of the Bidwell-Bartleson Seminar last January. We met in Antelope Valley where there was a good view of the approach to the Sierra Nevada as the 1843 party would have seen it. Then we went towards Monitor Pass to get a bird's eye view of the terrain. Did the party go through an extremely narrow, rocky gorge to get to that valley? No one knows for sure. The alternative was up Little Antelope Valley to a point where the two valleys more or less converge.

Lunch was near where the two valleys join. Afterward, most of us hiked up a ridge (about 9,000 feet elevation) to view the valleys from the opposite end of what we saw in the morning. It seemed the general consensus was that to go via Slinkard, even though they had no wagons, would

have been much more difficult and unnecessary. But, perhaps that way looked like an opening through the mountain range to the party. Wm. Paden supports the Slinkard route. The trail from there goes to Clark Fork via Iceburg Peak.

Along with absorbing historic facts we were treated some wonderful fall foliage. We stayed at various spots along the Sonora Pass Highway Saturday night and met Sunday morning at the end of Clark Fork in Iceburg Meadow. The hike up Boulder Creek was a delightful walk into the forest and showed us what the Bidwell party may have seen as they exited from the Antelope/Slinkard area. However, Dave Johnson pointed out an alternative route, also supported by Paden and a few others, along Deadman Creek. Some of us felt inspired to return at another time and explore further.

Before disbanding, we went to the Dardanelle Overlook to view the awesome rocky gorge and try to imagine how the party found their way down and to a point where they could cross the Stanislaus Canyon. There is much conjecture about the area of our outing, but our individual imaginations helped to satisfy the mystery that probably can never be solved.

report and photo by Shann Rupp

Below: Outing participants line up for a group picture. All are present except the photographer and three ladies that were looking for bushes.



CHAPTER ACTIVITIES

March 26-28: Bradshaw Road. Two and a half day trip starts at Dos Palmas, near the Salton Sea. Two scenic side trips to the site of old state stops and water holes. Contact: Neal Johns, Star Route 830, Lytle Creek, CA 92358 phone (714) 887-1549.

April 4: Johnson's Ranch. Car caravan to the ranch, east of Wheatland. Contact: Jack Steed, 1669 Bowling Green Dr., Sacramento, CA 95815 phone (916) 922-7038.

April 24-25: Mini-convention or Second Annual Symposium in Jackson, CA. Includes speakers sessions all day Saturday, Saturday night dinner, and a COED workshop on Sunday morning. For details on this extensive weekend, including special room rates, contact: Mary Ann Tortorich, P.O. Box 1242, Jackson, CA 95642 phone (209) 223-3315.

May 22-23: Forty Mile Desert Highlights include Boiling Spring and trail traces on the Truckee Route and the Salt Creek Crossing, Parran Flat, and the sand dunes on the Carson Route. Overnight camping. High clearance vehicles a must (4WD not necessary). Moderate hiking. Contact: Jim McClain, 11786 Tree Top Circle, Nevada City, CA 95959 phone (916) 477-7750.

(More activities in next NFP)
Mary Mueller, Activities Coordinator
(408) 268-7389

TRAIL MARKERS PLACED

An Applegate Trail marker was recently placed by OCTA near the west entrance to the Douglas County Courthouse in Roseburg, Oregon. Actually it's located between the entrance ramp to the Court House and Main Street. (See picture at right with marker at lower left. The text for that marker is below the picture.) As near as can be calculated, Main Street was probably built right over the top of the Applegate Trail.

Additional markers are planned for the Plaza in Ashland and the City Park in Dallas, Oregon. Hopefully these will all be in place in time for the '93 sesquicentennial and convention travelers.

One was placed earlier this year in the city park in Malin, Oregon near where the trail first entered the present state of Oregon. (See text of that marker below.)

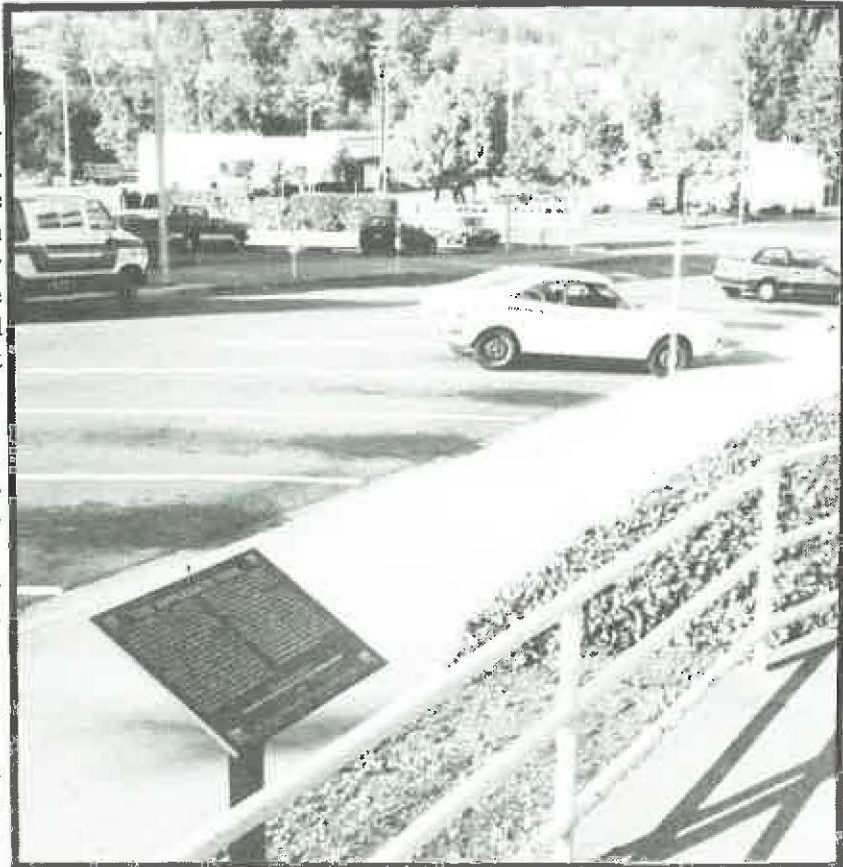


photo by Dick Ackerman

THE APPLGATE TRAIL

The Applegate Trail crossed the present boundary of Oregon approximately three miles southeast of here and went around the northern end of the lake which covered much of the basin, passing close to where you are now standing. The route was opened in 1846 by a group of trailblazers from the northern part of the Willamette Valley, including Jesse and Lindsay Applegate, Levi Scott, and others, and was first used by pioneers coming from the States in the fall of that year. It was developed as an alternate way to reach the western valleys of Oregon while avoiding the perils of the Columbia River route.

A portion of the trail was used in the fall of 1848 by Peter H. Burnett, who led a group of more than 150 men and fifty heavily loaded wagons from the area of Oregon City, Oregon, to the goldfields of California. They left the Applegate Trail about eight miles south of here and established a new route into the Sacramento Valley. This was the first wheel route connecting the western valleys of Oregon and California.

In 1852 pioneers from the East opened a route off the Applegate Trail from the southern end of Lower Klamath Lake to the Yreka area of northern California.

THE APPLGATE TRAIL

The Applegate Trail, sometimes referred to as the Southern Road, passed this location in a north-south direction along the route of present-day Main Street. Just north of here the trail turned westerly and crossed the north fork of the Umpqua River near its confluence with the south fork.

The trail was opened in 1846 by a group from the northern part of the Willamette Valley, including Jesse and Lindsay Applegate, Levi Scott, and twelve others. It was intended to serve as an alternate way of reaching the western valleys of the Oregon Territory from the States, while avoiding the perils of the Columbia River route. In addition to bring settlers to the Willamette Valley, it also helped the settlement of the southwest valleys - many pioneers stopped along the way. The Applegate Trail remained in use until well into the 1860s.

This portion of the trail was used in the fall of 1848 by Peter H. Burnett, who led more than 150 men and fifty heavily loaded wagons from Oregon City to the goldfields of California. They were followed about ten days later by a smaller group from north of the Columbia River. This trip established the first wheel route connecting the western valleys of Oregon and California and remained in use for this purpose for several years.

WHERE HE GOES, WE WILL GO: Following Steve on the Spanish Trail

by Lyndia Carter

Saturday, September 26, Steve Madsen led the chapter fall trek over a portion of the Spanish Trail after a slide and lecture presentation at the Fall Social stirred our intellects and fired up our yearning to be on the trail.

Steve, who had an extreme case of laryngitis, used hand signals and pointing to communicate, as well as relying on the trailwise participants to fill in. He had prepared a fantastic set of handouts with maps and journal excerpts. These were read often as we traveled and participants shared CB time.

Passing over Billy's Mountain in Spanish Fork

Canyon, Roy Tea spoke of the recent Thistle landslide and flood. The canyons were beautiful as we continued into Price. We had not met the Spanish Trail yet, but were heading toward it. In Price we ate a tailgate brunch provided by the Mulders and toured the Price Prehistoric Museum.

South of Price we left the paved road to travel through the San Rafael Swell. The Spanish Trail was a dusty, dry route; filled with phenomenal eroded landscapes. Part of the time our dirt road was right on top of or very near the original Spanish Trail that was used from 1829 to 1848 for commerce and some overland emigration. At Red Seep and Buckhorn Flat we were right where the traders and emigrants were, seeing what they saw, eating the same dust. We had the rare privilege of walking for three-fourths of a mile on pristine trail in part of the Swell. We stopped at Little Holes, a natural watering spot on the trail in eastern Utah. We continued somewhat parallel to the trail through the Swell and joined Highway 6 near Green River, while Bob Carter read Steve's paper on the history of the Green River and its exploration.

We ate our lunches at the Green River John Wesley Powell Museum, amid pleasant conversation. We looked upstream to where the early ford crossed the river and toured the museum.

Continuing our trek, we cut through the San Rafael Reef on I-70 so we could quickly rejoin the Spanish Trail where it went through Saline Canyon. As we entered the Reef, Lyndia Carter read excerpts from Powell's journal. The formations in the Reef are some of the most dramatic scenery in Utah. As we continued along I-70, Al Mulder gave his "color commentary" on Jedediah Smith, who explored much of central and southwestern Utah. When I-70 entered Salina Canyon, Robert Carter shared his research on the Elk Mountain Missionaries who followed the Spanish Trail through the canyon to Moab. These men were the first to use wagons on the trail.

We stopped in Salina Canyon to view Indian pictographs mentioned by diarists using the trail. It gave us the deep satisfaction of knowing we were really "there" as the journal were read and knowledge shared.

Using I-70 and Highway 89, we paralleled the Spanish Trail through central Utah along the Sevier River. As darkness approached we left the trail at Bear Valley Junction and spent a relaxing night in Panguitch.

Next morning the train under Bob Carter's direction visited the home where John D. Lee was captured and his grave site in Panguitch. Returning the Bear Valley Junction, we crossed over the high plateaus following the trail through Bear Valley and Joined I-15 near Paragonah in Little Salt Lake Valley. Journal entries through here were most interesting (most journals were of later explorers using the trail in the post-1848 period). As we passed near Enoch, Lois Johnson told about Joel Johnson and Johnson Fort, Enoch's original settlement.

Outside of Cedar City we stopped at the monument that marks the only place the Spanish Trail and the

Dominguez-Escalante routes crossed. During the ride over to New Castle, Dell Madsen talked about the James Henry Rollins diary and his three-time use of the Spanish Trail; some Salt Lake to Los Angeles in 1848, the San Bernardino expedition in 1851, and their return over the Spanish Trail in 1857 when San Bernardino was abandoned. Near New Castle we rejoined the trail and visited three markers, including the Jefferson Hunt Monument where in 1849 William L. Manly and the Death Valley Party separated from the trail to find a "shortcut" to California. At the monument we had a snack and listened to Robert Hoshide's very interesting research about the Death Valley party.

continued next page • • • •

CHAPTER PARTICIPATION SUCCESSFUL

The chapter participated in the first annual Governor's Conference on History and Heritage held in Salt Lake City, November 20-21. We reserved an exhibit booth and displayed trail pictures, artifacts and publications on chapter activities. Display boards on the Donner Spring Preservation Project and field trips attracted the attention of all the conferees. Attending the conference were writers, historians, teachers, educators and others interested in Utah state history. Through the distribution of OCTA and the new chapter brochures several new members were recruited during the conference.

Shirlee Hart, Joyce Marsing, and George Ivory assisted chapter President Al Mulder in setting up the display and staffing the booth during the two-day conference. The exhibit was so successful that the chapter plans to participate in next year's History and Heritage Conference.

• • • continued

A treacherous dirt road (yes, all vehicles made it) brought us to the Jacob Hamblin ranch site at the head of Mountain Meadows where we discussed Hamblin's role in Utah history. Next we journeyed to the recently dedicated Mountain Meadow Massacre monument and Robert Carter led the discussion on the tragic event. We took a much needed rest stop in Veyo, before following the trail through the Santa Clara River bottoms. Leaving the river, the trail went to Camp Spring where we saw historic names inscribed on the rocks above the spring and camp area. We went up over

Utah Hill at which point the trail left Utah and entered Arizona. However this is where our trail-following ended and we turned back to Santa Clara to visit the Jacob Hamblin home, restored by the LDS Church, for lunch and a tour.

We then went to St. George to take I-15 back up to Cedar City and a very quick tour of the Iron Mission Museum. Garn Hatch informed us about the Iron Mission as we traveled on I-15. Since the Spanish Trail passed near all of Utah's national parks, Lyndia gave brief histories of each to pass the time along the freeway. Near the town of Meadow,

Robert Carter talked about Chief Walkara's burial and near Filmore he spoke on the Territorial Capitol used briefly there.

As twilight changed to darkness, all emigrants looked forward to home. The intrepid few had an exciting and educational adventure, one they will never forget. For a man with no voice, Steve was a marvelous guide! As usual, Roy was a terrific trail boss.

Steve Madsen and C. Gregory Crampton will soon have a book published on their Spanish Trail research that we are all looking forward to reading.

OCTA BALANCE SHEET

	<u>September 30, 1992</u>		<u>September 30, 1991</u>	
ASSETS				
Cash:				
Petty Cash-Independence office	\$1,000		\$1,000	
Operating account	29,404		31,211	
Convention fund account	18,381		500	
OCTA store account	10,364	59,149	7,499	40,210
Menucha account		3,731		9,847
Certificates of deposit (life memberships)		34,325		32,127
Grant receivable-State of Wyoming		4,000		
Inventory-merchandise		10,249		14,779
Fixed Assets:				
Furniture & fixtures	6,828		6,648	
Office equipment	5,000		5,000	
Less: Accum. depreciation	(11,828)	0	(11,648)	0
Land-California Hill		6,260		6,260
TOTAL ASSETS		<u>\$117,714</u>		<u>\$103,223</u>
LIABILITIES				
Accounts payable-convention		\$3,697		\$1,992
Payroll taxes payable		0		1,066
Menucha program-deferred revenue		3,731		9,847
TOTAL LIABILITIES		7,428		12,905
FUND BALANCE				
Retained revenue over expenses		90,318		98,893
Current revenue over expenses		19,968		(8,575)
TOTAL FUND BALANCE		110,286		90,318
TOTAL LIABILITIES & FUND BALANCE		<u>\$117,714</u>		<u>\$103,223</u>

**OCTA
STATEMENT OF SUPPORT, REVENUES & EXPENSES
FOR THE YEAR ENDED SEPTEMBER 30, 1992**

	<u>BUDGET</u>	<u>ACTUAL</u>	<u>OVER (UNDER)</u>
SUPPORT			
Dues Income	\$70,000	\$69,064	(936)
Life Memberships		1,000	\$1,000
Donations	3,000	4,428*	1,428
Grant Income-State of Wyoming		4,000	4,000
TOTAL SUPPORT	73,000	78,492	5,592
REVENUES			
Overland Journal/NFP Revenue	4,000	4,299	299
Special Publications Revenue	2,000		(2,000)
OCTA Merchandise Revenue	3,000	38,647	35,647
Interest Income		3,546	3,546
Convention-odd year	10,000		(10,000)
Convention-even year	40,000	62,742	22,742
Contingency Funds	22,000		(22,000)
General Cash	20,000		(20,000)
TOTAL REVENUES	101,000	109,234	8,234
TOTAL SUPPORT AND REVENUES	<u>174,000</u>	<u>187,726</u>	<u>13,726</u>

*Includes final payment from Schnook Trust of \$2,773.35 on 7/23/92

EXPENSES			
Officers	5,900	3,887	(2,013)
Committees	13,800	10,259	(3,541)
Headquarters	35,900	33,267	(2,633)
Preservation	10,600	10,199	(401)
Publications	52,500	43,106	(9,394)
Other (Convention, Store Merchandise)	34,000	67,040	33,040
Contingency Funds	12,000	0	(12,000)
TOTAL EXPENSES	164,700	167,758	3,058
EXCESS OF REVENUE OVER EXPENSES	<u>9,300</u>	<u>19,968</u>	<u>10,668</u>

On these two pages is a summary report of FY 1991-92 (October 1, 1991 through September 30, 1992). You may wish to compare this year's report with last year's report which appeared in the March 1992 issue of the NFP.

Overall, we have to be pleased with the financial results and the many accomplishments which flow from the strong support of OCTA's membership. Our efforts to educate the public, to preserve and mark the trails, and to advance the nation's understanding of our heritage will continue to grow during this fiscal year - thank you for your continuing financial support and encouragement. If there are any questions, call or write me.

James E. Budde, Treasurer
12816 Smalley
Grandview, MO 64030
(816) 763-7012



OREGON-CALIFORNIA TRAILS ASSOCIATION

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