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## OREGON TRAIL EMIGRANT HISTORY: MY ANCESTORS Jean Thomas

The families of Harrer, Tigard, and McClendon, relatives of Jean Thomas, Pocatello, ID, met in Georgia, intermarried and traveled to northwest Arkansas about 1818. Many family members settled in and around what is now known as West Fork, Arkansas, Washington County, which is about 10 miles south of Fayetteville. Some families moved as far south as Texarkana, AR, before traveling west on the Cherokee Trail (also known as Evan's Trail). It is believed the trail started at Ft. Smith, AR.

There were three McClendon sisters and three Harrer (O'Harrow) brothers, sons of John who supposedly came from Ireland in the 1700s. The three McClendon sisters were Frances Keziah, Mary Polly, and Obedience. Frances married Hugh Tigard. They had a son, Wilson, who left Arkansas in 1852, from Ft. Smith on the Cherokee Trail. The Captain of the wagon train on which Wilson Tigard went to Oregon was John Winn. Wilson wrote letters from Oregon to the relatives who stayed in Arkansas.

I was fortunate to talk to Wilson's grandson on the phone in 1997, after visiting the Tigard, OR area. My husband, Jim, and I toured the old Tigard house that had been converted into a museum, and the lady in charge gave me his name. After we arrived back in Pocatello, the grandson sent me copies of the original letters written by Wilson Tigard. Included here is some of the information that gave great details on deaths, etc., on the Oregon Trail trip.

There were three Harrer brothers, Enos, Evan and David. Enos and some of his family came west on the same train as the Tigards in 1852. His son, David, caused a lot of friction on the trip when John Winn died, and David thought he then should be captain of the train. The Tigards and Harrers parted company at Three Island Crossing at Glens Ferry, ID. They had done this several times before while crossing Wyoming because of disagreements, but would then come back together. After leaving The Dalles on the Columbia River Enos and a son drowned in the river when their boat capsized!

INTERNET PHOTO



JOHN TIGARD HOUSE, CANTERBURY LN., TIGARD, OR  
("This house was built in 1880, and is one of two Tigard sites listed on the National Historic Register. John Tigard was the eldest son of **Wilson Tigard, the founding father of Tigardville**. John operated a coach route from Tigardville to Portland."----[www.ci.tigard.or.us](http://www.ci.tigard.or.us))

David Harrer, younger brother of Enos and Evan, died before the trip was made. His wife, Mary Polly McClendon also died, but their daughter, Sarah Lewis, and family were in the same 1852 group.

According to Pat Peek, author of two books about Enos' and Sarah's son, David Lewis, known as "Cougar Dave," (famous for cougar hunting and has a mountain named for him—David Lewis Mountain) spent most of his life in the Frank Church Wilderness area, on Big Creek. This stream empties into the Middle Fork of the Salmon River, at the place now known as the Taylor Ranch. Pat and her husband have done a lot of research

in this area, and lived there for a while. She also grew up in the area that Davis's family lived in Oregon.

INTERNET PHOTO



TIGARD'S HISTORIC GENERAL STORE

The second group of Harrers that came west from Arkansas was my great great grandparents and their children. Evan Harrer married Obedience McClendon, sister of Frances K. and Mary Polly, and probably started out at FT. Smith, traveling on the Cherokee Trail, the Hudspeth Cutoff through Idaho, and down the California-Applegate through City of Rocks and to the Humboldt River.

The family story says one of the boys was accidentally shot in the hip while they camped along the Humboldt River, when someone thought he was an Indian. He survived. This family traveled together to the several places they lived-- in the Napa Valley and Goose Lake, Ca, and Payson and Buckeye, AZ.

In 1854 they went to Long Creek, OR, where their son, the Wilson Harrer family settled. Their daughter, Sarah McClure died on the trip to Oregon. She had been married to Robert McClure. Robert and my great grandfather, Pierce Richardson Hazelton, lived in the Cowlitz area of Washington for awhile, and cut timber.

P. R. Hazelton married Evan's daughter, Obedience Harrer. Most of this family moved on to Goose Lake, Modoc County, CA, and then to Payson, AZ, in 1880. P. R. died before the family moved to AZ. Their son, Carter Hazelton, my grandfather, helped move Obedience, etc., to AZ at the age of 16 or so. My mother was born to this son in Buckeye, AZ.

The third group of Harrers included the son of Evan, Wilson Harrer, who was a circuit riding preacher living in Kansas in 1864. A wagon train came near their place and needed a minister to travel with them, so Wilson and his wife came west to CA. He later moved to Long Creek, OR, after his wife died. One descendent now lives in Jerome, ID. We visited this area in 1997, and met some great relatives that shared a lot of history. They have published a family book.

(Additional information can be found in *Cherokee Trail Diaries, Vol. III*, by Jack E. and Patricia Fletcher.)

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**(\*\*Family trail histories are always welcomed-ED)**

## MORE "GOODALE NORTH" PROGRESS

After your Editor and Wally Meyer had visited some of the ruts on the north of Boise, Goodale Cutoff, and as named on one old land plat the "Boise City and Umatilla Road, on November 8, 2004, there remained some enthusiasm to see more. From the ridge north of Homer Road and Wally's home, we had peered down into Little Gulch in the fog that morning. We had visited the ruts north of Homer Road near Eagle, ID, and then traveled to Big Gulch to the north to try and pick up the continuation of the trail.

We could not discern the continuation of the road from there, though it turned out later that we had been almost half way down the southern side of Little Gulch! In anticipation of seeing more and also to share the enjoyment with Patti, on November 21, the two people that live in the McGill house returned in better weather to the Goodale North.

The initial trip had ignored driving into Little Gulch, and we had instead gone on north to Big Gulch that runs parallel to the first. The entrance to the BLM land at the western end of Little Gulch has been blocked by a home and private land. On the second trip from Big Gulch the ruts were followed back to the south and through Little Gulch. The complete road is still very visible all the way in spite of tall weeds that grew all along through the bottom of Little Gulch.

McGILL PHOTO



GOODALE'S ROUTE DOWN TO BOTTOM OF LITTLE GULCH

The trail was then traced all the way north, back through both gulches, and for several miles north to within about 1.5 miles of Wilson Creek. There private land ended the hike until another day when permission is obtained, but the ruts could be seen extending on toward the stream. The ruts are almost

completely undisturbed except for a short distance across the bottom of Big Gulch, but are picked up easily on the north side.

A round-about trip on to Wilson Creek, and the opportunity was afforded to see where the private land fields cover the ruts for about .5 mile. Then on the north side of the Creek the trails begins again,

MCGILL PHOTO



DEEP WEED-GROWN RUTS UP NORTH FROM WILSON CR. up a steep valley that will be hiked later. This was within about 2 miles of Freezeout Hill road, and the *Goodale ridge road* down into the Payette River valley--pictured in the last *Trail Dust*. It is encouraging to see that the old Cutoff still exists, NW of Boise and Eagle, and to the Payette River area.

The research paper on the Goodale North route--with one and maybe two variants--is now available in its present state. Interested trail enthusiasts may request a copy (47 pp. with maps) from the Editor in an email *Word or PDF file* at this time. Research and additional information will be added as the project proceeds to identify all this emigrant road north to the Brownlee Ferry site on the Snake River.

Presentations on the research will be made on January 18, to the Gem County (Emmett) Historical Society, and on the 25<sup>th</sup> to the Canyon County Historical Society. Many trips to find other miles of the ruts, now able to be seen on the Internet satellite photos, are in the works for the next season of trail work. The research continues, some are looking forward to more trail trekking, and input from other knowledgeable persons is still being requested!

EMMETT, ID, TO WEST: The latest progress on the Goodale North trail search was done on January 14, just before this Paper was ready to print. This Editor and wife, Patti, drove to the Payette River area between Emmett and Payette in an attempt to find evidence of a second variant of the Cutoff that followed west along the north side of that River.

Many 1964-65 Goodale-followed route diaries indicated that the writers followed the south side of the Payette about 20 miles downstream (map, p. 5) before crossing to go north. It had been generally accepted that Goodale probably went on that route, with few mentions of an early north side route. The 1864 Harriett Loughary *Diary*, however, recorded a crossing of the River in the Emmett area. She would then have gone west along the bluff tops of until the southern route crossed the River and reconnected

Eight months after Goodale passed by, earlier than present discovered diary/journal accounts, W. P. Horton documented that north-side route, mileages between streams, and indicated that the Goodale Train *had crossed* the Payette River at Emmett. Most early writings that have been now discovered put Goodale's crossing at that site! It now seems possible that the north side route was really the original route, for 20 miles uncommon with the south route. That route crosses undeveloped land.

In late 1863 or early 1864, the south route was developed into the "Umatilla to Boise City Road" for stages and freight, and from then on many emigrants in wagons followed that route.

MCGILL PHOTO



SWALE UP AND WEST FROM SAND HOLLOW SIDE CANYON

On January 14, 2005, by following the 1867 land plat identification of that north route, some good rut segments were discovered. Several miles of range land yielded the evidence of a continuous trail. Two

pictures of separate area ruts are included in this printing.

MCGILL PHOTO



DEEP ERODED RUTS DOWN RIDGE TOWARD WILLOW CR.

### **I-OCTA SPRING MAPPING TRAINING**

The Idaho Chapter of OCTA will be the first Chapter to receive the *MET Manuel* training, preparing members for a consistency in trail mapping. The training will offer information on *mapping, marking, and monitoring* historic trails. The mapping portion of the training will teach volunteers how to map the trail segments following the specifications of that *Manual*, indicating classes of trail ruts that remain. Classifications go from trail that has been unused since the old wagons passed to those now covered by roads and highways.

Volunteers will learn about researching the locations of the trails, obtaining and reading the original GLO land plats, finding diary information, and other facts that are required to document the authenticity of the old trails. Trail marking with various kinds of markers will be taught, and put into practice on some Oregon Trail ruts between Glens Ferry and Mountain Home.

The monitoring of all the trails to prevent damaging and destruction will also be part of the training. This includes periodic monitoring tours of portions of the marked trails, and upkeep of trail routes markers.

The three days for this training are now set for **April 14-16, 2005**, in Mountain Home, ID. The meeting will be at the Elmore County Historical Society location in the old Carnegie Library, 180 S. 3<sup>rd</sup> E.

The training will be conducted somewhat as a **train-the-trainers** class, so that the things that are conveyed about preservation methods can also be taught later to others who want to be involved in trail maintenance. There will be a core of volunteers selected for which the classes will be targeted. The

time will also be open to a few others who would like to participate. But with limitation on space, this I-OCTA Preservation Officer **will need to have people sign-up for space** on the first team trained.

Every participant will be asked to be obligated to some later time commitments for working with a trail crew. Training will be free to participants, but is costing OCTA to bring competent instructors to Mt. Home. That is the reason for the expected time obligation to be given back for follow-up Idaho trail preservation activities. Past proven active I-OCTA preservation workers and volunteers will have priority consideration for the training. Other I-OCTA members are also encouraged to sign up for the training days, for one or all three days. OCTA members who responded to the recent mailed questionnaire, indicating they would give time to this work, will be given opportunity for the training.

Some BLM workers will be involved, and members of outside historic preservation groups with similar interests and goals may also be able to sign-up. It is hoped that through this time of training together partnerships can be formed with others who would appreciate seeing the preservation of these trails across Idaho and will become involved.

Interested participants can **call or email their names and information about their interests, willingness to give time to this work, and group affiliation**. Send to [jwmcgill@pobox.com](mailto:jwmcgill@pobox.com) or call 208 467 4853. Your name will be placed on a list and prioritized according to the above listed and expected criteria. People on the final list that will be selected from entrants will be notified in February or early March.

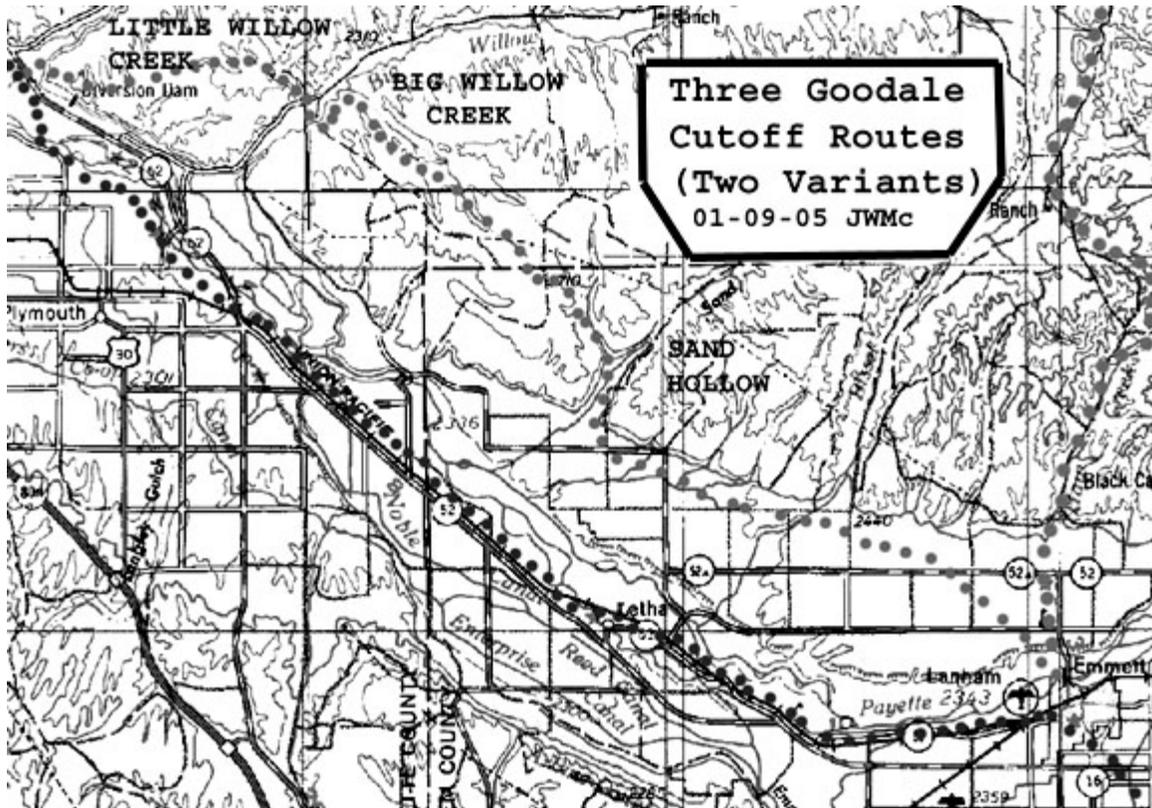
Several communication methods will keep potential participants updated on the selection, and give final information on the training schedule and activities.

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**OCTA Members and others that would still like to respond to the volunteer questionnaire/survey, and become involved in these preservation field trip kinds of activities across Idaho can contact Travis Boley at OCTA, [TBoley@indepmo.org](mailto:TBoley@indepmo.org), or through the OCTA web site.**

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**I-OCTA leaders are hoping to meet soon to plan/schedule 2005 activities for members/guests. A calendar will be approved at the March Board Meeting. A date for that meeting is not yet set.**



THREE IDENTIFIED GOODALE CUTOFF ROUTES/VARIANTS LEAVING THE EMMETT AREA— NORTH THROUGH CRANE CREEK (right side), NW ON SOUTH SIDE OF THE PAYETTE RIVER (bottom), AND THE PROBABLE ORIGINAL ROUTE OF GOODALE'S TRAIN THROUGH SAND HOLLOW AND ACROSS BIG WILLOW TO LITTLE WILLOW (Middle).

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