

Turner -Allen & Co

From The Beginning of the West, Annals of the Kansas Gateway to the American West. 1840-1854 by Louise Barry, published by the Kansas State Historical Society, Topeka, Kansas, 1972

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Several cholera deaths already had occurred among the company: "Capt. Gillespie (described as "one of the principal passengers of the line) on May 5, mountain man Moses ("Black") Harris (employed as a guide), and the Rev. Mr. Goheen on the 6th; O. Trowbridge and William Miller on the 6th; teamster Robert Rudles on the 9th. Two "Pioneer Line" passengers died of cholera near Lone Elm on May 17 (?) (The train had gone on.)

Making slow progress due to rainy weather and much sickness in camp. The Turner-Allen & Co. first train apparently crossed the Kansas River about May 22. C.M. Sinclair, from Ann Arbor, Mich. died May 29 or 30, of "bilious fever, and was buried on the (Black?) Vermillion's west bank (in present Pottawatomie county). After the train reached Fort Kearny on June 8, a passenger said 11 persons had died of cholera up to that time. The date of arrival at Fort Laramie was June 27. By one report, the Pioneer Line first train reached the California mines on October 12.

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June 18, 1849 - At Independence, Mo. On the 15th, it was reported that Turner & Allen & Co.'s second "Pioneer line train" (see May 13, entry for the first) had advanced to Missouri's western border, and would "take final leave: on the 18th. Early notices had said there would be 75 passengers,

This second train (with less heavily loaded wagons) arrived at Fort Kearney on July 11 (in 14? Days from Independence, by one account); on August 1 was at Fort Laramie on August 17, took the Sublette cutoff; apparently (after hardships and losses on the Carson river route) reached the California settlements late in October. George M. Harker (not of either train), in an October 25, 1849, letter from the "Dry Diggins," wrote : "The June train of the Pioneer Train came near to overtaking the May train. It was only three or four days behind when it arrived at Pleasant Valley, California."

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The Daily Revelle, September 6, 1849, January 22, 1850

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Chapter Three - Motivations and Beginnings, "Life as at a fair"

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While Porter's Aerial Locomotive" never became airborne, the "passenger trains" organized by various firms enlisted hundreds of gold rushers, most of whom eventually wished that they had been content with more conventional modes of travel. The story of their high expectations and rude awakenings is among the more fascinating aspects of the California gold rush. At least one Independence firm, Hansford and Peacock, and one St. Louis firm, Turner and Allen, planned passenger trains to California in 1849. The Independence-based firm stationed an agent in St. Louis and advertised in St. Louis newspapers,

Whether Hansford and Peacock's train ever departed is not known, but Turner and Allen's venture received an enthusiastic response.....

.... So many emigrants were desirous of traveling in this rapid, easy, and commodious manner that the first train's size was increased to 125 male passengers..the first train numbering twenty passenger carriages and eighteen baggage and supply wagons.....

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Independence to John Davis, South of the Stone church. Requires 20 feet wide.

County Court Minutes, Book 8, page 214, No. 993172, April 2, 1850 – road from RAY'S BLACKSMITH SHOP South by the Rock Ford on Little Blue to the High Grove.

Marriage Records, Bride's Book, 1,2,3, page 203:

David Prine (son of Ailcey Prine Ray) married Elizabeth Ray (daughter of William and Nancy Ray) on Sunday afternoon, May 8, 1850 by Rev. J. J. Robinson.

May 14, 1850 William Ray bought northeast corner at intersection of Raytown Road and 63rd street from George Rhoades but does not receive a warranty deed. (George Rhoades died on June 9, 1850.)

Book 8, page 2901 – No. 93618, July Court, 1850 – William Ray vs William Rice and Elihu Rice, administrators of Archibald Rice Estate, for \$12.88. Court allows account.

County Court Minutes, Book 8, page 287, No. 93606, July 1850 – Commissioners assess damages to David W. Vance for road change in County road running from RAY'S SHOP to High Grove..

County Court Minutes, Book 8, page 290, No. 93618 – beginning at WILLIAM RAY'S BLACKSMITH SHOP and running a nearly South course to the plantation of Butler Howell—among signers to relinquish property for the new road was William Ray.

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County Court Minutes, Book 8, page 289: – new road from RAY'S BLACKSMITH SHOP to High Grove Road District No. 92 – Book 8, July 1850 – Beginning at the BLACKSMITH SHOP OF WILLIAM RAY and thence South between Ray & Vance & Oldham & Rice & C, near Butler Howell & Ross & Thomas Colgin ...to the end of William Muir's farm.

Land deeds, Book 162, Pages 67-68, October 1850, –David and Lucinda Vance, Warranty Deed to WILLIAM RAY, dated October 16, 1850 . WILLIAM RAY paid to David and Lucinda Vance the sum of Seventy-two dollars and Sixty-two cents (\$72.62 ½) for a parcel of land in West half of Section Four (4), Township Forty-eight (48), Range Thirty-Two (32) – commencing at the Southwest corner of William Rays lot and then South to Rice's corner –then East ten poles, thence North to William Ray's Southeast corner, thence West to the beginning, containing Seven acres & ninety poles , more or less...(7 acres and 90 poles).

County Court Minutes, Boo 8, page 441, No. 94173, November Term 1850 – Elizabeth Johnson, administrator of the estate of her husband, Jefferson N. Johnson, paid two vouchers to WILLIAM RAY, \$10.38.