



# TRAIL DUST

Idaho Chapter  
Oregon-California Trails Association

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## My Wandering Wilson Ancestors on the Oregon Trail

William J. Wilson April 2004

My great great grandparents, John and Mahala (Scott) Wilson, were both born in Switzerland County, IN, in 1813. They were married there on April 2, 1835. Their first child, William M., was born there on March 25, 1836; Mary was born there in 1838, and Rachel in 1839. Somewhere around 1841 or 1842, they picked up stakes and moved to Holt County, MO, part of the 1841 Platte Purchase. The picture below is believed to be of them and their first three children, and because of the apparent children's ages had to have been taken about '41 or '42; although not identified, I have found several clues that convince me it is them. Since I don't have a diary of their trip to Oregon this story is based somewhat upon presumptions, more than actual data.



Either with them, or sometime soon after, Mary Scott, Mahala's younger sister moved to Holt County, as well. There she met a widower, John Stewart. They apparently

returned to Switzerland County to be married at Mary's home. In 1845, John and Mary (Scott) Stewart left for Oregon. Mahala's and Mary's younger brother, Prior

Scott, single and about 18 years, went with John and Mary Stewart. According to several diaries they were with a large train divided into several smaller groups, each having a sub-captain. John Stewart was one of the sub-captains. John Stewart was often referred to as “Judge” Stewart, as he had been a justice of the peace.

When the Stewarts and Prior Scott reached Fort Boise they were enticed into following Stephen Meek along the infamous lost Meek Cutoff to Oregon. They survived the trip, and according to the biography of Green Berry Smith, another survivor, Prior Scott was the hero of the day by swimming across the Deschutes River to carry across the first rope, which was used to ferry the wagons. The Stewarts settled in Benton County, OR, and their Donation Land Claim, free land through 1855, was part of the original site of Corvallis (Marysville was the first name of Corvallis, some say after Mary Stewart). Mary lived until about 1915, and was heralded as the second white woman to settle in Benton County. She was interviewed more than once by one Fred Lockley.

Mahala had twins on April 25, 1845, sixth and seventh of her children, whom she named Prior Scott and Minerva Ann. By this time her younger brother, Prior Scott, had probably left or was leaving for Oregon—and I think because Mahala figured she’d never see him again she named her son after her brother.

Another younger brother of Mahala and Mary, John Scott, left Switzerland County sometime in 1850, presumably with his bride-to-be, Mary Jones, perhaps eloping; they were married on August 30, 1850, in Perry County, IN. Switzerland County is in the SE corner of Indiana, on the Ohio River. Perry County is about midway along the southern boundary of Indiana, and also on the Ohio River, so I assume John Scott and Mary Jones were traveling by steamboat and stopped in Perry County to marry. They were recorded on the census on October 25, 1850, in Holt County, MO.

In the early 1990s, I was reading 1851 diaries in hopes of finding a mention of my Wilsons. I had discovered about 15 years before that that my Wilsons had traveled to Oregon in 1851, as reported in a brief biography of William M. Wilson. He had married a Nez Perce Indian woman in 1873, and eventually settled on the Clearwater River about 9 miles east of Kooskia. The 1851 date of travel was corroborated later when I acquired copies of John Wilson’s DLC papers, which he filed in the spring of 1852. In P. V. Crawford’s 1851 diary there was a mention of the death of a “John Scott of Missouri” at the Thomas Fork crossing of the Bear River. It took several more years for me to discover the information that would prove this to be *my* John Scott, chief of which was a Lockley interview with Mary (Scott) Stewart. In that

interview she said her brother, John Scott, died from pneumonia acquired from exposure in getting his cattle across the Green River, on the way to Oregon in 1851.

Since families traveled together, I had accepted without question that my John and Mahala Wilson were also in the same train as John and Mary (Jones) Scott—and with another brother, Thomas Scott, who also came to Oregon in 1851. (Thomas got married on *April 2*, 1854, in OR.)

My distant cousin, Roberta (Scott) Winn, of Springfield, OR, tells me that her great grandfather, Prior Scott, had returned to Missouri, and came back out to Oregon with his relatives in that 1851 train. I think it reasonable to assume that he consoled John Scott’s widow, Mary, on the rest of their trip on to Oregon. (P. V. Crawford’s diary indicates that train arrived at Phillip Foster’s, near Oregon City, OR, on September 21, 1851). Prior and Mary were married the following spring and raised 11 children, living well up into their 80s. John Wilson died in 1868, and Mahala died in 1884. Both are buried in Pine Grove Cemetery, west of Halsey, OR.

One of my present goals is to get permission from the landowner, and make a thorough search for a grave near the Thomas Fork Crossing, in the hopes that it might even be identifiable as that of John Scott.

Prior and Thomas obtained DLCs adjoining each other, about 6 or 7 miles south of Corvallis (and the DLC of John and Mary Stewart), and about the same distance north of the DLC of John and Mahala Wilson (near Halsey, OR). My great grandfather, James Thomas Wilson, had been born in April of 1850, in Holt County, MO, so he was barely a year old when the Wilsons traveled to Oregon in 1851; he was their tenth child. All of their 10 children made it to Oregon, where they subsequently had three more, as shown on the 1860 census. This was quite a feat in and of itself, especially since 1851 was supposedly a year beset by cholera!

James married Eliza Ann Marks in 1878, daughter of Bluford and Martha (Moore) Marks (born in Oregon, but daughter of a family who came from Kentucky in 1853). My grandfather, Leonard William “Pete” Wilson, was their third child, and the only one not born in Oregon. Pete was born in 1884 in Benson, AZ. Why they went to Arizona for a while is not known, but I suspect it was in the hope of a cure for James’s tuberculosis. They returned to Oregon, and in the summer of 1889, they homesteaded on the Innaha River of Wallowa County, OR. James died there in 1905 of his tuberculosis.

My grandfather, Pete Wilson, chased wild horses in southern OR and in AZ as a young man, and married my grandmother, Ethel Belle Couch, in 1912, in Burns, OR.

They homesteaded on Wagontire Mountain (about a half mile west of and within sight of swales that are believed to be remnants of the lost Stephen Meek train of 1845), leaving there in 1915 to return to the Imnaha. Then they bought a ranch in Hells Canyon of the Snake River, and ranched from 1916 to 1937, raising 8 kids, my father being the oldest.

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[In the July 2003 issue of *Trail Dust*, the pictures of two participants in the June 14-15, Meek/Elliott Cutoff field trip, Suzanne Hornbuckle and Don Clark appeared. Both of these people had ancestors who traveled that route in 1853. In the August 2003 Paper both of their emigrant family stories was printed. This Editor felt badly when it was understood that Bill Wilson, also on that trip, had some ancestors cross on the same Cutoff in 1845!

Bill has finally gotten his say and his deserved place of recognition. We proudly feature this man who has contributed so much to I-OCTA and OCTA over many years. He is presently in the running for an OCTA Board position, and we know that he will represent our Chapter well at that level of service to the Association! **Editor.**]

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*The story of Bill's mother's grandfather, John Sybile McGaffee, Civil War soldier who came to CA in 1864, over the Oregon and California Trails, in a later issue.*

MCGILL PHOTO



BILL WILSON, ON APRIL 6, TRAIL MARKING/3 MILE HIKE

## **MID-YEAR OCTA BOARD MEETING**

On April 16-17, 2004, the OCTA Board and others met in Independence, MO, for some planning and discussion of current OCTA issues, and the next day the Board met and transacted business at the mid-year meeting. This President attended what became a productive meeting, and part of the business was the confirmation by the Board of his appointment as National Trails Mapping Chair for OCTA.

Much of the information that pertains to I-OCTA was discussed at the Spring Membership meeting at Burley on Saturday, April 24. Some pressing concerns about dual I-OCTA and OCTA memberships needed to be addressed by I-OCTA members. After that meeting and

business the same is briefly addressed in this Paper.

An important issue that was addressed was the need for better Chapter support by OCTA officers, and improved communications between the Chapters and the National Association—more than the yearly Conventions and meetings. Training and assistance needs to be given in order for the Chapters to effectively carry out their various preservation duties and to better understand the bylaws and policies. *New* Chapter Presidents/officers need help in taking over the leadership of Chapters and guiding the members in a cooperative work with OCTA.

Support was pledged for some contact and assistance for I-OCTA, soon by Travis Boley, Association Manager, and by Dick Pingrey, OCTA President. The assistance will be in the areas of membership and financial support for trail preservation activities. This I-OCTA President is hoping for a letter from Travis Boley before this Paper is mailed, and will include at least part of that information.

Other business and developments relevant to I-OCTA members included the possibility of increasing officers across Idaho to help manage the work, the approval of some specific guidelines for improving preservation activities, and the production of a new National Trails System Map. The routes before excluded in Idaho will be accurately added, including both portions of the Jeffrey /Goodale Cutoff and the North Side Trail.

Development of programs for better training of members in preservation and Chapter work is being planned, including regular Chapter Presidents' meetings and *possible mentoring of new officers by experienced leaders*. Revisions of the Policy Manual and other guidelines is being done, and these will be made available to Chapters for better training, participation, and cooperation.

Chapter financial reports will now be sent to OCTA for the records in reporting and meeting the provisions of OCTA's non-profit status. More and better communications was encouraged and called for by OCTA officers with the Chapters, and the opposite direction as well!

MCGILL PHOTO



THE COURTHOUSE ON LIBERTY SQUARE, THE SITE WHERE EMIGRANTS LEFT INDEPENDENCE, MO—ONE OF SEVERAL MAIN BEGINNINGS OF ALL TRAILS WEST IN AMERICA!

MCGILL PHOTO



PHOTO OF A PRINT TAKEN FROM WELL-KNOWN PAINTING OF THE SQUARE THAT LAUNCHED MANY WAGON TRAINS ON THE TRAILS, AND THE COURTHOUSE OF THOSE YEARS

This Editor was emotionally moved at his first view of the location in Independence, where so many of our Trail ancestors began their long perilous journeys west. There is no site anywhere that is of any greater significance or appreciated by Trail historians and “Rut-Nuts” along the lengths of the Trails we mark and protect.

Especially relevant were thoughts about those people who lost so many family members in *their terrible months on those old trails*, often not knowing what the next day would bring! Familiarity with the Utter Disaster sites (the Utter Train had started in Wisconsin) and many deaths so near to home gave deeper emotions to these thoughts. The 1800’s travelers could never have imagined that my recent trip, like many others now from Boise to Independence, was *finished in 5 hours!* -----

### JEFFERY/GOODALE, McTUCKER TRIP

On April 20, four I-OCTA members, Del Mangum, Lyle Lambert, Fred Dykes, and Jim McGill, and Dick Hill, BLM in Idaho Falls, remarked about 25 miles of the Jeffery/Goodale Cutoff from near Springfield, ID, to Big Southern Butte. (The new NPS map of Trail will appropriately be calling this the Jeffery Cutoff, the earliest person responsible—1850s—for getting emigrants to use this route!) The remaining ruts of McTucker Road that ran from Blackfoot to Big Butte were driven also to check markers. McTucker Rd. was a late 1800 route, started from Blackfoot especially for freight and stages.

MCGILL PHOTO



DEL MANGUM, BLACKFOOT, ON A GOODALE SWALE Eighteen new "greenline" markers were added to the Goodale route, and 65 old carsonite markers were checked. A few decals needed to be replaced on the old

posts, and about 10 of the old markers were moved to more accurately mark the trail ruts rather than the newer improved road. Someone had placed some markers on the improved road, rather than on visible parallel ruts.

The improved road does cover much of the old Trail ruts, and tragically, the last 9 miles of the route toward the Butte has been graded into a wide road with borrow pits or water trenches on both sides! Many places where the Trail did not follow the straightened road, the old ruts had been unmarked. It appeared that in some places the recent road workers had reset markers after work was done along the improvements. Some of these were also moved to appropriate visible ruts nearby along the route.

Three graves were discovered side by side on the north side of the Cutoff, at about 8.5 miles NW of where the old road/ruts begin (2.5 miles west and 2.5 miles north of Springfield). One grave had been dug around in, but not deeply. Even Fred Dykes, our own Jeffery/Goodale man, had not noticed these graves before. (He said this was the first time he ever got to ride along and look!)

The Trail route on around the east side of Big Butte over the delta of erosion debris from the Butte, and somewhat east of the present road that goes around and up to Webb Springs, had at least a dozen old markers still in place along 3-3.5 miles. These could be seen from the drivable road at a distance. Markers on the Trail on to the NW from the Butte were checked a year ago.

Members then traveled from the Big Butte Station site to the east, and eventually SE, following the pristine ruts of the McTucker Road. About the first 4 miles of deeply eroded ruts that run from the Butte toward Blackfoot were unmarked, and only 3 markers were placed for now along that stretch of road. It was discovered that markers had been placed along a section of county road that runs on the north side and nearly parallel to the McTucker ruts, from .25 to .5 miles away. McTucker ruts eventually connect to this road after some 4-5 miles. Some markers have also been placed near Cedar Butte road, running easterly and crossing the railroad, rather than nearer the railroad where the old ruts are still found.

It appears to have been a long time since some of those ruts that are evident on the first part of the McTucker Rd. (going east from Big Butte) have been walked or traveled, though for some part of the distance the route is easily traversed by marking vehicles. The straighter parallel road has been mistaken as the McTucker, and has also been mistakenly labeled as “Goodale Cutoff.”

The McTucker markers now bear Goodale decals! Another project will be planned when Dick Hill can order some "McTucker Road" decals, and Goodale decals can be replaced. When going back some markers

can also be moved to the actual ruts. The route did have carsonites in place, mostly at regular and appropriate intervals. The cost of correcting the route name will be minimal. About 16-17 miles of the remaining ruts were followed to private property in Sec. 33, T1N, R32E, and about 2 miles south of HWY. 26. To the south of this end of the ruts is a section of ruts on BLM land, only about 1.5 mile long, that connected with the Taber Road route. The rest of the McTucker ruts toward Blackfoot are now covered by farmland and private property.

### ***SPRING MEMBERSHIP MEETING***

Controversy? Yes, a little of that too marked the Spring I-OCTA Membership meeting on April 24, at Burley. Duel I-OCTA and OCTA membership was one focus of some less than quiet discussions. Memberships will be discussed in a Travis Boley article later in this Paper.

Good news and positive reports also marked the progress of I-OCTA for the last year. The BLM/I-OCTA work in a cooperative effort with the new written Memorandum of Agreement that is being prepared at this time is one of the positive accomplishments. Trail marking progress has also been good across the State, and the improved organization of I-OCTA's Trail monitoring and marking groups was appreciated by the membership.

Planned OCTA training in mapping and preservation, and in Chapter work was reported upon, as well as other items of business that were finished at the mid-year OCTA Board meeting. *This included the Board's passing a "resolution to affirm" the required membership in national OCTA for local Chapter members.* Dave Welch, our National Preservation officer, offered a Preservation Activities report, strengthened by six new recommendations, and this was accepted.

In order to carry out financial reporting under OCTA's tax exempt status, Chapters will now need also to send in local financial reports for inclusion. The Chapters and the national Association are all one organization. OCTA would also like Chapter meeting reports and progress accounts to help preserve the history of the organization.

The appointed nominating committee reported progress in finding nominees for the next year's officers. But the same would like other respondents who would like to serve in some capacity in I-OCTA. We need at least 2 Board members, other possible officers, and a second Vice President from the Boise side of the State. Contact Wally Meyer, Peg Cristobal, or Doug Jenson for information or to let them know of your interests.

Reports were given about the redesigning of the OCTA Web site, and Jerry Eichhorst, new Web master for I-OCTA, reported progress on Idaho's new site.

Other business discussed was the possible 2007 OCTA

Convention in Idaho, with a lot of work still to be done in order to establish the *possibility* of this meeting. Visits to I-OCTA by OCTA Officers, NPS Grants possible, and proper keeping of mileage and expense records for reporting/reimbursements were discussed. The President will be appointing a Membership Chairman for Idaho, and at this time does **need someone to volunteer for this position who would like to contribute to our work.**

A field trip to hike some of the Milner area Trail ruts topped the day off, with some members also driving on to visit the Stricker Stage Station site near Twin Falls.

### **MORE TRAIL WORK—"PARTING OF THE WAYS," OREGON-CALIF. TRAILS**

On May 8, 2004, ten I-OCTA members and two visitors met at the Raft River Store, west of American Falls, ID, to check and remark parts of the Oregon Trail and California Trail, which go west and south from the "parting of the ways" on the west side of the Raft River valley. They met with Lyle Woodbury, and then drove to the western side of his ranch to see the few traces of the California route that ran southerly along the lower part of the area below the ridge rim, near the old water channel. Members saw there the Emigrant inscriptions on one rocky face of the rim, and one fenced grave.

From the ranch they drove 3 miles SW on Yale Road to where an access road goes back north to the Oregon Trail, and near some upper California ruts that follow SSW along the top of the ridge and rim rock. (There are now few traces of the lower ruts below the rim on private land.) The first 2 miles from the south end of the California, on the top of the rim and on BLM land, had no markers. Eventually they were able to cover the California back to the parting of the ways, and placed 15 new carsonite markers at reasonable intervals. They found 10 old markers on the northern part of these ruts—replacing a few decals—and on two variants along the route that came up over the rim from the lower Trail.

JENSON PHOTO



AUBREY FRIDLEY, IDAHO FALLS VISITOR WITH THE JENSON GIRLS, MARKED THE CALIFORNIA TRAIL RUTS!

Participants accessed the parting of the Trails area from the top of the rim, and visited other northern fenced graves and the OCTA sign below. Field watering had prevented going to that area from the Woodbury ranch below the rim.

Lyle Woodbury, rancher on the “parting of the ways” property, said that OCTA’s Randy Brown had looked at the area and helped verify the graves on the Woodbury land. Lyle had always maintained that the real “parting of the ways” was at the bottom of the hill, not on top where an early sign had once been placed. He said that Randy had read some of the journals and agreed with him, and that is where the OCTA sign was later placed. One of the objections that Lyle had was that the wagons would not have gone west to the very top and made a 90 degree turn left (south) on the supposed California ruts! (There is no evidence of that turn either!)

However, Doug Jenson, Lyle Lambert, your President, and others examined the rim area just south of the main ruts. The rim rock has been somewhat broken down in two places, and they found at least two apparent parallel swales up southerly to the top. In those swales narrow or thinner parts of the rock ridge was worn down. There is ample evidence that shows two wagon passages circled toward the south from about half way up the hill, went over the narrow rock ridge, and on to the top, then followed the California ruts to the south!

For the first 1.8 miles from the top of the hill SSW along the upper California route the swales/ruts are much shallower than along the remainder of the route, but there is enough evidence, including a couple of swales beside the present road, to indicate wagon travel. At the 1.8 mile mark, and where the ruts turn a bit more westerly and then back again SSW, there was a marked variant coming up from the lower route. Those ruts were very evident, and from there on southerly the upper ruts are also deeper. Traffic on the California was surely much heavier across the top from that point on south.

And there are two areas near the southern end of the remaining ruts, north of Yale Road, that are pristine ruts! Just off Yale Road and east of the gate where the access road leaves Yale going north, there is a split, a “Y” of ruts/swales that come southerly down from the top of the short ridge. A new marker was placed in the “Y!”

When one goes on north where these ruts do meet the access road, almost immediately the California ruts leave the east side of road and go toward an area that is fenced on private land. Those ruts, including about .25 miles across the corner of the private land, have not been driven by recent vehicles, and are great examples of high class ruts, heavily used by wagons at one time. A marker was placed on both the west side and the north side of the fence, indicating the private land, and the group

followed those unused ruts north until they again joined part of the ruts presently driven by modern vehicles.

They also drove almost 4 miles north on the access road and met the Oregon Trail ruts in the middle of BLM land, then worked their way east toward the “parting” area. There is .25 mile across that route, which could not be driven because of the extra thick and large sage brush.

Doug Jenson hiked across that area and checked the markers, and then all workers drove back around to the eastern end and completed the marking from that side. Only three old markers were replaced with new markers on that section, and a couple of new decals were added on the 10 still existing posts.

There are 7-8 heavy concrete posts, “BLM” and “Oregon Trail” marked, along the two miles from the access road to the east and the parting area. All of them were lying on the ground! They dug holes and reset three of them in the ground, but time limits prevented setting all of them!

The group did not have time to drive on west on the Oregon Trail from the access road, and there is still about 6 miles of ruts on west on BLM land. There may be other cement post back that direction as well. Another work day needs to be scheduled by the I. F./Pocatello I-OCTA Trail crew and Dick Hill to set concrete posts and check and remark the remainder of the O. T. ruts west.

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### **TRAVIS BOLEY, OCTA MANAGER**

Recently, Jim McGill attended the national bi-annual board meeting of OCTA in Independence, Missouri. At the conclusion of the meeting, he asked me to write an article explaining the relationship between the national governing body and the chapters. What follows here should be read as two separate messages. The first message (the first eleven paragraphs) is the “official” message guided by the by-laws. I include it here because I feel it is important for everyone to know exactly what our by-laws say and what they mean. The second is a personal message from me; that is, my personal commitment to assist your chapter any way I can to ensure that it achieves success after success.

The Oregon-California Trails Association was formed in 1982. Eventually, the organization’s membership base grew to the point that having local chapters do the grassroots work of the association seemed a logical extension of OCTA’s mission. To that end, Article XIII (“Chapters”) was written into the by-laws. In essence, this article states that the board of directors may authorize the formation of chapters on a state, regional or specific trail basis to aid the association in conducting scholarly research; identifying, marking, mapping and preserving the trails and associated historic sites, landmarks, artifacts and objects; educating the public regarding the trails; promoting the association and its work; developing and staffing trail related acquisitions or preservation easements; and, organizing and hosting the national conventions of the association.

OCTA is currently made up of ten active chapters. OCTA also

has one other chartered chapter, the Colorado chapter, which we hope to reactivate soon. While each chapter retains a great deal of autonomy in terms of electing chapter officers, organizing treks and doing the “work on the ground” (among other things), the chapter is part of a larger group, that is, the Oregon-California Trails Association. To ensure that the relationship between local chapter and national association remains strong, the board included the following language in the by-laws: *only a dues-paying member of the association in good standing shall be eligible to become a member of a chapter.* This remains the only qualification for membership.

Once a chapter is approved by the national board, it is issued a charter. Each chapter must remain in compliance with its charter and the policies and guidelines established by the board of directors of the national association and may be disbanded by the board of directors for failure to comply with these mandates. Each chapter is entitled to have a non-voting representative attend the bi-annual meetings of the board of directors. It is the primary duty of this representative to serve as liaison between the chapter and the national organization.

The primary function of each chapter is to carry on scholarly research, mapping, educational activities, promotion and historical preservation activities. Because it is important to host the organization’s annual meeting in different parts of the country every year, chapters are also responsible for organizing and hosting OCTA’s national conventions when they are awarded to that chapter.

The chapter charter also contains a provision allowing OCTA’s Articles of Incorporation to be amended from time to time. OCTA’s board of directors has historically reviewed the organizations by-laws every five years or so. The by-laws are currently being looked at by a small committee of board members and it is feasible that some changes could occur.

In terms of managing a chapter, the chapter charter states that officers must be elected by chapter members. The officers of the chapter **must include** a Chairman (or President), Vice-Chairman (or Vice-President), Secretary and Treasurer. Only dues-paying members attending a meeting called specifically for the purpose of an election can vote and a simple majority is needed for election. Voting by mail is also allowable under the chapter charter. [Other needed officers can be elected at chapter levels too, ie., Preservation Officer(s) or others—ED.]

Officers carry out their normal duties. The Secretary keeps the minutes of chapter meetings, and a copy of all minutes needs to be promptly forwarded by the chapter Secretary to the national Secretary of OCTA. The Treasurer must maintain suitable books in which receipts and disbursements of chapter funds are recorded and deposits chapter funds in a bank or other depository as determined by the officers. The Treasurer must forward a copy of all chapter assets to the national office at the end of OCTA’s fiscal year on September 30 each year, as these assets must be reported to the IRS on Form 990.

Chapter committees are appointed by the President. The President must also appoint a nominating committee consisting of *five chapter members*, not more than two of which may be current officers. The nominating committee

must nominate one or more people for each officer position.

Membership dues for the chapter are determined annually by the officers following their election. The President of the chapter serves as the non-voting liaison representative at the meetings of the national Board of Directors of OCTA. The chapter officers are responsible for determining the date and place of meetings for the chapter. The vote of a majority of the chapter members attending any such meeting constitutes the action of the chapter. Written notice must be given to chapter members at least ten days prior to the meeting.

*The provisions of the charter may be altered, amended or repealed at any meeting of the chapter members with a majority vote of those members in attendance* (or by mail if so desired). However, these changes will not become valid until the national Board of Directors of OCTA approves them in writing. The charter may be cancelled and the chapter can be dissolved at any time by the national Board of Directors of OCTA. *Chapter members can vote to dissolve the chapter.*

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As OCTA’s Association Manager, I am responsible for managing the business of the association, marketing, membership, fund-raising, meetings/conventions and coordination/planning. In this role, I must have open and clear communication with each chapter. The chapters need to know my initiatives, and in turn, I need to know the business of each chapter. This is especially crucial in the areas of marketing, membership, fund-raising and planning conventions.

To properly market the Association, **I need to work with each chapter to develop programs in their regions to attract legions of people to meetings, activities and other such events.** [Emphasis by ED.] Currently, I am working to develop a national database of media contacts, but to do that properly I need to utilize the knowledge of the local chapters, as it is chapter members who have firsthand knowledge of their local media contacts. In this way, we can work together to ensure that your event or function is properly promoted at the local, state, regional and even national level. [Travis needs lists of area newspapers, radio stations, etc., to contact!]

Membership works hand-in-hand with marketing initiatives. A goal of any marketing campaign should be to garner new members to help us do the work of the association. Again, by properly promoting events and functions, we can ensure larger crowds and more members. To be done properly, there must be a clear line of communication between my office and chapters. We cannot afford to miss opportunities because we failed to gain as much attention as possible for our events.

Fund-raising is another vital area where the association manager has a need to work with local chapters. Because your chapter members generally live within the chapter’s geographical boundaries, it properly follows that these same people are going to know about multiple sources to assist OCTA in funding projects. Hopefully, chapter members may even bring personal contacts for some of these sources. At the same time, I can help to lend the credence of a national body with a proven track record of success to the campaign. That includes assisting your chapter with grant-writing, developing contacts with large businesses or corporations and putting

together a membership campaign.

I also work with the convention chair and chapters on convention planning. It is a goal of mine to eventually bring another OCTA convention to Idaho. Idaho is so incredibly rich in trail resources that it is a no-brainer to encourage another convention in your State. I see my role largely as facilitator and helping hand; that is, ensuring that you succeed in hosting a convention by helping to generate press coverage, seek out sponsorships and other sources of income, recruit volunteers or just lend a hand in whatever is necessary.

I have the skills to help plan, organize, implement and control programs and projects and hope that you will utilize me as such. I encourage you to utilize the resources you have in the national office, especially the staff. I am always available to take your phone call, answer your email or respond to your letter. If you're ever in the Kansas City area, be certain to stop by OCTA headquarters for a visit. I have an incredible desire to see OCTA succeed, but to do that the national office has to have the trust and cooperation of local chapters. We're not antagonistic in our goals; rather, we share the same vision and must work together to achieve it.

Finally, I would say that *it is not the goal of the national organization to force chapter-only members to become national members*. Rather, it is my goal to encourage national membership by showing how the national office can help your chapter garner support and more money for your projects, thus affirming the positive relationship between the national office and your chapter. I would then hope that all Idaho members

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would want to show their support of our national initiatives and become members. President Dick Pingrey and I want to work to help your chapter achieve its goals and make it very easy for chapter members to become members of the national organization. We look forward to seeing you all in person this summer to brainstorm about how we might work together to achieve our goals. [TBoley@indepmo.org](mailto:TBoley@indepmo.org) [Email him!]

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[We have been assured that no I-OCTA member who does not now belong to National OCTA will be booted out of the Idaho Chapter, or forced into anything! The local Chapter members have worked for years on our own doing the Trail work across Idaho with little contact or help from OCTA, and we are a very independent bunch! We welcome participation and assistance by any one with interest in the Trails system. Differences in ideas and practices will be worked out!

We welcome OCTA's assistance in any way to help increase OCTA membership among Chapter participants, but some are skeptical until they see changes and the things that OCTA officers now say they will be doing for the Chapter!—ED.]

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**MAY 22, I-OCTA TRIP, NORTH ALTERNATE-9:00 a.m. AT KING HILL, intersection Meridian Rd. and Old King Hill Rd., on the north side of the present King Hill Loop Highway!! Lunches/water!**

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**Renew I-OCTA Membership—Labels that have [April 2004 in blue print!](#)**