



Pioneering HOCKERSMITH Family traveled the Oregon Trail

This issue of our family newsletter is dedicated to Jackson Smith and Martha Jane (Gale) HOCKERSMITH. It is generally accepted that they were the first family members to enter the bounds of the state of Oregon even before it was a state. They traveled from Iowa to their new home over the Oregon Trail and were true western pioneers. In this issue you will find several riveting accounts of "The Lost Wagon Train of 1853," including the account of Martha Jane Hockersmith (1826-1903) herself. First is presented a brief history of the Oregon Trail.

THE OREGON TRAIL

"The grass is up!" Each spring in the 1840s and 1850s the excited shout arose from emigrants camped at the big bend of the Missouri River. When the prairie began to show green, they rushed to head their wagon trains northwestward to the Oregon country. For the next four to six months these brave travelers would plod some 2,000 miles of wilderness route called the Oregon Trail. The trail was one of two main routes to the Far West in the 19th century. The other was the Santa Fe Trail to New Mexico. From both trails it was possible to branch out and head for California.

The trail followed paths that had been discovered by explorers, traders, and missionaries. Meriwether Lewis and William Clark blazed the way in 1804. In 1811 frontiersmen of the Pacific Fur Company followed the Missouri River from St. Louis to the Arikara Indian villages in South Dakota. They struck across the plains through Idaho and Oregon. This route later became a part of the Oregon Trail.

Another section was added in 1812 by the

eastward trek of a Pacific fur party. It took a more southerly route, descending the Sweetwater and Platte rivers to the Missouri. In 1824 Thomas Fitzpatrick, a trapper, discovered South Pass, the lowest crossing over the Continental Divide.

In 1834 the first missionary group, led by Jason Lee, pushed westward from St. Louis with a party headed by Nathaniel Wyeth. They largely followed the Platte River. At the Snake River Wyeth built a post, Fort Hall. This was later bought by the Hudson's Bay Company, and it became a major supply outpost for emigrants on the trail. In 1836 Dr. Marcus Whitman and the Rev. Henry Spalding and their wives reached Oregon. Their wives were the first white women to make the journey. Both Jason Lee and Dr. Whitman returned to the East to persuade people to settle in Oregon. Enthusiasts in Lynn, Mass., organized an Oregon Emigration Society in 1838. Similar societies grew in other states.

The United States was looking westward. In 1842 John C. Fremont, of the United States Topographical Corps, led a government party to the Wind River valley. His report and maps helped to shape the network of paths into the Oregon Trail.

Wagon teams had to be watered twice a day and loose stock at least once. Wagon trains could not cross many streams in a day. Deep water meant hours of unloading and reloading wagons. Even crossing shallow fords took precious time. The ideal wagon-train route therefore went along a river.

The Oregon Trail furnished water, easy fordings, pasturage, and low passes through the mountains. It began in Missouri at

Independence and Westport on the big bend of the Missouri River. From there it struck westward to where the Blue River meets the Platte. The trail then followed the south bank of the Platte, the river once described as “a thousand miles long and six inches deep.” A branch of the Platte, the Sweetwater, carried the trail to South Pass in Wyoming. The Bear and Boise rivers and the Snake River then led to the mighty Columbia along the border between the present states of Washington and Oregon. Washington was part of the original Oregon Territory.

Groups of emigrants, eager for the westward trek, gathered in April and May at Independence, Westport Landing (now Kansas City), and St. Joseph. The sprawling camps bustled as the travelers prepared for the long trek. Men repaired their wagons and gear, greased axles, bolted new iron tires, and strengthened wagon beds.

The first train left Independence in 1842. In that year nearly 1,000 people followed the trail. In 1843 they were followed by 875 more, who went all the way to Oregon. About 1,400 reached Oregon in 1844 and more than 3,000 arrived in 1845.

The main trail was well trodden by 1846. It ran across country to Fort Kearney, on the Platte River. The fort was built to protect the travelers and to outfit them. The main Oregon Trail followed the south bank of the Platte to the junction of the North and South forks. It then followed the south bank of the North Platte through Mitchell Pass to Fort Laramie, at the mouth of the Laramie River. A band of religious emigrants, the Mormons, ascended the Platte in 1847. They followed the north bank, thereafter known as the Mormon Trail.

Both trails merged as one along the Sweetwater branch of the North Platte. Beyond the head of the Sweetwater the wagons crossed the Continental Divide through South Pass, which had been first visited by fur traders in 1824. West of South Pass the Oregon Trail followed the Snake River, passing Fort Hall and Fort Boise in what

is now Idaho. From Fort Walla Walla the Trail followed the south bank of the Columbia to an area near Fort Vancouver. Most of the travelers left the Trail there and settled in the Willamette Valley. Some, however, followed the Columbia on to the Pacific coast.

The Trail was bordered with the graves of those who died on the way and with discarded goods as the animals became too worn out to draw heavy loads. Also along the trail were abandoned broken wagons and skeletons of horses and oxen, picked clean by coyotes. These animals howled out of campfire range at night and scavenged the campgrounds after the travelers left. Thousands of people followed the Oregon Trail into Oregon. In 1848 Congress created the Oregon Territory, parts of which eventually became the states of Oregon and Washington.

At the same time, many homeseekers were moving toward California. These settlers followed the Oregon Trail as far as Soda Springs (in what is now Idaho). There they turned southwestward to the Humboldt River, the Carson Sink, and the Sierra Nevada entry into California. American occupation of the Pacific Slope had begun.

Transcontinental rail lines met in Utah in 1869, but emigrants used the trail as late as 1880. Often trains would drive off the main course to avoid deep ruts, polluted campgrounds, or blinding dust. Sometimes the trail spread 20 miles wide in faint paths over the prairie.

The trail is still a route to Oregon. Roads follow the main course of the historic trail and its many alternative paths. The Mormon Trail follows much the same route, except that it usually winds along the north bank of the Platte River. The Overland Trail branches from the Oregon Trail at the juncture of the North Platte and South Platte rivers, striking a shortcut to Fort Bridger.

The people had to travel light yet carry enough to meet all their needs. To save weight they were advised to take little furniture and

other heavy items. Typical equipment included an ax, shovel, saw, augers, rope, and plow moulds. Many wagons carried an iron stove fastened to a rear platform.

The Great Plains offered ample game, but families had to take staple food. An experienced leader declared: "For each adult, there should be 200 pounds of flour, 30 pounds of pilot bread, 75 pounds of bacon, 10 pounds of rice, 5 pounds of coffee, 2 pounds of tea, 25 pounds of sugar, half bushel of dried beans, one bushel dried fruit, 2 pounds of baking soda, 10 pounds of salt, half a bushel of cornmeal. And it is well to have a half bushel of corn, parched and ground. A small keg of vinegar should also be taken." In addition each family carried a water keg, a Dutch oven, and a churn. Boxes built into the wagon bed held boots, clothing, and blankets and often a feather bed and schoolbooks.

Many of the loaded covered wagons weighed between 3,000 and 7,000 pounds. Several strong animals were needed to pull them. Teams of ten or 12 horses or mules or six yoke of oxen were used. Several more animals were kept in reserve to replace those that became lame or worn-out. Smaller wagons of about 2,500 pounds, drawn by one yoke of oxen, would often have three reserve yokes. Oxen were slow but could live on poorer grazing land.

Wagon trains organized themselves into a company with a captain. In the 1840s there was comparatively little danger of attacks by Indians, but the unwieldy J trains needed skilled guidance and discipline to make the long journey efficiently. The captain assigned each wagon its position in line, drawn by lot, and named outriders and pickets.

At a bugle call at six o'clock in the morning, the train prepared for the day's march, which was usually from 15 to 20 miles (24 to 32 kilometers). Wagons wheeled into line. The older boys walked, herding the loose stock. Often the women and smaller children, tired of jolting and swaying, would relieve the herders. A skilled captain paced the march so

that the wagons would reach good pasture and water at noon and before sundown.

The trek was hard; yet emigrants in well-organized trains were generally in excellent health, and they had their good times. Many evenings groups held sings around the fires in the wagon circle. Families visited and enjoyed socials. They seldom got into serious trouble except when they left the wagon trail to seek shortcuts.

HOCKERSMITHS AND THE LOST WAGON TRAIN

by Jo Ann McQuade

The Lost Wagon Train of 1853 is one of the legends of Oregon history, and one of particular interest to Hockersmith researchers. Jackson Hockersmith, his wife Martha, their sons Joseph, John, and Jefferson, and their nephew George were all members of this ill-fated train.

The story began in 1852, when the Oregon territorial legislature endorsed the idea of a wagon road to open a direct route west from Ft. Boise (ID) to Oregon's Willamette Valley. This road would involve crossing the high desert and the Cascade mountain range. But, supposedly, it would be 300 miles shorter than the old Oregon Trail, which wound up along the Columbia River before turning south into the fertile valley.

In the early summer of 1853, a Lane County road crew began to hack the wagon path eastward through the thick timber of the Cascades, down to the Deschutes River on the other side of the mountains. Elijah Elliott was the man chosen to go back along the Oregon Trail to Ft. Boise, carrying the word of this new Free Emigrant Road, soon to be completed.

Meanwhile, the Hockersmith family had left their home in Davis County, Iowa, and were headed toward Ft. Boise on a train led by Martha's father, Dr. William Gale. They were among the people met near the fort by Elliott, who offered to lead them to the new road. On

August 28, the Gale train and a number of others left the Oregon Trail and headed directly west. As word of the new road spread back along the Trail, more and more wagons followed the vanguard out across the desert.

It is doubtful that this composite train was ever actually "lost." Rather, the route was many miles longer than anticipated, and supplies ran dangerously low. Lack of water also became a serious factor. Always, time was passing, and with it, the need to cross the mountains before the winter snows set in. Some of the despairing men blamed Elliott, and talked about lynching him.

Many of the settlers kept journals, or later wrote memoirs, as did Martha Hockersmith. It is from them that we have the first-hand accounts of the hardships suffered during the crossing.

The immigrants did not travel in a cohesive body, but were in a number of smaller groups, spread out over many miles. Nor did they travel exactly the same path as they wandered through the desert seeking water. Thus, each record tells the story from a different perspective, and is peopled with different characters.

However, all struggled through the high desert with parched throats. All rested gratefully along the banks of the Deschutes River before beginning the arduous crossing of the Cascades. All were hungry.

There has been on-going debate about why they didn't kill the normally plentiful game for food. Martha and others reported that they saw no birds or animals. Skeptics say that the settlers were Easterners who didn't know how to hunt. We know that charge is not true of Jackson Hockersmith. As a young boy, he had gone with his pioneering family from Kentucky to Randolph County, Missouri. Later, as a grown man, he was among the settlers of Davis County, Iowa.

On October 9, advance scouts from the train spotted the blazes marking the eastern end of the new road. Just three days earlier, the road crew had turned homeward, unaware that the

desperate immigrants were nearby.

Martin Blanding, one of the scouts, reached civilization on October 16. Word of the pioneers' plight spread through the tiny communities, and rescue parties were hurriedly formed. People gave freely of their own meager supplies.

Dozens of men on horseback, 93 pack animals loaded with food, and 23 wagons loaded with flour and other foodstuff headed up the primitive road to meet the train. Other men drove cattle to be slaughtered and cooked along the way. The rescuers had to restrain the pioneers from gorging themselves on the welcome provisions.

The main body of the train had begun the grueling trek over the mountains, and, aided by their rescue teams, continued battling their way westward. No longer hungry, they now had to contend with the massive downed trees in the old growth Douglas fir forest. When these windfalls blocked the way, the pioneers had either to cut out huge sections, big enough to drive the wagons through, or they had to hoist the wagons over the trees. The road crew, traveling unencumbered, had not foreseen this problem with the lumbering, unwieldy wagons.

The path followed the Middle Fork of the Willamette River, which was now swollen with winter rains, making the numerous crossings very dangerous. One woman drowned as they made their way slowly down to the valley.

The first of the wagons came through on October 24, but the rescue efforts were not complete until mid-November. It was snowing when the last of the 300 wagons and more than 1,000 people completed the journey.

Ironically, in 1854, only 100 wagons crossed over the Free Emigrant Road, which had been christened with such difficulty the year before. By 1855, the great wagon train immigration to Oregon was at an end. But, those brave 1853 trailblazers have not been forgotten. In 1988, descendants of both the pioneers and their rescuers met in Eugene, Oregon. In addition,

remaining traces of the trail have been marked as historic sites, and the saga of the Lost Wagon Train continues to be told.

Jo Ann McQuade
3rd great-niece
of Jackson and Martha.

from
Medford Mail Tribune
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HOCKERSMITHS CAME TO OREGON WITH FAMOUS LOST WAGON TRAIN

by: Mrs. George M. Robinson

(Editor's note: Mrs. Robinson is a granddaughter of Martha Jane Gale Hockersmith, who wrote a diary of the famous "Lost Wagon Train of 1853" and the hardships through which it went between Malheur Lake and Pleasant Hill, near Eugene.)

The "Lost Wagon Train of 1853" started from Bloomfield, Iowa following the old Oregon trail as far as Ft. Boise, Idaho. There the train was met by Elijah P. Elliott of Eugene, who described a short cut, which would save the train more than 150 miles in travel and bring it into the Willamette valley over a new route along the middle fork of the Willamette river.

The diary relates that the Bloomfield train went from Ft. Boise to Malheur lake while Elliott went on to Ft. Hall, Idaho. He contacted other trains there and induced several to join the party waiting at Malheur lake. One attraction of the new route was Elliott's description of good forage for the stock and it was known to the travelers the forage along the old Oregon trail was becoming thin.

1,500 People

When the trains gathered at Malheur lake, the diary relates that there were 300 wagons and approximately 1,500 people in the group. A Capt. Miller decided to lead one section of the train westward, traveling by a more northerly route than that proposed by Elliott.

The Elliott section of the train proceeded westward across the high desert country, averaging about 11 miles a day. It was September when the start was made from Malheur Lake.

Mary Jane Gale Hockersmith records that they journeyed 75 miles without finding a source to replenish their water. In desperation they tried digging in the lava rock country. They were finally successful in finding a trickle of water no longer than the lead of a pencil. They named this Spoon Water and for 24 hours a day for seven days, members of the party spooned water from the trickle. The stock was turned loose to forage since there was insufficient water for both stock and people.

Found Water

On sighting a green patch, estimated to be about 10 miles away - it turned out to be nearer 20 miles - a small party with three mules laden with water kegs set out. When they reached the water, there they found their stock, the kegs were filled and the stock driven back to the encampment in the lava beds.

The train proceeded westward, finally striking the Little Deschutes river. In order to reach the latitude which would take them over the Willamette pass, they turned north.

They had hoped to find game but none was discovered and food supplies were running desperately low. Three men were sent ahead to notify the residents of the Willamette valley of the plight of the wagon train and to seek relief. The trio sought game, but finding none, subsisted on berries and a dead fish which they found on a bank of the middle fork of the Willamette.

They finally reached the valley, stumbling into a house at Pleasant Hill, where they were given food. A relief party was dispatched with food.

The section of the train led by Captain Miller, which followed a more northerly route, reached the Little Deschutes near Bend, and

there turned south to pick up the blazed trail to Eugene.

Later Shortest Route

The Elliott route which was followed by the "Lost Wagon Train of 1853" was used again in 1854 and later was the shortest route between Boise and Eugene.

Despite the hardships which the wagon train endured in traveling from Ft. Boise to Eugene over the new and largely unmarked route, Elliott took the party through in 49 (40 ?) days without the loss of a person.

Those in the wagon train included Jackson Hockersmith, his wife, Martha J. Gale Hockersmith, and their children, among whom was John N., who was only four years old.

Jackson Hockersmith took up a donation claim of 320 acres near Junction City and in 1864 spent a year in California. In 1865 he returned to Oregon, and located near Phoenix in the Fern Valley area.

Several J of John Hockersmith's children are still in this area. They are Mrs. L. A. Rose, Medford; Mrs. Alice Munson, Soma Valley; Charlie Hockersmith, Phoenix; and Ivan Hockersmith, Medford.

from
The Sunday Oregonian 15 Aug 1926
by: Randall Stuart

A worn-out man, almost starved and too weak to walk, lay by a small fire over which he was trying to roast a piece of meat cut from the hindquarter of a little colt. The meal he was trying in his feeble way to prepare would have been his first in more than a week. He knew that before many days he would come to some settlement, and he was sure the carcass of the little colt would supply him with sufficient food to carry him through. The man was Martin Blanding. The place was at the foot of Butte Disappointment, near which

Lowell, Oregon, is now located. The time was an autumn evening in 1853.

Blanding was found in this helpless condition by David C. Mathews, only 11 years old. He and a George Penline were working for a cattleman, and the two were camped on the prairie west of Butte Disappointment. Dave Mathews, as he was called, was hunting for a couple of calves that had strayed from the herd. From a commanding position on the butte, he caught sight of a thin column of smoke rising from its southern base.

Thinking that the smoke came from an Indian's fire, the boy made his way to it to inquire if the calves had been seen, but to his astonishment, a stranger, Blanding, had made the fire. At a glance, the boy took in the man's condition and informed him that there was a house, John Bargdell's place, and food only a half-mile away. When Blanding heard that, he cried with joy.

There were a half-dozen men at the house, and they were surprised to see Blanding as young Mathews had been. It was hard for them to realize that a white man had been starving on their own range and within sight of their own house. Blanding was taken inside and given a little food. The taste of it made him ravenous. He asked for more. The men told him they had given him all he could have for awhile. They said if they gave him more it might kill him. Blanding didn't seem to understand this. With tears in his eyes, he begged them for something to eat. They knew the danger of granting his request, and refused. Blanding became frantic and almost delirious.

Blanding raved and pleaded for food as he made some disconnected references to a party of immigrants who were starving at the head of the middle fork of the Willamette. His references excited the men, and they were anxious to find out what he meant. After Blanding's agitation had subsided a little, and he had regained composure enough to talk intelligently, he told the men a train of immigrants had crossed the mountains near

Diamond Peak, and were on their way down the river. He said he had left them on the summit two weeks before, and at that time they were out of flour and salt, and had been on short rations for quite awhile. He told the men that one of the immigrants had loaned him a mare, and that he had struck out to see if he could find provisioning to send back.

The men at Bargdell's instantly realized the serious plight of the immigrants. Two of them were left to take care of Blanding, and without more ado, the others saddled their horses and galloped away to collect provisions and to secure outfits with which to meet the starving people. The men rode all night. Others joined to help spread the news. The runners notified every settler along the middle fork. Before daylight, the message had been carried 25 miles down the river. Wagons that had crossed the plains a year or two before were loaded with scanty provisions that were at hand. Oxen were yoked and the march to relieve the caravan was underway.

This train of famished immigrants was not a well-organized company, such as the column that Jesse Applegate had led across the plain a few years before. The train was composed of independent outfits that had met on the journey together. By the time they had reached the Malheur River, there must have been 100 or more wagons in the train, and 2000 head of cattle. The provisions of those at the head of the column were beginning to run low.

All were eager to gain the Willamette Valley as quickly as possible, but so far as they knew, there was but one trail to follow, and despite all their attempts to hurry, their speed was slow and laborious. It was a good day that saw 20 miles completed. From dawn to dark, through the heat of the noonday, they followed along the road already worn deep by the wheels of other caravans, and well-marked by bleaching bones and abandoned wagons. They computed the days of travel that lay ahead and began to cut down their rations.

This was the state of affairs when one scorching August afternoon the occupants of

the Blanding wagon caught sight of an approaching figure on horseback. The rider was Elijah Elliott. He had come to see if his wife and family were in the train. They were. His wife had driven a prairie schooner all the way from Iowa. He told the immigrants that the state, then the Territorial Government, had recently completed a trail across the mountains that led directly to the upper end of the Willamette Valley. He said that he had settled in the upper part of the valley and had ridden out over the new trail to meet his wife and family. He told them of the news that he was going back over the new trail, and that he would lead any of the other outfits that wished to go with him.

The route Elliott spoke of lay almost due west from where he met the train. It was less than 200 miles to their destination over the new trail, while there remained nearly 500 miles to travel if they continued along the road they were on. With food running low, it was not hard to persuade a good many to follow Elliott. Others preferred to stay by the beaten path. They went on to The Dalles, and took the Barlow Road across the mountains. But it is with those who followed Elliott that we are concerned. Some say that there were at least 75 wagons, almost 1000 head of cattle in the group that followed the leadership of Mr. Elliott. They headed straight for the mountains and crossed the summit between Summit Lake and Diamond Peak. It was not hard climbing up through the yellow pine on the eastern slope, but when they began the descent a feeling of despair seized the whole party. The route they thought would bring them quickly to the Willamette Valley was proving to be a barrier between them and their destination.

In order to induce more settlers into the upper end of the valley, the territorial government had paid a company of men, including John Diamond, \$5000 to cut a trail across the mountains following the middle fork of the Willamette. Perhaps the \$5000 was not enough. At any rate, about all the company did was to blaze the way. The immigrants could not average much over two

or three miles a day. Thomas Clark was one of the those who came with Elliott. He said that about all the blazers did was to zigzag back and forth across the river. He told of fording his wagon and wading the stream as many as 15 times in a single day. Where the way did not follow along the river bank, great windfalls often lay in such a position that it was impossible to drive around them. When such windfalls blocked the way, only two courses were open to the immigrants. They were obligated to cut out a section of the tree large enough to pass, or they could boost the wagons over. If the latter course was chosen, two deep notches were cut in the top side of the windfall, a distance from each other equal to the distance between the wheels. Then bark was piled against either side of the windfall in such a way as to form an approach, or runway, to give the wheels a start.

When all was in readiness, extra oxen, perhaps taken from a wagon farther back, would be hitched onto the one which was to cross. Men would put their shoulders to the wheels and the wagon would be hauled and shoved across. No matter which course was decided upon, a windfall in the road always meant a delay of from 30 minutes to a half a day - and sometimes as many as half a dozen windfalls would be encountered in a single mile. The immigrants became very incensed over the predicament they were in, and placed blame on Elliott. On at least one occasion, they threatened to hang him. Whether or not he knew a good road when he saw it, he was no coward. He drew his six-shooter and said, "Come on and hang me, but before there is any hanging done here, some of you will be getting hurt. I said that I was going back over the road because I thought it was a good one, and I still think so."

Before the immigrants had been many days with Elijah Elliott, and before they had gotten far from the summit, their flour ran out and their salt was gone. It was about at this stage of the journey when Martin Blanding had left. Before he was discovered by Dave Mathews it was about two weeks. Another .week had

passed before the provisions sent by the settlers reached the immigrants. In the meantime, the train had got as far down the middle fork as the Bog Prairie, where Oakridge, Oregon, is now located.

The first unit of the relief party consisted of one man, one pack pony, and 100 pounds of flour. Tandy reached Big Prairie late in the afternoon, and when he arrived, the first wagon in the immigrant train was just going into camp. He unpacked his pony, built a fire under a green tree, and began cooking cakes of bread in a frying pan. By the time the next wagon in the train had arrived, he had baked a little pile of cakes of bread about a foot high. The hungry men wanted to rush in and help themselves. Tandy said, "Stand back. Wait till all the wagons in your train get here." Strong men, in their famished condition, cried like children when they were kept from the food. By the time the last of the immigrants arrived, the little pile of cakes had grown to many piles. The food was equally divided.

In an old manuscript prepared by Thomas H. Hunsaker of Lowell, Oregon, Thomas Clark, who has already been referred to, is credited with having told Mr. Hunsaker that, "No bread has ever tasted sweeter." Mr. Clark said that his family and many others were in a condition bordering on starvation; that for six weeks they had been without a bit of flour, and that they had lived on beef cattle, which they had driven across the plains. The beef cattle, he said, were so poor that they were almost unfit to eat, and to have eaten the meat without salt would have been impossible to anyone but a starving man.

The following day, more provisions arrived and the immigrants became hopeful. Happiness shown on the faces of those who for weeks previous had known only fear and hunger. From Big Prairie on down the river for 30 miles, the road was not less difficult. Two or three miles was still counted a good day's travel, but after the food came, it did not seem so hard.

In order to try and hurry the train along,

some of the men who brought the food in said that at that time of the year, the river sometimes rose overnight. This succeeded in frightening the immigrants a good deal, whether or not it hurried them, as it had been calculated to do. Some of the immigrants abandoned their wagons at Big Prairie and returned for them in the spring. Still others came on through with all they had and made it in good shape. Some wagons had even been abandoned before the train reached Oakridge. Eighteen or 20 years ago, four such wagons were found just west of Oakridge. About the same time, another one and an old flint-lock rifle were discovered at Swift Creek, and a sixth wagon rotted to pieces at Tine Creek.

It is often asked why these immigrants did not kill deer and grouse and other wild game if they were in need of food. The answer applies, of course, also to the case of Martin Blanding. The old timers say that these men did not know how to hunt. They were from the east, and were not acquainted with the art of picking up a living in a wild country. They had guns, but were unable to use them. They hesitated even to fish, for they thought that each hour taken from travel would prolong their suffering just that much.

Martin Blanding was, so far as known, the first immigrant to cross the Cascade Mountains at Diamond Peak - or the Willamette Pass, as the place where he crossed is now called. Alexander Griffin, also a member of the train, was the first to reach the settled part of the upper part of the Willamette Valley in a wagon. He arrived at Bargdell's ranch October 21, 1853, five months to a day after he left the east.

This journey, while no doubt harder than many, can be safely cited as a fair example of the hardship and privation borne by the old pioneers.

**Reminiscences of Overland Trip
to Oregon 1853 with the
"Lost Wagon Train"**

by Martha J. Hockersmith

Rough and Ready train, 13 wagons, from Iowa in 1853. From Bloomfield, April 5th. Reach the Oregon line in August, 1853.

At a lake whose name I did not know, but am sure now is Lake Malheur, we were met by a man whose name was Eliot, coming to meet his wife and three children.

He told of a short road, and our train decided to follow him. In about three weeks, some of the men became convinced that he was misleading then" and talked of lynching. At this time we were in a desert, but surrounded by mountains; could find no water. The men dug for it, came to rock, and found a little hollow that would hold only one spoonful. For one whole week men sat by that hole and dipped water from it with a tablespoon. They called it Spoon Spring. One of the men saw a green spot on a mountain side, which they thought was about five miles away (it was ten). He took two mules and four water kegs, and with three companions went after water; found plentiful clear water, and noticed that the stream from the spring flowed in an easterly direction.

The cattle had been turned loose to forage and find water if possible. Some of them went back to the lake, between 40 and 50 miles. The others went forward, and when the men went to seek the stream whose source was on the mountain, they found the cattle about 2 ½ miles over the hill, in a beautiful valley beside a clear living stream of water. We stayed there three days, while the men went back to seek the cattle. Not one hoof was lost.

We had stayed seven days at Spoon Springs and three days beside the stream, living of course on our provisions. We traveled after that about three weeks, some of the time all day, lots of the time stopping to hunt the blazes that marked the road. Found no game at all; saw nothing to kill, not even birds, except one coyote which they tried vainly to kill for food. Had begun to kill the cattle out of the teams and live solely on them; had nothing whatever to eat but poor beef. The men

became desperate, and three of them, Daily, Howard, and John Gale (who is still living near Yreka, Cal.) left the train to seek for help. They had found a little stream whose waters flowed in an opposite direction from the water courses they had passed before, and they thought that by following it they must come to the Willamette valley. As Gale left, he kissed his mother goodbye, never expecting to see her again. She could not eat the blue beef, and was starving to death, having nothing to eat except a half cupful of corn starch which I gave her twice a day.

When the men left, they took enough beef for one meal only. They took a gun, saying, "Now we are going through the mountains, and we will surely find something to shoot." They started early in the morning, and traveled all day on that one meal of beef. They camped with nothing to eat, and traveled from daylight until late afternoon with nothing. By that time they were starved into eating the big wood-snails or slugs. On the third morning they threw away the gun - too weak to carry it. That day, after sundown, they came in sight of "Old Doc" Miller's house, about six miles south or southeast of Springfield. When they saw the house, they were too weak to call, and too overjoyed to do anything but cry.

When they entered through the door, which stood open, Gale, who was first, saw his reflection in a large mirror on his left. He staggered and nearly fainted at the sight. He said "Boys, don't look." They went through the house into the kitchen, where Mrs. Miller was cooking the supper. She was very much frightened; thought they were wild men, As soon as she comprehended the facts, she gave them each one piece of bread and butter, and no more. When they had eaten and told their story, she started her boys down the valley to tell the people.

They told the news to every one they saw for five or six miles, until they came to Uncle Felix Scott. The first man the boys met was a Presbyterian preacher. He told them there was no use to go to Scott, for he was an infidel and would not help; but Scott was the first man to

offer help. He told the boys to drive as many of his horses as they wished, down to Shaw's mill at Eugene, and load them with flour. They loaded either 10 or 12 that night, and by sunrise were ready to start. Scott walked the floor all night in his sympathy and excitement. As soon as it was light enough to see, he started men driving cattle to meet the train.

The men with the flour reached the west bank of the Willamette river on the night of the second day. We were camped on the east bank. The river was high, for we had had hard rain and some snow. The men could not cross there, but told us they would find a ford as soon as it was light enough to see. They had to go about a mile and a half down river before they could find a crossing. When they met us they asked how the trains on back were. We told them they were starving, were worse off than our train. So they hurried on, telling us we would have flour about nine or ten that morning.

When we met our flour we were in the midst of a thicket, and as soon as we reached a spot big enough, we stopped and baked some in the frying pan, and then pushed on until we found some grass for our cattle. At ___ we stopped and baked for our people, but we did not dare give them all they wanted. We stayed there all night. After going about five miles next morning, we came to a lot of potatoes piled by the roadside. We took what we needed and drove on. That evening about 3:00 we came to a little prairie, which we called Round Prairie. It was about 25 or 30 miles south of Pleasant Hill. There we found one of Scott's cattle killed for us, and a man waiting to deal it out. There I cooked from three until after sundown, for our folks and the three men who were there; only one little Dutch oven and a frying pan to cook in. Ours was the first wagon to camp, and I was the strongest woman, so I cooked. One of the men had ground coffee, so I made it for them and we shared it with them - the first we had had for a month.

The next day, which was the 19th day of October, 1853, we came into the Pleasant Hill

settlement, having crossed the Willamette, first and last, twenty-seven times. Some of our train stopped at Camas Swale, and some came on down to Eugene. My father, William Gale, and his family and one other family, went thirteen miles south of Eugene to what is now Junction City (?), I think; then Lancaster.

We, Jackson Hockersmith's family, wintered the first winter with a man named McNutt. In the spring of '54 we went north through Eugene, staying two nights at Eugene Skinner's boarding house, where my brother, J. Marion Gale, had worked all winter. Eugene at that time was composed of three or four dwellings, one blacksmith shop, one store, one saloon. The Skinner house was a fair house; all the others were little cabins. My three brothers, Newton, Marion and William J. Gale, started the first newspaper in Eugene.

The rest of the "Lost Train of '53" straggled into the valley, some going as far north as Salem. There were in all 100 wagons in the lost train.

Martha J. Hockersmith
(born Oct. 1826) Medford, Oregon.

The preceding story is printed by permission of the Oregon Historical Society.

Jackson Smith HOCKERSMITH was born on Friday, 10 Jul 1818 in Estill County, Kentucky.

[photo of Jackson Smith Hockersmith]

JACKSON SMITH HOCKERSMITH

His father, Jacob Hockersmith, Jr. had been born on Thursday 24 Jun 1779 and family tradition places his birth in the state of Maryland. We have documentation that Jacob Hockersmith and his brother Henry were early residents of Franklin Co., KY circa 1796 (see Vol. 1, No. 2, page 2), but it is speculation and family tradition that this Jacob was the son of Jacob, s/o Conrad. We do know that Jacob married Anna Keziah SKINNER (the daughter of John Skinner) in Madison Co., KY

on Monday, 12 Sep 1803. Anna was born on Saturday 16 Apr 1785 and she died at the age of 51 years 122 days on Tuesday 16 Aug 1836. Jacob lived 60 years 157 days departing this life on Thursday 28 Nov 1839 in Randolph County, Missouri.

[photo of Martha Jane (Gale) Hockersmith]

MARTHA JANE (GALE) HOCKERSMITH

We also know that Jacob and Anna had ten children who were all born in KY. Sometime around 1834 Jacob packed up his belongings and moved his family to Randolph Co., Missouri. Jackson would have been about 16 years old at this time.

New homestead land was opened in Davis County, Iowa in the mid-to-late 1840s. About this same time frame, Jackson moved there with his brothers and their families. Records show that Jackson married Martha Jane GALE, the daughter of Dr. William and Rebecca Elizabeth (Jones) Gale, on Sunday 10 Jan 1847 in Davis County, IA.

DESCENDANTS OF JACKSON SMITH HOCKERSMITH

First Generation

1. Jackson Smith HOCKERSMITH. Born 10 Jul 1818 in Estill Co., KY. Died 28 Mar 1897 in Jackson Co., OR. Buried in Phoenix Cemetery, Jackson Co., OR. He married Martha Jane GALE, daughter of William GALE Dr. & Rebecca Elizabeth JONES, 10 Jan 1847 in Davis Co., IA. Born 7 Oct 1826 in Posey Co., IN. Died 19 Mar 1903 in Jackson Co., OR. Buried Mar 1903 in Phoenix Cemetery, Jackson Co., OR. They had the following children:

- 2 i. Joseph William HOCKERSMITH,
- 3 ii. John Newton HOCKERSMITH,
- 4 iii. Jefferson Marion HOCKERSMITH,
- 5 iv. Sally Ann HOCKERSMITH,
- 6 v. Rebecca E. HOCKERSMITH,

- 7 vi. Mary E. HOCKERSMITH,
- 8 vii. Florence Isadora HOCKERSMITH.

Second Generation

2. Joseph William HOCKERSMITH. Born 26 Feb 1848 in IA. He married Annie E. SEARS. Born Jul 1856 in MO. Died Jul 1942 in Lemore, CA. They had the following children:

- 9 i. Grace J. HOCKERSMITH,
- 10 ii. John Frederick HOCKERSMITH,
- 11 iii. Rosa L HOCKERSMITH,
- 12 iv. Leslie HOCKERSMITH,
- 13 v. Annie HOCKERSMITH,
- 14 vi. Wilbur HOCKERSMITH.

3. John Newton HOCKERSMITH. Born 27 Dec 1849 in Davis Co., IA. Died 1897 in Jackson Co., OR. He first married Viola STEWART, daughter of James STEWART & Elizabeth?, 18 Apr 1876 in Jackson Co., OR. Born 1868. Died 1878 in Jackson Co., OR. They had the following children:

- 15 i. Lena HOCKERSMITH,
- 16 ii. Bertie HOCKERSMITH.

He second married Rebecca STEWART, daughter of James STEWART & Elizabeth ?, 7 Dec 1881 in Jackson Co., OR. Died 1895. They had the following children:

- 17 i. Charlie HOCKERSMITH,
- 18 ii. Ivan HOCKERSMITH,
- 19 iii. Alice HOCKERSMITH,
- 20 iv. Mattie HOCKERSMITH,
- 21 v. Lara HOCKERSMITH.

4. Jefferson Marion HOCKERSMITH. Born 18 Feb 1852 in Davis Co., IA. Died 11 Jan 1857 in OR.

5. Sally Ann HOCKERSMITH. Born Circa 1856 in OR. She married James T. MARTIN, 24 Oct 1870 in Jackson Co., OR.

6. Rebecca E. HOCKERSMITH. Born Circa 1857 in OR. She married P. L. FOUNTAIN, 20 Sep 1882 in Jackson Co., OR.

7. Mary E. HOCKERSMITH. Born Oct 1859 in Lane Co., OR. Died 22 Nov 1933 in Medford, OR. She married Abraham P. WEISS, 6 Oct 1880 in Jackson Co., OR. They had the following child:

- 22 i. Ada WEISS

8. Florence Isadora HOCKERSMITH. Born Jul 1862 in OR. Died After 1936. She married Henry H. TAYLOR, 8 Dec 1881 in Jackson Co., OR.

Third Generation

9. Grace J. HOCKERSMITH. Born Sep 1880 in OR.

10. John Frederick HOCKERSMITH. Born Feb 1882 in OR. Died 23 Sep 1931 in San Francisco, CA. He married Clara ? They had the following children:

- 23 i. Harold Frederick HOCKERSMITH,
- 24 ii. Robert Emmet HOCKERSMITH.

11. Rosa I. HOCKERSMITH. Born Apr 1884 in OR.

12. Leslie HOCKERSMITH. Born Dec 1890 in OR.

13. Annie HOCKERSMITH. Born Aug 1892 in OR. She first married ? DORKIN. She second married Herbert BELBEN.

14. Wilbur HOCKERSMITH. Born Apr 1894 in OR. He married Annie CAPRINI, 31 Dec 1920 in Napa Co., CA.

15. Lena HOCKERSMITH.

16. Bertie HOCKERSMITH.

17. Charlie HOCKERSMITH. Born 20 Oct 1892. Died May 1969 in Phoenix, OR.

18. Ivan HOCKERSMITH. Born 23 Oct 1892. Died Apr 1975 in Medford, OR.

19. Alice HOCKERSMITH.

20. Mattie HOCKERSMITH.

21. Lara HOCKERSMITH.

22. Ada WEISS. Born 1888. She married George M. ROBINSON.

Fourth Generation

23. Harold Frederick HOCKERSMITH. Born 1906 in CA. Died 8 Dec 1936 in San Francisco, CA.

24. Robert Emmet HOCKERSMITH. Born 24 Oct 1907 in CA. Died 29 Sep 1918 in San Francisco, CA.

TOMBSTONE BIRTHDATE MISSING?

Here's a fascinating tid-bit for all of you who have ever walked through that old cemetery and seen a tombstone such as that of John Hockensmith of Frederick County, Maryland. John was the son of John, s/o Jacob, s/o Conrad. His tombstone, in the Emmitsburg, Mountain View Cemetery, states that he died 11 May 1891 86-11-17. That's all it says. It means that on the day he died, he was 86 years, 11 months and 17 days old. Have you ever tried to figure out his birthday from this type of data? It's confusing, isn't it? Some of us have a computer that will figure it out for us. Others are not so lucky. What can you do? Well, you can invoke the Rule of 8870.

The Rule of 8870

To use this rule:

1. Write down the year (4 digits), month (2 digits), and day (2 digits) the person died.
2. Then subtract the age in years, months (2 digits) and days (2 digits).
3. Then subtract the constant number "8870".

The answer will be the year (4 digits), month (2 digits) and day (2 digits) the person was born!

Our Example: John died May 11, 1891 and was 86 yrs, 11 mos., 17 days old.

$$\begin{array}{r} 18910511 \\ - 861117 \\ \hline 18049394 \\ - \quad 8870 \\ \hline 18040524 \end{array}$$

This answer is read directly, left to right as

the year (1804), 05 month (May) and day 24. Works every time! My computer agrees with the answer and adds that the day of the week was a Friday. I don't have a rule for figuring the day of the week.

I performed this calculation on about 100 of our ancestors and it does work, but I must warn you now that there may be times (like John's father) when the last two digits may be greater than 31. If this happens, simply subtract 30 from the days and add one to the months. Kind of like borrowing in reverse!

Editorial Note: The information about John's tombstone was obtained from the book Names In Stone: 75,000 Cemetery Inscriptions From Frederick Co., Md.; Volume 1; page 577; by Jacob Mehring Holdcraft; c 1966, published by the Genealogy Publishing Co, Baltimore, Md. RTH

FAREWELL

I received this Obit from Charleen V. HAWKERSMITH of Winchester, TN. It was taken from The Nashville Tennessean, Friday, January 26, 1996 -

HOCKENSMITH, Edward Hoch, II
January 24, 1996, Survived by former wife, Frances Hockensmith; daughters, Jennifer Ruth Hockensmith, Cary, NC and Whitney Elisabeth Hockensmith, Cary, NC; sister, Peggy McIntyre, Kissimmee, FL. He was affiliated with several professional societies, which are Diplomate, American Academy of Environmental Engineers, American Railway Engineering Association, American Society of Civil Engineers, American Water Works Association, Association of American Railroads Environmental Engineering and Operations Subcommittee and Water Environment Federation. His remains are at the Brentwood Funeral Home where the family will receive friends Friday, January 26, 1996 from 12:00 noon until time of service at 2:00 Fun. in the Brentwood Chapel. Interment Norland Cemetery, Chambersburg, PA.

Memorial contributions may be made to The Salvation Army or American Cancer Society. Brentwood Funeral Home, 9010 Church St. E., Brentwood, TN 373-3040.

Can anyone identify this Edward Hoch Hockensmith II? He seems to have roots back to Chambersburg, Franklin County, PA.

FAMILY ASSOCIATION MEMBERS

I believe it is time for me to share with you a list of those family members and other interested parties who are currently receiving this newsletter.

I have tried to identify each individual to the best of my limited ability, but I have received some requests for the newsletter from people whom I have no idea how they are related to the rest of our family. If you are one of those individuals, won't you please provide me with your lineage information?

ARNOLD, Judith M., 2521 Edgewood Dr., Moore, OK 73160, w/o Pleasant James ARNOLD, Jr., the s/o Pleasant James, s/o Bovard, s/o Pleasant James Arnold who married Laura E. HOCKENSMITH.

BARD, Barbara M., 681 Slater Rd. Wickliffe, KY 42087, w/o Billy Bruce Bard and d/o Floyd Roy HOCKERSMITH, s/o Jim Roy, s/o James H., s/o John Wesley, s/o George M., s/o George and Sally (Miller) Hockersmith.

BARKER, Doris Jean, 118 Marcedas St., Johnstown, PA 15904, d/o Darrell Blair and Izora HOCKENSMITH, s/o Caleb Bailey, s/o Obediah, s/o Samuel s/o George, s/o Conrad.

BECK, Margie H., 2103 Century Dr., Eureka, IL 61530, w/o Leland Ross Beck and d/o Herman T. HAGAR, s/o Christopher C. Hagar, s/o Levi Hagar who married Charlotte HOCKERSMITH, d/o Jacob Hockersmith and Anna Keziah Skinner.

BOONE, Margaret R, RR 6, Bloomfield, IA 52537-9806, w/o Russell Sloop Boone and d/o Parke Findley HOCKERSMITH, s/o William Jackson, s/o John, s/o Jacob Hockersmith and Anna Keziah Skinner.

CARPENTER, David D., 102 South Florida St., Bushnell, FL 33513, s/o James D. and Lucille (Rhode) Carpenter.

CARPENTER, Lucille, PO Box 125, McGehee, AR 71654, w/o James D. Carpenter and d/o Fred Dare RHODE who married Alice Steele "Hannah" HOCKERSMITH, d/o Alfred Conrad, s/o Tilford G., s/o Conrad Rice, s/o Edward who died in Jessamine Co., KY in 1808.

COX, Dick & Martha, 1018 Ridgefield Dr., Peachtree City, GA 30269.

DOUGLAS, Jim R., RFD #6 Box 225, Benton, KY 42024, s/o Vernon L. and LaWanda (Hockersmith) Douglas.

DOUGLAS, La Wanda H., 309 Bill Pope Rd., Box 99, East Prairie, MO 63845, w/o Vernon L. Douglas and d/o Jim Roy HOCKERSMITH, s/o James H., s/o John Wesley, s/o George M., s/o George and Sally (Miller) Hockersmith.

EDWARDS, Albert, PO Box 586, Kalaheo, HI 96741-0586, s/o Joe Otho, s/o James Albert Edwards, s/o ? KERLIN and Sarah Ellen HOCKENSMITH. James Albert took the surname of Sarah's second husband, William Edwards. Sarah Ellen was d/o John Hockensmith, s/o Samuel, s/o George, s/o Conrad.

FULTON COUNTY HISTORICAL SOCIETY, Box 115, McConnellsburg, PA 17233.

GREENE, Don, 1075 Fulton Court, Norcross, GA 30093, s/o Fred Herbert Greene, s/o Roy Franklin Greene who married Eva CURTIS, d/o Tom Curtis who married Margaret N. NEWLAND, d/o Anderson Christie Newland who married Elizabeth Jane RAYBURN, d/o David Rayburn who married Eva CLARK, d/o Henry Clark who married Elizabeth HOCKERSMITH, d/o Edward (d. 1808).

GRIFFITH, Brian E., Dark Hollow Rd., Shermansdale, PA 17090, s/o Frederick Martin Griffith who married Shirley Mae MAKIN.

GRIFFITH, Shirley M., R.D. 2, Box 239, Hollsopple, P A 15935, w/o Frederick Martin Griffith and d/o Edward Koontz MAKIN who married Bessie Mae HOCKENSMITH, d/o Joseph Nevin Hockensmith, s/o Caleb Bailey, s/o Obediah, s/o Samuel, s/o George, s/o Conrad.

HARR, Hazel M., PO Box 189, McConnellsburg, PA 17233, great-granddaughter of Joseph Kiely TRITTLE who married Mary Alice HOCKENSMITH, d/o Amos, s/o Samuel, s/o George, s/o Conrad.

HARTY Charles & Katherine, 7343 Cornuta Lane, Germantown, TN 38138, s/o John Harty who married Anna Rice HOCKERSMITH, d/o Rice Edwin, s/o Malcomb C., s/o John, s/o Edward (d. 1818).

HAWKERSMITH, Charleen V., PO Drawer 709, Winchester, TN 37398, w/o Gerald Edward (Butch) HAWKERSMITH, s/o Edward George, s/o William M. HOCKERSMITH, s/o Elias J., s/o William M., s/o George and Sally (Miller) Hockersmith.

HAWKERSMITH, Marion, 105 Springhill Dr., Winchester, TN 37398, s/o Charlie Tildon, s/o John Wesley HOCKERSMITH, s/o George M., s/o George and Sally (Miller) Hockersmith.

HERSHEY, Barbara H., 386 Strohm Rd., Shippensburg, PA 17257-9670, d/o Bruce Weidlich HOCKERSMITH, Jr., s/o Bruce Weidlich, s/o John Perry, s/o Joseph Landis, s/o Samuel, s/o George, s/o Jacob, s/o Conrad.

HOCKENSMITH, Bob, 11416 Wayne Way, Tampa, FL 33637, s/o Lewis Edward, s/o Willis Edward, s/o Harrison, s/o John, s/o Peter, s/o Jacob, s/o Conrad.

HOCKENSMITH, Charles D., 130 Miller Ln., Frankfort, KY 40601.

HOCKENSMITH, Dale K., 1910 Springmill Ct., Ft. Wayne, IN 46845, s/o Herman Dale, s/o Charles William, s/o Samuel H., s/o John, s/o Peter, s/o Jacob, s/o Conrad.

HOCKENSMITH, Donna K., 11557 Rolling Green Ct., Reston, VA 22091, d/o Chester Ray HOCKENSMITH, s/o Joseph Nevin, s/o Caleb Bailey, s/o Obediah, s/o Samuel, s/o George, s/o Conrad.

HOCKENSMITH, Erik, 632 Breeds Hill Rd., Virginia Beach, VA 23462-2210, s/o Michael Edward, s/o Robert Edward, s/o Lewis Edward, s/o Willis Edward, s/o Harrison, s/o John, s/o Peter, s/o Jacob, s/o Conrad.

HOCKENSMITH, Richard D., 1203 W. 34th St., Erie, PA 16508, s/o Albert Roy, s/o Caleb Bailey, s/o Obediah, s/o Samuel, s/o George, s/o Conrad.

HOCKENSMITH, Rick, PO Box 363, Angelus Oaks, CA 92305, s/o Richard D., s/o Albert Roy, s/o Caleb Bailey, s/o Obediah, s/o Samuel, s/o George, s/o Conrad.

HOCKENSMITH, Stephen B., 1700 West Nelson, Apt. 3R, Chicago, IL 60657.

HOCKERSMITH, Bruce W., 304 Reading Rd., Shippensburg, PA 17257-1026, s/o Bruce Weidlich, s/o John Perry, s/o Joseph Landis, s/o Samuel, s/o George, s/o Jacob, s/o Conrad.

HOCKERSMITH, Butch, s/o Phillip Wright HOCKERSMITH, s/o Alfred Conrad, s/o Tilford G., s/o Conrad Rice, s/o Edward (d. 1808).

HOCKERSMITH, Donald L., 1727 Jennings, Texarkana, TX 75503, s/o Floyd Roy, s/o Jim Roy, s/o James H., s/o John Wesley, s/o George M., s/o George and Sally (Miller) Hockersmith.

HOCKERSMITH, Ed, 1 Andries Rd., Newark, DE 19711, s/o Charles Samuel, s/o John Perry, Jr., s/o John Perry, s/o Joseph Landis, s/o Samuel, s/o George, s/o Jacob, s/o Conrad.

HOCKERSMITH, Glen, 5919 Birchbrook St. 128C, Dallas, TX 75206, s/o James Harvey, s/o Tilford Lee, s/o Alfred Rice, s/o Conrad Rice, s/o Edward (d. 1808).

HOCKERSMITH, James Lee, 1801 Claiborne, League City, TX 77573, s/o Alfred Gann, s/o Alfred Conrad, s/o Tilford G., s/o Conrad Rice, s/o Edward (d. 1808).

HOCKERSMITH, Joe, HCR 1, Box 23A, Oakley, KS 67748-9408, s/o Christian E., s/o John Mason, s/o George W., s/o John, s/o Jacob and Anna Keziah (Skinner) Hockersmith.

HOCKERSMITH, Kerry, Rt. 1 Box 17C, Lockesburg, AR 71846, s/o William, s/o William C. Hockersmith.

HOCKERSMITH, Robert C. & Jeannine, 299 Leisure World, Mesa, AZ 85206, s/o Clark Clifford, s/o Martin Luther, s/o Francis Marion, s/o Thomas Jefferson, s/o Jacob and Anna Keziah (Skinner) Hockersmith.

HOCKERSMITH, Robert T. & Janice, 1213 Lions Den Dr., Green Cove Springs, FL 32043, s/o Alfred Gann, Jr., s/o Alfred Gann, s/o Alfred Conrad, s/o Tilford G., s/o Conrad Rice, s/o Edward (d. 1808).

HOCKERSMITH-MEHLBURGER, Kaki, 5113 Stonewall Rd., Little Rock, AR 72207, w/o Max Mehlburger and d/o Thomas Conrad Hockersmith, s/o Alfred Conrad, s/o Thomas Conrad, s/o Alfred Conrad, s/o Tilford G., s/o Conrad Rice, s/o Edward (d. 1808).

HOKE, Mrs. Nancy L., 1266 Franklin St., Johnstown, PA 15905, w/o Lawrence Richard Hoke and d/o Edward Koontz MAKIN who married Bessie Mae HOCKENSMITH, d/o Joseph Nevin Hockensmith, s/o Caleb Bailey, s/o Obediah, s/o Samuel, s/o George, s/o Conrad.

JOHNSON, Faye, 306½ Lyons Dr., Frankfort, KY 40601, d/o William Henry Johnson who married Shirley Francis PARKER, d/o Robert Parker and Vicie Willis HOCKENSMITH, d/o William Russell Hockersmith, s/o Alexander, s/o William Morgan, s/o Henry H., s/o Jacob, s/o Conrad.

KEMP, Gloria J., 115 Hoffman Ave., San Francisco, CA 94114, d/o Jennings Bryan HAGAR, s/o Frank Charly, s/o Christopher Columbus, s/o Levi Hagar who married Charlotte HOCKERSMITH, d/o Jacob and Anna Keziah (Skinner) Hockersmith.

KING, Sharon, 05 Rodeo Ct., Nogales AZ 85621, w/o Guy King and d/o Phillip Wright HOCKERSMITH, s/o Alfred Conrad, s/o Tilford G., s/o Conrad Rice, s/o Edward (d. 1808).

KWADRAT, Peg, 11676 Post Mills Ln., Reston, VA 22094, w/o Carl Frederic Kwadrat and d/o Chester Ray HOCKENSMITH, s/o Joseph Nevin, s/o Caleb Bailey, s/o Obediah, s/o Samuel, s/o George, s/o Conrad.

LOCKWOOD, Helen, 1010 S. Tracy, Bozeman, MT 59715, w/o Richard Mountjoy (Monte) Lockwood and d/o Sidney Franklin (Frank) HOCKERSMITH, s/o William Jackson, s/o John, s/o Jacob and Anna Keziah (Skinner) Hockersmith.

MARTIN, Bill, 11632 E. 34th St., Tulsa, OK 74146-2151, s/o Clyde Martin who married Wanda Fay WINDER, d/o William Riley Winder, s/o William Pete Winder who married Dora Ann HOCKERSMITH, d/o Esquire G. (Squire) Hockersmith, s/o William M., s/o George and Sally (Miller) Hockersmith.

MARTIN, Sandra, 18630 Andalusian Dr., Cypress, TX 77429, d/o Clyde Martin who married Wanda Fay WINDER, d/o William Riley Winder, s/o William Pete Winder who married Dora Ann HOCKERSMITH, d/o Esquire G. (Squire) Hockersmith, William M., s/o George and Sally (Miller) Hockersmith.

MAXWELL, Barbara, 2139 Winchester Pike, Martinsburg, WV 25401, d/o William Ellis and Ethel (Catlett) Maxwell, s/o William Fleming Maxwell, s/o Albert Maxwell who married Mary Columbia Hockensmith, d/o William, s/o John, s/o Jacob, s/o Conrad.

MCQUADE, Jo Ann, 2908 Livingston Ave., NE, Salem, OR 97303, d/o John Wayland COONS, s/o John William, s/o Peter Mason Coons who married Martha Elizabeth HOCKERSMITH, d/o John, s/o Jacob and Anna Keziah (Skinner) Hockersmith.

MEGILLIGAN, Susan, 4501 Aligan Way, Lexington, KY 40515-4701, w/o F. E. Megilligan and d/o Clifton HOCKENSMITH, s/o John Morgan, s/o William Morgan, s/o Henry H., s/o Jacob, s/o Conrad.

MINEAR, Maria Ann, Box 283, Hardin, MT 59034, w/o Warren Otto Minear, s/o Ward Beecher, s/o Jasper and Sarah Melissa (Moore) Minear. Jasper and Sarah were also the parents of Ivy Beryl Minear who married James Thomas (Tom) HOCKERSMITH, s/o Sidney B., s/o John, s/o Jacob and Anna Keziah (Skinner) Hockersmith.

MOORE, George, 2024 Anthony Circle, Midwest City, OK 73110, s/o Maurice Ruggles Moore, s/o Christopher Wyatt Moore, s/o John Franklin Moore who married Mary Tucker HOCKERSMITH, d/o Alfred Rice Hockersmith, s/o Conrad Rice, s/o Edward (d. 1808).

MUCKEY, Charlotte, 1709 Tennessee St., Lawrence, KS 66044-4177, w/o Marion Gilbert Muckey and d/o Ivan William GIBLER, s/o Thomas William Gibler who married Mary Etta HOUT, d/o Henry Clay HAUT who married Caroline HOCKENSMITH, d/o David, s/o Peter, s/o Jacob, s/o Conrad.

OLMSTED, Dorothy, 1005 Willow Green Dr., Newport News, VA 23602, granddaughter of Philip Elton Vance, s/o Benjamin Franklin, s/o Philip Vance who married Catherine Hockensmith who was probably d/o Henry, s/o George, s/o Jacob, s/o Conrad.

PRONGER, Camille, 1220-423 Tasman Dr., Sunnyvale, CA 94089, d/o Baber Douglas HOCKERSMITH, s/o Henry Douglas, s/o John Mason, s/o John, s/o Edward (d. 1818).

SABALA, Jean L., 16250 Tao Rd., Apple Valley, CA 92307, w/o Manny Sabala and d/o Maurice Clark HOCKERSMITH, s/o Sidney Franklin (Frank), s/o William Jackson, s/o John, s/o Jacob and Anna Keziah (Skinner) Hockersmith.

SANDERS, Nancy B. 2618 Lindair Dr., Springfield, OH 45502.

SCOTT, Tom, 1304 East 9th St., Bonham, TX 75418, s/o John Thomas Scott, Jr. who married Ruth Marion CURLEE, d/o Edward M. Curlee who married Katherine Mason SAUNDERS, d/o John William Saunders who married Ida Reeves HOCKERSMITH, d/o John Mason Hockersmith, s/o John, s/o Edward (d. 1818).

SHOCK, Byrd Evelyn, 618 Western Ave., Conway, AR 72032, w/o Calvin Coolidge Shock and d/o Fred Dare RHODE who married Alice Steele "Hannah" HOCKERSMITH, d/o Alfred Conrad, s/o Tilford G., s/o Conrad Rice, s/o Edward who died in Jessamine Co., KY in 1808.

SHOCK, John Randolph, 8707 South Jackson St., Fort Smith, AR 72902, s/o Calvin Coolidge Shock who married Byrd Evelyn RHODE.

SHOCK, Shannon Lynn, 40 Paradise Circle, Mayflower, AR 72106, d/o Calvin Coolidge Shock who married Byrd Evelyn RHODE.

SMITH, Max E., 445 Franklin St., Downers Grove, IL 60515, s/o Walter Joe Smith, s/o William Henry Smith, s/o Edward C. HOCKERSMITH, s/o David, s/o Edward (d. 1808).

STANFIELD, Kermit, PO Box 155, Vaughn, MT 59487, s/o Ford Lincoln Stanfield who married Grace HOCKERSMITH, d/o Sidney Franklin (Frank), s/o William Jackson, s/o John, s/o Jacob and Anna Keziah (Skinner) Hockersmith.

VEST, Chris, 110 Delmont Dr. #11, Lexington, KY 40504-1131, granddaughter of Earl B. HOCKENSMITH, s/o John Morgan, s/o William Morgan, s/o Henry H., s/o Jacob, s/o Conrad.

WADE, James E., 2008 Martinshire Dr., Columbia, MO 65203, s/o Noble E. Wade who married Mary Louise HEIFNER, d/o Joseph Johnston, s/o Thomas, s/o Bartholomew Heifner who married Mary Jane (Polly) HOCKERSMITH, d/o Jacob and Anna Keziah (Skinner) Hockersmith.

WAID, Betty M., 4913 Ridge Ave., SE., Canton, OH 44707, w/o David L. Waid and d/o Ralph John HOCKENSMITH, s/o John Adam, Jr., s/o John Adam, s/o David, s/o Peter, s/o Jacob, s/o Conrad.

WINEINGER, Helen, 2505 Stenen Dr., Denison, TX 75020, d/o Mr. YOUNG who married Mamie HOWARD, d/o Joseph Alex Howard who married Nancy Jane HOCKERSMITH, d/o John Wesley, s/o George M., s/o George and Sally (Miller) Hockersmith.

WOLTERS, Phyllis, 40 Cane River Ln., Conroe, TX 77302, w/o Earl Wolters and d/o Phillip Wright HOCKERSMITH, s/o Alfred Conrad, s/o Tilford G., s/o Conrad Rice, s/o Edward (d. 1808).

WRIGHT, Carroll L., 7216 CR 802, Burleson TX 76028, s/o George Edward Wright who married Elsie Mae YOUNG, d/o William Robert Young who married Mamie HOWARD, d/o Alex (Joe) Sims Howard who married Nancy Jane HOCKERSMITH, d/o John Wesley, s/o George M., s/o George and Sally (Miller) Hockersmith.

*Let me: encourage you to contact each other.
RTH*

She either wrote or supplied most of what you hold in your hands.

CARTOON FEATURES OUR FAMILY NAME

The cartoon below was sent to me by Tom Scott of Bonham, Texas. Thank you, Tom.

According to Tom, this cartoon ran in the magazine "The New Yorker" about three years ago.

If my reading is correct, the artist's name is "C. Barsotti". Does that ring a bell with anyone? Can anyone identify the magazine issue in which the cartoon was featured? It might be interesting to investigate this further. Any volunteers?

[cartoon]

<p>Disclaimer: This newsletter is written, edited and published by Robert T. Hockersmith, 1213 Lions Den Drive, Green Cove Springs, FL 32043-4617. I intend to publish additional volumes quarterly [or at least semi-annually] as interest, time, and resources will permit. The data contained herein is deemed accurate, but is not guaranteed.</p>

THANKS JO ANN McQUADE

I want to take a moment as this edition goes to press to thank our cousin Jo Ann on the outstanding support she has given me in the preparation of this edition of the newsletter.