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1842-1867**

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WOMEN AND THEIR FAMILIES
ON THE OVERLAND TRAIL
TO CALIFORNIA AND OREGON, 1842-1867

Johnny Faragher and Christine Stansell

I am not a wheatfield
nor the virgin forest

I never chose this place
yet I am of it now

—Adrienne Rich
“From an Old House in America”

From 1841 until 1867, the year in which the transcontinental railroad was completed, nearly 350,000 North Americans emigrated to the Pacific coast along the western wagon road known variously as the Oregon, the California, or simply the Overland Trail. This migration was essentially a family phenomenon. Although single men constituted the majority of the party which pioneered large-scale emigration on the Overland Trail in 1841, significant numbers of women and children were already present in the wagon trains of the next season. Families made up the preponderant proportion of the migrations throughout the 1840s. In 1849, during the overwhelmingly male Gold Rush, the number dropped precipitously, but after 1851 families once again assumed dominance in the overland migration.¹ The contention that “the family was the one substantial social institution” on the frontier is too sweeping, yet it is undeniable that the white family largely mediated the incorporation of the western territories into the American nation.²

The emigrating families were a heterogeneous lot. Some came from farms in the midwest and upper South, many from small midwestern towns, and others from northeastern and midwestern cities. Clerks and shopkeepers as well as farmers outfitted their wagons in Independence, St. Louis, or Westport Landing on the Missouri. Since costs for supplies, travel, and settlement were not negligible,³ few of the very poor were present, nor were the exceptionally prosperous. The dreams of fortune which lured the wagon trains into new lands were those of modest men whose hopes were pinned to small farms or larger dry-goods stores, more fertile soil or more customers, better market prospects and a steadily expanding economy.

For every member of the family, the trip West was exhausting, toilsome, and often grueling. Each year in late spring, westbound emigrants gathered for the

journey at spots along the Missouri River and moved out in parties of ten to several hundred wagons. Aggregates of nuclear families, loosely attached by kinship or friendship, traveled together or joined an even larger caravan.⁴ Coast-bound families traveled by ox-drawn wagons at the frustratingly slow pace of fifteen to twenty miles per day. They worked their way up the Platte River valley through what is now Kansas and Nebraska, crossing the Rockies at South Pass in southwestern Wyoming by mid-summer. The Platte route was relatively easy going, but from present-day Idaho, where the roads to California and Oregon diverged, to their final destinations, the pioneers faced disastrous conditions: scorching deserts, boggy salt flats, and rugged mountains. By this time, families had been on the road some three months and were only at the midpoint of the journey; the environment, along with the wear of the road, made the last months difficult almost beyond endurance. Finally, in late fall or early winter the pioneers straggled into their promised lands, after six months and over two thousand miles of hardship.⁵

As this journey progressed, bare necessity became the determinant of most of each day's activities. The primary task of surviving and getting to the coast gradually suspended accustomed patterns of dividing work between women and men. All able-bodied adults worked all day in one way or another to keep the family moving. Women's work was no less indispensable than men's; indeed, as the summer wore on, the boundaries dividing the work of the sexes were threatened, blurred, and transgressed.

The vicissitudes of the trail opened new possibilities for expanded work roles for women, and in the cooperative work of the family there existed a basis for a vigorous struggle for female-male equality. But most women did not see the experience in this way. They viewed it as a male enterprise from its very inception. Women experienced the breakdown of the sexual division of labor as a dissolution of their own autonomous "sphere." Bereft of the footing which this independent base gave them, they lacked a cultural rationale for the work they did, and remained estranged from the possibilities of the enlarged scope and power of family life on the trail. Instead, women fought *against* the forces of necessity to hold together the few fragments of female subculture left to them. We have been bequeathed a remarkable record of this struggle in the diaries, journals, and memoirs of emigrating women. In this study, we will examine a particular habit of living, or culture, in conflict with the new material circumstances of the Trail, and the efforts of women to maintain a place, a sphere of their own.

The overland family was not a homogeneous unit, its members imbued with identical aspirations and desires. On the contrary, the period of westward movement was also one of multiplying schisms within those families whose location and social status placed them in the mainstream of national culture.⁶ Child-rearing tracts, housekeeping manuals, and etiquette books by the hundreds proscribed and rationalized to these Americans a radical separation of the work responsibilities and social duties of mothers and fathers; popular thought assigned unique personality

traits, spiritual capacities, and forms of experience to the respective categories of man, woman, and child.⁷ In many families, the tensions inherent in this separatist ideology, often repressed in the everyday routines of the East, erupted under the strain of the overland crossing. The difficulties of the emigrants, while inextricably linked to the duress of the journey itself, also revealed family dynamics which had been submerged in the less eventful life "back home."

A full blown ideology of "woman's place" was absent in preindustrial America. On farms, in artisan shops, and in town marketplaces, women and children made essential contributions to family income and subsistence; it was the family which functioned as the basic unit of production in the colony and the young nation. As commercial exchanges displaced the local markets where women had sold surplus dairy products and textiles, and the workplace drifted away from the household, women and children lost their breadwinning prerogatives.⁸

In Jacksonian America, a doctrine of "sexual spheres" arose to facilitate and justify the segregation of women into the home and men into productive work.⁹ While the latter attended to politics, economics, and wage-earning, popular thought assigned women the refurbished and newly professionalized tasks of child-rearing and housekeeping.¹⁰ A host of corollaries followed on the heels of these shifts. Men were physically strong, women naturally delicate; men were skilled in particular matters, women in moral and emotional concerns; men were prone to corruption, women to virtue; men belonged in the world, women in the home. For women, the system of sexual spheres represented a decline in social status and isolation from political and economic power. Yet it also provided them with a psychological power base of undeniable importance. The "cult of true womanhood" was more than simply a retreat. Catharine Beecher, one of the chief theorists of "woman's influence," proudly quoted Tocqueville's observation that "in no country has such constant care been taken, as in America, to trace two clearly distinct lines of action for the two sexes, and to make them keep pace with the other, but in two pathways which are always different."¹¹ Neither Beecher nor her sisters were simply dupes of a masculine imperialism. The supervision of child-rearing, household economy, and the moral and religious life of the family granted women a certain degree of real autonomy and control over their lives as well as those of their husbands and children.

Indeed, recent scholarship has indicated that a distinctly female subculture emerged from "woman's sphere." By "subculture" we simply mean a "habit of living"—as we have used "culture" above—of a minority group which is self-consciously distinct from the dominant activities, expectations, and values of a society. Historians have seen female church groups, reform associations, and philanthropic activity as expressions of this subculture in actual behavior, while a large and rich body of writing by and for women articulated the subcultural impulses on the ideational level. Both behavior and thought point to child-rearing, religious activity, education, home life, associationism, and female communality as components of women's subculture. Female friendships, strikingly intimate and deep

in this period, formed the actual bonds.¹² Within their tight and atomized family households, women carved out a life of their own.

At its very inception, the western emigration sent tremors through the foundations of this carefully compartmentalized family structure. The rationale behind pulling up stakes was nearly always economic advancement;¹³ since breadwinning was a masculine concern, the husband and father introduced the idea of going West and made the final decision. Family participation in the intervening time ran the gamut from enthusiastic support to stolid resistance. Many women cooperated with their ambitious spouses: "The motive that induced us to part with pleasant associations and the dear friends of our childhood days, was to obtain from the government of the United States a grant of land that 'Uncle Sam' had promised to give to the head of each family who settled in this new country."¹⁴ Others, however, only acquiesced. "Poor Ma said only this morning, 'Oh, I wish we never had started,'" Lucy Cooke wrote her first day on the trail, "and she looks so sorrowful and dejected. I think if Pa had not passengers to take through she would urge him to return; not that he should be so inclined."¹⁵ Huddled with her children in a cold, damp wagon, trying to calm them despite the ominous chanting of visiting Indians, another woman wondered "what had possessed my husband, anyway, that he should have thought of bringing us away out through this God forsaken country."¹⁶ Similar alienation from the "pioneer spirit" haunted Lavinia Porter's leave-taking:

I never recall that sad parting from my dear sister on the plains of Kansas without the tears flowing fast and free. . . . We were the eldest of a large family, and the bond of affection and love that existed between us was strong indeed . . . as she with the other friends turned to leave me for the ferry which was to take them back to home and civilization, I stood alone on that wild prairie. Looking westward I saw my husband driving slowly over the plain; turning my face once more to the east, my dear sister's footsteps were fast widening the distance between us. For the time I knew not which way to go, nor whom to follow. But in a few moments I rallied my forces . . . and soon overtook the slowly moving oxen who were bearing my husband and child over the green prairie . . . the unbidden tears would flow in spite of my brave resolve to be the courageous and valiant frontierswoman.¹⁷

Her dazed vacillation soon gave way to a private conviction that the family had made a dire mistake: "I would make a brave effort to be cheerful and patient until the camp work was done. Then starting out ahead of the team and my men folks, when I thought I had gone beyond hearing distance, I would throw myself down on the unfriendly desert and give way like a child to sobs and tears, wishing myself back home with my friends and chiding myself for consenting to take this wild goose chase."¹⁸ Men viewed drudgery, calamity, and privation as trials along the road to prosperity, unfortunate but inevitable corollaries of the rational decision they had made. But to those women who were unable to appropriate the vision of the upwardly mobile pilgrimage, hardship and loss only testified to the inherent folly of the emigration, "this wild goose chase."

If women were reluctant to accompany their men, however, they were often equally unwilling to let them go alone. In the late 1840s, the conflict between wives and their gold-crazed husbands reveals the determination with which women

enforced the cohesion of the nuclear family. In the name of family unity, some obdurate wives simply chose to blockbust the sexually segregated Gold Rush: "My husband grew enthusiastic and wanted to start immediately," one woman recalled, "but I would not be left behind. I thought where he could go I could and where I went I could take my two little toddling babies."¹⁹ Her family departed intact. Other women used their moral authority to smash the enterprise in its planning stages. "We were married to live together," a wife acidly reminded her spouse when he informed her of his intention to join the Rush: "I am willing to go with you to any part of *God's Foot Stool* where you think you can do best, and under these circumstances you have no right to go where I cannot, and if you do you need never return for I shall look upon you as dead."²⁰ Roundly chastised, the man postponed his journey until the next season, when his family could leave with him. When included in the plans, women seldom wrote of their husbands' decisions to emigrate in their diaries or memoirs. A breadwinner who tried to leave alone, however, threatened the family unity upon which his authority was based; only then did a wife challenge his dominance in worldly affairs.²¹

There was an economic reason for the preponderance of families on the Trail. Women and children, but especially women, formed an essential supplementary work force in the settlements. The ideal wife in the West resembled a hired hand more than a nurturant Christian housekeeper.²² Narcissa Whitman wrote frankly to aspiring settlers of the functional necessity of women on the new farms: "Let every young man bring a wife, for he will want one after he gets here, if he never did before."²³ In a letter from California, another seasoned woman warned a friend in Missouri that in the West women became "hewers of wood and drawers of water everywhere."²⁴ Mrs. Whitman's fellow missionary Elkanah Walker was unabashedly practical in beseeching his wife to join him: "I am tired of keeping an old bachelor's hall. I want someone to get me a good supper and let me take my ease and when I am very tired in the morning I want someone to get up and get breakfast and let me lay in bed and take my rest."²⁵ It would be both simplistic and harsh to argue that men brought their families West or married because of the labor power of women and children; there is no doubt, however, that the new Westerners appreciated the advantages of familial labor. Women were not superfluous; they were workers. The migration of women helped to solve the problem of labor scarcity, not only in the early years of the American settlement on the coast, but throughout the history of the continental frontier.²⁶

In the first days of the overland trip, new work requirements were not yet pressing and the division of labor among family members still replicated familiar patterns. Esther Hanna reported in one of her first diary entries that "our men have gone to build a bridge across the stream, which is impassable," while she baked her first bread on the prairie.²⁷ Elizabeth Smith similarly described her party's day: "rainy . . . Men making rafts. Women cooking and washing. Children crying."²⁸ When travel was suspended, "the men were generally busy mending wagons, harnesses, yokes, shoeing the animals etc., and the women washed clothes, boiled a

big mess of beans, to warm over for several meals, or perhaps mended clothes.”²⁹ At first, even in emergencies, women and men hardly considered integrating their work. “None but those who have cooked for a family of eight, crossing the plains, have any idea of what it takes,” a disgruntled woman recalled: “My sister-in-law was sick, my niece was much younger than I, and consequently I had the management of all the cooking and planning on my young shoulders.”³⁰ To ask a man to help was a possibility she was unable even to consider.³¹

The relegation of women to purely domestic duties, however, soon broke down under the vicissitudes of the Trail. Within the first few weeks, the unladylike task of gathering buffalo dung for fuel (little firewood was available *en route*) became women’s work.³² As one traveler astutely noted, “force of surroundings was a great leveler”;³³ miles of grass, dust, glare, and mud erased some of the most rudimentary distinctions between female and male responsibilities. By summer, women often helped drive the wagons and the livestock.³⁴ At one Platte crossing, “the men drew the wagons over by hand and the women all crossed in safety”; but at the next, calamity struck when the bridge collapsed, “and then commenced the hurry and bustle of repairing; all were at work, even the women and children.”³⁵ Such crises, which compounded daily as the wagons moved past the Platte up the long stretches of desert and coastal mountains, generated equity in work; at times of Indian threats, for example, both women and men made bullets and stood guard.³⁶ When mountain fever struck the Pengra family as they crossed the Rockies, Charlotte relieved her incapacitated husband of the driving while he took care of the youngest child.³⁷ Only such severe afflictions forced men to take on traditionally female chores. While women did men’s work, there is little evidence that men reciprocated.

Following a few days in the life of an overland woman discloses the magnitude of her work. During the hours her party traveled, Charlotte Pengra walked beside the wagons, driving the cattle and gathering buffalo chips. At night she cooked, baked bread for the next noon meal, and washed clothes. Three successive summer days illustrate how trying these small chores could be. Her train pulled out early on a Monday morning, only to be halted by rain and a flash flood; Mrs. Pengra washed and dried her family’s wet clothes in the afternoon while doing her daily baking. On Tuesday the wagons pushed hard to make up for lost time, forcing her to trot all day to keep up. In camp that night there was no time to rest. Before going to bed, she wrote, “Kept busy in preparing tea and doing other things preparatory for the morrow. I baked a cracker pudding, warm biscuits and made tea, and after supper stewed two pans of dried apples, and made two loaves of bread, got my work done up, beds made, and child asleep, and have written in my journal. Pretty tired of course.” The same routine devoured the next day and evening: “I have done a washing. Stewed apples, made pies and baked a rice pudding, and mended our wagon cover. Rather tired.” And the next: “baked biscuits, stewed berries, fried meat, boiled and mashed potatoes, and made tea for supper, afterward baked bread. Thus you see I have not much rest.”³⁸ Children also burdened women’s work and leisure. During one quiet time, Helen Stewart retreated in mild

defiance from her small charges to a tent in order to salvage some private time: "It exceeding hot . . . some of the men is out hunting and some of them sleeping. The children is grumbling and crying and laughing and howling and playing all around."³⁹ Although children are notably absent in women's journals, they do appear, frightened and imploring, during an Indian scare or a storm, or intrude into a rare and precious moment of relaxation, "grumbling and crying."⁴⁰

Because the rhythm of their chores was out of phase with that of the men, the division of labor could be especially taxing to women. Men's days were toilsome but broken up at regular intervals with periods of rest. Men hitched the teams, drove or walked until noon, relaxed at dinner, traveled until the evening camp, unhitched the oxen, ate supper, and in the evening sat at the campfire, mended equipment, or stood guard. They also provided most of the labor in emergencies, pulling the wagons through mires, across treacherous river crossings, up long grades, and down precipitous slopes. In the pandemonium of a steep descent,

you would see the women and children in advance seeking the best way, some of them slipping down, or holding on to the rocks, now taking an "otter slide," and then a run til some natural obstacle presented itself to stop their accelerated progress and those who get down safely without a hurt or a bruise, are fortunate indeed. Looking back to the train, you would see some of the men holding on to the wagons, others slipping under the oxen's feet, some throwing articles out of the way that had fallen out, and all have enough to do to keep them busily occupied.⁴¹

Women were responsible for staying out of the way and getting themselves and the children to safety, men for getting the wagons down. Women's work, far less demanding of brute strength and endurance, was nevertheless distributed without significant respite over all waking hours: mealtimes offered no leisure to the cooks. "The plain fact of the matter is," a young woman complained,

we have no time for sociability. From the time we get up in the morning, until we are on the road, it is hurry scurry to get breakfast and put away the things that necessarily had to be pulled out last night—while under way there is no room in the wagon for a visitor, nooning is barely long enough to eat a cold bite—and at night all the cooking utensils and provisions are to be gotten about the camp fire, and cooking enough to last until the next night.⁴²

After supper, the men gathered together, "lolling and smoking their pipes and guessing, or maybe betting, how many miles we had covered during the day,"⁴³ while the women baked, washed, and put the children to bed before they finally sat down. Charlotte Pengra found "as I was told before I started that there is no rest in such a journey."⁴⁴

Unaccustomed tasks beset the travelers, who were equipped with only the familiar expectation that work was divided along gender lines. The solutions which sexual "spheres" offered were usually irrelevant to the new problems facing families. Women, for example, could not afford to be delicate: their new duties demanded far greater stamina and hardiness than their traditional domestic tasks. With no tradition to deal with the new exigencies of fuel-gathering, cattle-driving, and cooking, families found that "the division of labor in a party . . . was a prolific cause

of quarrel.”⁴⁵ Within the Vincent party, “assignments to duty were not accomplished without grumbling and objection . . . there were occasional angry debates while the various burdens were being adjusted,” while in “the camps of others who sometimes jogged along the trail in our company . . . we saw not a little fighting . . . and these bloody fisticuffs were invariably the outcome of disputes over division of labor.”⁴⁶ At home, these assignments were familiar and accepted, not subject to questioning. New work opened the division of labor to debate and conflict.

By midjourney, most women worked at male tasks. The men still retained dominance within their “sphere,” despite the fact that it was no longer exclusively masculine. Like most women, Lavinia Porter was responsible for gathering buffalo chips for fuel. One afternoon, spying a grove of cottonwoods half a mile away, she asked her husband to branch off the trail so that the party could fell trees for firewood, thus easing her work. “But men on the plains I had found were not so accomodating, nor so ready to wait upon women as they were in more civilized communities.” Her husband refused and Porter fought back: “I was feeling somewhat under the weather and unusually tired, and crawling into the wagon told them if they wanted fuel for the evening meal they could get it themselves and cook the meal also, and laying my head down on a pillow, I cried myself to sleep.”⁴⁷ Later that evening her husband awakened her with a belated dinner he had prepared himself, but despite his conciliatory spirit their relations were strained for weeks: “James and I had gradually grown silent and taciturn and had unwittingly partaken of the gloom and somberness of the dreary landscape.”⁴⁸ No longer a housewife or a domestic ornament, but a laborer in a male arena, Porter was still subordinate to her husband in practical matters.

Lydia Waters recorded another clash between new work and old consciousness: “I had learned to drive an ox team on the Platte and my driving was admired by an officer and his wife who were going with the mail to Salt Lake City.” Pleased with the compliment, she later overheard them “laughing at the thought of a woman driving oxen.”⁴⁹ By no means did censure come only from men. The officer’s wife as well as the officer derided Lydia Waters, while her own mother indirectly reprimanded teenaged Mary Ellen Todd. “All along our journey, I had tried to crack that big whip,” Mary Ellen remembered years later:

Now while out at the wagon we kept trying until I was fairly successful. How my heart bounded a few days later when I chanced to hear father say to mother, “Do you know that Mary Ellen is beginning to crack the whip.” Then how it fell again when mother replied, “I am afraid it isn’t a very lady-like thing for a girl to do.” After this, while I felt a secret joy in being able to have a power that set things going, there was also a sense of shame over this new accomplishment.⁵⁰

To understand Mrs. Todd’s primness, so incongruous in the rugged setting of the Trail, we must see it in the context of a broader struggle on the part of women to preserve the home in transit. Against the leveling forces of the Plains, women tried to maintain the standards of cleanliness and order that had prevailed in their homes back East:

Our caravan had a good many women and children and although we were probably longer on the journey owing to their presence—they exerted a good influence, as the men did not take such risks with Indians . . . were more alert about the care of teams and seldom had accidents; more attention was paid to cleanliness and sanitation and, lastly, but not of less importance, meals were more regular and better cooked thus preventing much sickness and there was less waste of food.⁵¹

Sarah Royce remembered that family wagons “were easily distinguished by the greater number of conveniences, and household articles they carried.”⁵² In the evenings, or when the trains stopped for a day, women had a chance to create with these few props a flimsy facsimile of the home.

Even in camp women had little leisure time, but within the “hurry scurry” of work they managed to recreate the routine of the home. Indeed, a female subculture, central to the communities women had left behind, reemerged in these settings. At night, women often clustered together, chatting, working, or commiserating, instead of joining the men: “High teas were not popular, but tatting, knitting, crocheting, exchanging recipes for cooking beans or dried apples or swapping food for the sake of variety kept us in practice of feminine occupations and diversions.”⁵³ Besides using the domestic concerns of the Trail to reconstruct a female sphere, women also consciously invoked fantasy: “Mrs. Fox and her daughter are with us and everything is so still and quiet we can almost imagine ourselves at home again. We took out our Daguerrotypes and tried to live over again some of the happy days of ‘Auld Lang Syne.’”⁵⁴ Sisterly contact kept “feminine occupations” from withering away from disuse: “In the evening the young ladies came over to our house and we had a concert with both guitars. Indeed it seemed almost like a pleasant evening at home. We could none of us realize that we were almost at the summit of the Rocky Mountains.”⁵⁵ The hostess added with somewhat strained sanguinity that her young daughter seemed “just as happy sitting on the ground playing her guitar as she was at home, although she does not love it as much as her piano.”⁵⁶ Although a guitar was no substitute for the more refined instrument, it at least kept the girl “in practice with feminine occupations and diversions”: unlike Mary Ellen Todd, no big whip would tempt her to unwomanly pleasure in the power to “set things going.”

But books, furniture, knick-knacks, china, the daguerrotypes that Mrs. Fox shared, or the guitars of young musicians—the “various articles of ornament and convenience”—were among the first things discarded on the epic trash heap which trailed over the mountains. On long uphill grades and over sandy deserts, the wagons had to be lightened; any materials not essential to survival were fair game for disposal. Such commodities of woman’s sphere, although functionally useless, provided women with a psychological lifeline to their abandoned homes and communities, as well as to elements of their identities which the westward journey threatened to mutilate or entirely extinguish.⁵⁷ Losing homely treasures and memorabilia was yet another defeat within an accelerating process of dispossession.

The male-directed venture likewise encroached upon the Sabbath, another female

preserve. Through the influence of women's magazines, by mid-century Sunday had become a veritable ladies' day; women zealously exercised their religious influence and moral skill on the day of their families' retirement from the world. Although parties on the Trail often suspended travel on Sundays, the time only provided the opportunity to unload and dry the precious cargo of the wagons—seeds, food, and clothing—which otherwise would rot from dampness. For women whose creed forbade any worldly activity on the Sabbath, the work was not only irksome and tedious but profane.

This is Sabath it is a beautiful day but indeed we do not use it as such for we have not traveled far when we stop in a most lovely place oh it is such a beautiful spot and take everything out of our wagon to air them and it is well we done it as the flower was damp and there was some of the other ones flower was rotten . . . and we baked and boiled and washed oh dear me I did not think we would have abused the sabeth in such a manner. I do not see how we can expect to get along but we did not intend to do so before we started.⁵⁸

Denied a voice in the male sphere that surrounded them, women were also unable to partake of the limited yet meaningful power of women with homes. On almost every Sunday, Helen Stewart lamented the disruption of a familiar and sustaining order of life, symbolized by the household goods strewn about the ground to dry: "We took everything out the wagons and the side of the hill is covered with flower biscut meat rice oat meal clothes and such a quantity of articles of all discriptions to many to mention and childre[n] included in the number. And hobos that is neather men nor yet boys being in and out hang about."⁵⁹

The disintegration of the physical base of domesticity was symptomatic of an even more serious disruption in the female subculture. Because the wagon trains so often broke into smaller units, many women were stranded in parties without other women. Since there were usually two or more men in the same family party, some male friendships and bonds remained intact for the duration of the journey. But by midway in the trip, female companionship, so valued by nineteenth-century women, was unavailable to the solitary wife in a party of hired men, husband, and children that had broken away from a larger train. Emergencies and quarrels, usually between men, broke up the parties. Dr. Powers, a particularly ill-tempered man, decided after many disagreements with others in his train to make the crossing alone with his family. His wife shared neither his misanthropy nor his grim independence. On the day they separated from the others, she wrote in her journal: "The women came over to bid me goodbye, for we were to go alone, all alone. They said there was no color in my face. I felt as if there was none." She perceived the separation as a banishment, almost a death sentence: "There is something peculiar in such a parting on the Plains, one there realizes what a goodbye is. Miss Turner and Mrs. Hendricks were the last to leave, and they bade me adieu the tears running down their sunburnt cheeks. I felt as though my last friends were leaving me, for what—as I thought then— was a Maniac."⁶⁰ Charlotte Pengra likewise left Missouri with her family in a large train. Several weeks out, mechanical problems detained some of the wagons, including those of the other three women. During the month

they were separated, Pengra became increasingly dispirited and anxious: "The roads have been good today—I feel lonely and almost disheartened. . . . Can hear the wolves howl very distinctly. Rather ominis, perhaps you think. . . . Feel very tired and lonely—our folks not having come—I fear some of them are sick." Having waited as long as possible for the others, the advance group made a major river crossing. "Then I felt that indeed I had left all my friends," Pengra wrote, "save my husband and his brother, to journey over the dreaded Plains, without one female acquaintance even for a companion—of course I wept and grieved about it but to no purpose."⁶¹

Others echoed her mourning. "The whipporwills are chirping," Helen Stewart wrote, "they bring me in mind of our old farm in Pennsylvania the home of my childhood where I have spent the happiest days I will ever see again. . . . I feel rather lonesome today oh solitude solitude how I love it if I had about a dozen of my companions to enjoy it with me."⁶² Uprootedness took its toll in debilitation and numbness. After a hard week, men "loll[ed] around in the tents and on their blankets seeming to realize that the 'Sabbath was made for man,'" ⁶³ resting on the palpable achievements of miles covered and rivers crossed. In contrast, the women "could not fully appreciate physical rest, and were rendered more uneasy by the continual passing of emigrant trains all day long. . . . To me, much of the day was spent in meditating over the past and in forebodings for the future."⁶⁴

The ultimate expression of this alienation was the pressure to turn back, to retrace steps to the old life. Occasionally anxiety or bewilderment erupted into open revolt against going on.

This morning our company moved on, except one family. The woman got mad and wouldn't budge or let the children go. He had the cattle hitched on for three hours and coaxed her to go, but she wouldn't stir. I told my husband the circumstances and he and Adam Polk and Mr. Kimball went and each one took a young one and crammed them in the wagon, and the husband drove off and left her sitting. . . . She cut across and overtook her husband. Meantime he sent his boy back to camp after a horse he had left, and when she came up her husband said, "Did you meet John?" "Yes," was the reply, "and I picked up a stone and knocked out his brains." Her husband went back to ascertain the truth and while he was gone she set fire to one of the wagons. . . . He saw the flames and came running and put it out, and then mustered spunk enough to give her a good flogging.⁶⁵

Short of violent resistance, it was always possible that circumstances would force a family to reconsider and turn back. During a cholera scare in 1852, "women cried, begging their men to take them back."⁶⁶ When the men reluctantly relented, the writer observed that "they did the hooking up of their oxen in a spiritless sort of way," while "some of the girls and women were laughing."⁶⁷ There was little lost and much regained for women in a decision to abandon the migration.

Both sexes worked, and both sexes suffered. Yet women lacked a sense of inclusion and a cultural rationale to give meaning to the suffering and the work; no augmented sense of self or role emerged from augmented privation. Both women and men also complained, but women expanded their caviling to a generalized critique of the whole enterprise. Margaret Chambers felt "as if we had left all civilization

behind us”⁶⁸ after crossing the Missouri, and Harriet Ward’s cry from South Pass—“Oh, shall we ever live like civilized beings again?”⁶⁹—reverberated through the thoughts of many of her sisters. Civilization was far more to these women than law, books, and municipal government; it was pianos, church societies, daguerrotypes, mirrors—in short, their homes. At their most hopeful, the exiles perceived the Trail as a hellish but necessary transition to a land where they could renew their domestic mission: “Each advanced step of the slow, plodding cattle carried us farther and farther from civilization into a desolate, barbarous country. . . . But our new home lay beyond all this and was a shining beacon that beckoned us on, inspiring our hearts with hope and courage.”⁷⁰ At worse, temporary exigencies became in the minds of the dispossessed the omens of an irrevocable exile: “We have been travelling with 25-18-14-129-64-3 wagons—now all alone—how dreary it seems. Can it be that I have left my quiet little home and taken this dreary land of solitude in exchange?”⁷¹

Only a minority of the women who emigrated over the Overland Trail were from the northeastern middle classes where the cult of true womanhood reached its fullest bloom. Yet their responses to the labor demands of the Trail indicate that “womanliness” had penetrated the values, expectations, and personalities of mid-western farm women as well as New England “ladies.” “Woman’s sphere” provided them with companionship, a sense of self-worth, and most important, independence from men in a patriarchal world. The Trail, in breaking down sexual segregation, offered women the opportunities of socially essential work. Yet this work was performed in a male arena, and many women saw themselves as draftees rather than partners.

Historians have generally associated “positive work roles”⁷² for women with the absence of narrowly defined notions of “woman’s place.” In the best summary of literature on colonial women, for example, the authors of *Women in American Society* write: “In general, neither men nor women seemed concerned with defining what women were or what their unique contribution to society should be. . . . Abstract theories about the proper role of women did not stand in the way of meeting familial and social needs.”⁷³ Conversely, the ascendancy of “true womanhood” and the doctrine of sexual spheres coincided with the declining importance of the labor of middle- and upper-class women in a rapidly expanding market economy. On the Overland Trail, cultural roles and self-definitions conflicted with the immediate necessities of the socioeconomic situation. Women themselves fought to preserve a circumscribed role when material circumstances rendered it dysfunctional. Like their colonial great-grandmothers on premarket subsistence farms, they labored at socially indispensable tasks. Yet they refused to appropriate their new work to their own ends and advantage. In their deepest sense of themselves they remained estranged from their function as “able bodies.”

It could be argued that the time span of the trip was not long enough to alter cultural values. Yet there is evidence that the tensions of the Trail haunted the

small and isolated market farms at the journey's end.⁷⁴ Women in the western settlements continued to try to reinstate a culture of domesticity, although their work as virtual hired hands rendered obsolete the material base of separate arenas for women and men.

The notion of subculture employed in this and other studies of nineteenth-century women is hazy and ill-defined. We need to develop more rigorous conceptions of society, culture, and subculture, and to clarify the paradoxes of women's position, both isolated and integrated, in the dominant social and cultural movements of their time. Nonetheless, the journals of overland women are irrefutable testimony to the importance of a separate female province. Such theorists as Catharine Beecher were acutely aware of the advantages in keeping life divided up, in maintaining "two pathways which are always different" for women and men.⁷⁵ The women who traveled on the Overland Trail experienced firsthand the tribulations of integration which Beecher and her colleagues could predict in theory.

NOTES

We wish to thank Howard Lamar for his continuing support and Peter H. Wood, Ann Douglas, and Michele Hoffnung for their help and criticism. C. Stansell wants to acknowledge the importance of the experiences she shared with Joan Neuman Fleming and Katherine Fleming in this interpretation of women's history in the West. A National Endowment for the Humanities Youth Grant AY-7451-72-482 supported J. Faragher's portion of the research for this article.

¹The 1841 Bidwell-Bartelson party of about fifty people included only five women—three of them wives—and ten children. Contemporary figures for the forties' migrations indicate that men made up roughly 50 percent of the parties, women and children the other 50 percent. These proportions prevailed until the Gold Rush. In contrast, the composition of the 1849 emigration was men-92 percent, women-6 percent, and children-2 percent; in 1850, men-97 percent, women and children-3 percent. In 1852 the proportions shifted toward the pre-1849 norm: men-70 percent, women-13 percent, children-20 percent. These percentages are rough estimates, and indicate no more than trends.

For overall figures see Merrill Mattes, *The Great Platte River Road* (Lincoln, Nebraska: Nebraska State Historical Society, 1969), p. 23. For the early forties' on the Oregon Trail, see David Lavender, *Westward Vision: The Story of the Oregon Trail* (New York: McGraw-Hill, 1963), pp. 349-50, 365. For the California branch: George R. Stewart, *The California Trail: An Epic With Many Heroes* (New York: McGraw-Hill, 1962), pp. 8, 54-55, 85, 147, 187, 195, 232, 303, 310. For the Gold Rush: Georgia Willis Read, "Women and Children on the Oregon-California Trail in the Gold-Rush Years," *Missouri Historical Review* 34 (1944-1945): 6.

²Arthur W. Calhoun, *A Social History of the American Family from Colonial Times to the Present* 3 vols. (New York: Barnes & Noble, 1945) 2:11. Calhoun's statement has stood up well to demographic tests; after analysis of nineteenth-century census data, Jack Eblen concludes that "the deeply entrenched ideal and institution of the family provided the mechanism by which people were bound together during the process of cultural transplantation and adap-

tation" ("An Analysis of Nineteenth Century Frontier Populations," *Demography* 2, no. 4 [1965]: 341).

³A simple enumeration of the special equipment necessary for the trip indicates the expense. Each family needed a light wagon, harnesses, and a team, usually oxen; the team alone could easily cost two hundred dollars. Arms and ammunition were purchased specially for the trip; such weapons as shotguns and rifles cost around twenty-five dollars. Since there was practically no chance for resupply along the route, a family had to stock for the entire six-month trip, a considerable investment that only the economically stable could afford. For discussion and details see Mattes, *Great Platte River Road*, pp. 37-50; Stewart, *The California Trail*, pp. 106-26.

⁴Neighbors and friends often moved as a "party," later joining a larger train. Brothers, cousins, and their families, or parents and one or two married children and their families, might set out together. Conjugal and parental ties usually survived under stress, while other relations disintegrated or exploded. Interestingly, the most enduring extrafamilial bonds may have been between nuclear families and the single men who traveled with them. The latter saved money by attaching themselves to family parties rather than outfitting a wagon alone. Some paid for their passage, while others worked as drivers or cattle drovers. For examples of various groupings, see Phoebe Goodell Judson, *A Pioneer's Search for an Ideal Home* (Bellingham, Washington: United Printing, Binding and Stationery Co., 1925), pp. 15-17; Mary E. Ackley, *Crossing the Plains and Early Days in California* (San Francisco: the author, 1928), p. 17; Sarah J. Cummins, *Autobiography and Reminiscences* (Walla Walla, Oregon: The Walla Walla Bulletin, 1920), p. 22; Mrs. J. T. Gowdy, *Crossing the Plains: Personal Recollections of the Journey to Oregon in 1852* (Dayton, Oregon: n.p., 1906), p. 1; Nancy A. Hunt, "By Ox Team to California," *Overland Monthly* 67 (April 1916): 10; Mrs. M. A. Looney, *A Trip Across the Plains in the Year of 1852 with Ox Teams* (McMinnville, Oregon: n.p., 1915), p. 8; and Mrs. Lee Whipple-Halsam, *Early Days in California: Scenes and Events of the '60s as I Remember Them* (Jamestown, California: n.p., 1923), p. 8.

⁵For a recent revision of work on the Overland Trail see Mattes, *The Great Platte River Road*.

⁶Most of the research on the Victorian family has been based on middle- and upper-class northeastern and midwestern families. We do not yet know to what extent the ideology of domesticity affected poor, proletarianized, or southern families.

Although our suggestions about the geographic and class composition of the migrations are generally accepted ones, they remain hypothetical in the absence of demographic research. An overwhelming majority of the women who kept the journals upon which much of our research is based *did* come from the northeastern and midwestern middle class. Nevertheless, until we know much more about the inarticulate families from backwoods Missouri, we cannot pretend to describe the "normative" experience of the overland family. Our interpretation is limited to families whose structure and consciousness were rooted in American bourgeois culture.

⁷The ten volumes of Sarah Hale's *Ladies' Magazine* (1828-1837) are rich primary sources for antebellum ideals of sex roles and the family. For secondary works see the introductory pieces in Nancy Cott, ed., *Root of Bitterness* (Boston: E. C. Dutton, 1972), and Kathryn Kish Sklar, *Catharine Beecher* (New Haven: Yale University Press, 1973). A relatively inaccessible essay remains one of the most illuminating treatments of the period: Nancy Osterud, "Sarah Josepha Hale: A Study of the History of Women in Nineteenth Century America" (unpublished honors thesis, Harvard College, 1971).

⁸See Cott, *Root of Bitterness*, pp. 11-14; Alice Clark, *Working Life of Women in the Seventeenth Century* (London: G. Routledge & Sons, 1919); Elisabeth Dexter, *Colonial Women of Affairs: Women in Business and Professions in America Before 1776* (Boston: Houghton Mifflin Co., 1924); Alice M. Earle, *Home Life in Colonial Days* (New York: McMillan Co., 1899); and Nancy Osterud, "The New England Family, 1790-1840" (unpublished manuscript,

Old Sturbridge Village Education Department; Sturbridge, Mass., n.d.).

⁹We do not use "productive" as a value judgment but as a historically specific concept: labor which produces surplus value within the capitalist mode of production. Within the work process itself, both men's and women's labor was "useful," but only men's, in the accepted sex-division, resulted in the creation of commodities. For a provocative discussion of this problem see Ian Gough, "Marx's Theory of Productive and Unproductive Labor," *New Left Review* 76 (November-December 1972): 47-72, and Lise Vogel, "The Earthly Family," *Radical America* 7 (July-October 1973): 9-50.

¹⁰See Sklar, *Catharine Beecher*, and Ann D. Gordon, Mari Jo Buhle, and Nancy E. Schrom, "Women in American Society," *Radical America* (1972): 25-33.

¹¹Quoted in Catharine Beecher, *A Treatise on Domestic Economy* (New York: Harper Brothers, 1858), p. 28.

¹²The most comprehensive account to date of domesticity, culture, and sexual spheres is Sklar, *Catharine Beecher*; see especially pp. 151-67 and 204-16. For the cultural importance of reform to women, see Carroll Smith-Rosenberg, "Beauty, the Beast, and the Militant Woman: A Case Study in Sex Roles in Jacksonian America," *American Quarterly* 23 (Fall 1971): 562-84 and Gail Parker, *The Oven Birds: American Women on Womanhood 1820-1920* (New York: Doubleday and Co., 1972), pp. 1-56. Nancy Cott's argument in *Root of Bitterness*, pp. 3-4, is a concise summary of the subculture argument. See Ann Douglas Wood, "The 'Scribbling Women' and Fanny Fern: Why Women Wrote," *American Quarterly* 23 (Spring 1971): 1-24, and "Mrs. Sigourney and the Sensibility of the Inner Space," *New England Quarterly* 45 (June 1972): 163-81 for women's cultural impulses in literature.

¹³The Great Pacific migration began in the wake of the depression of 1837-40. The Pacific Northwest and California seemed to offer unending markets at Hudson's Bay forts, Russian settlements, even the massive Orient. The Pacific itself was to be the great transportation network that backwoods farmers needed so desperately. The 1841 migration was the result of the work of the Western Emigration Society, specifically organized to overcome the economic problems of the depressed Midwest. In short, the coast was rich in fertile, free land and unlimited chances for economic success. See Lavender, *Westward Vision*, pp. 327-28. The major exception to this generalization is the Mormon emigration.

¹⁴Judson, *A Pioneer's Search*, p. 9.

¹⁵Lucy Rutledge Cooke, *Crossing the Plains in 1852 . . . as told in Letters Written During the Journey* (Modesto, California: the author, 1923), p. 5. See also James Robertson, *A Few Months in America* (London: n.p., 1855), p. 150; Nancy A. Hunt, "By Ox-Team," p. 9; and Elias Johnson Draper, *An Autobiography* (Fresno, California: the author, 1904), p. 9.

¹⁶Margaret M. Hecox, *California Caravan: the 1846 Overland Trail Memoir of Margaret M. Hecox* (San Jose, California: Harlan-Young Press, 1966), p. 31.

¹⁷Lavinia Honeyman Porter, *By Ox Team to California: A Narrative of Crossing the Plains in 1860* (Oakland, California: author, 1910), p. 7; see also Margaret White Chambers, *Reminiscences* (n.p.: n.p. 1903), pp. 5-7.

¹⁸Porter, *By Ox Team*, p. 41.

¹⁹Luzena Stanley Wilson, *Luzena Stanley Wilson, '49er* (Oakland, California: The Eucalyptus Press, 1937), p. 1.

²⁰Mary Jane Hayden, *Pioneer Days* (San Jose, California: Murgotten's Press, 1915), pp. 7-8.

²¹Our sample of women's diaries and memoirs is by definition biased toward those women who successfully challenged their husbands. A more comprehensive view requires reading another set of journals—those of men who left their families behind. This work, as a part of a general history of the family, women, and men on the Overland Trail, is now in progress: John Faragher, "Women, Men and Their Families on the Overland Trail" (Ph.D. thesis, Yale University, in progress).

²²For a particularly striking record of marriage proposals, see *Mollie: The Journal of Mollie*

Dorsey Sanford in Nebraska and Colorado Territories, 1857-66 (Lincoln, Nebraska: University of Nebraska Press, 1959), pp. 20, 58, 59, 74, 91.

²³Quoted in Nancy Ross, *Westward the Women* (New York: Alfred A. Knopf, 1944), p. 110.

²⁴Mrs. John Wilson, quoted in Read, "Women and Children on the Oregon-California Trail in the Gold-Rush Years," p. 7.

²⁵Ross, *Westward the Women*, p. 111.

²⁶See Mari Sandoz's biography of her father, *Old Jules* (Lincoln, Nebraska: University of Nebraska Press, 1955) for a dramatic illustration of a male homesteader's functional view of wives and children.

The conventional view that the American west was predominantly male dies hard. Jack Eblen, in "Nineteenth Century Frontier Populations," conclusively demonstrates that the sex ratio in the West was little different from that in the East: women were nearly always present in numbers equal to men. See Christine Stansell, "Women on the Plains." *Women's Studies* (forthcoming).

²⁷Esther Allen, *Canvas Caravans: Based on the Journal of Esther Belle McMillan Hanna* (Portland, Oregon: Binforde & Mort, 1946), p. 18.

²⁸Mrs. Elizabeth Dixon Smith Geer, "Diary," in Oregon Pioneer Association, *Transactions of the Thirty-fifth Annual Reunion* (1907), p. 169.

²⁹Catherine Margaret Haun, quoted in Read, "Women and Children on the Oregon-California Trail in the Gold-Rush Years," p. 9.

³⁰Chambers, *Reminiscences*, p. 8.

³¹See Adrietta Applegate Hixon, *On to Oregon! A True Story of a Young Girl's Journey Into the West* (Wesler, Idaho: Signal-American Printers, 1947), p. 17, for one of the few instances in the diaries when men took on women's work.

³²See Charles Howard Crawford, *Scenes of Earlier Days: In Crossing the Plains to Oregon, and Experiences of Western Life* (Chicago: Quadrangle, 1962), p. 9, for an account of women's resistance to assuming this particular responsibility.

³³Cummins, *Autobiography and Reminiscences*, p. 28.

³⁴See Gowdy, *Crossing the Plains*, p. 2; John Barnett, *Long Trip in a Prairie Schooner* (Whittier, California: Western Stationery Co., 1928), p. 105; and Lydia Milner Waters, "A Trip Across the Plains in 1855," *Quarterly of the Society of California Pioneers* 6 (June 1929): 66.

³⁵Charlotte Emily Pengra, "Diary of Mrs. Byron J. Pengra," (unpublished typescript in Lane County Historical Society, Eugene, Oregon, n.d.), p. 8.

³⁶Mary Burrell, "Mary Burrell's Book" (manuscript diary, Beinecke Library, Yale University), no pagination; Cummins, *Autobiography*, p. 27; E. Allene Dunham, *Across the Plains in a Covered Covered Wagon* (Milton, Iowa: n.p., n.d.), p. 10.

³⁷Pengra, "Diary," p. 5.

³⁸*Ibid.*, pp. 6, 8-9, 12.

³⁹Helen Marnie Stewart, "Diary," (unpublished typescript at Lane County Historical Society, Eugene, Oregon, 1961), p. 13.

⁴⁰The place of children in the structure of the overland family is an intriguing question that we are reserving for more research and reflection. On the basis of their infrequent appearance in the journals, it seems that in this area, too, nineteenth-century patterns were modified. Many historians have pointed to the antebellum period as the time when "the child" emerged from obscurity to a special social status. In the overland sources, however, children over the age of five are rarely discussed except as younger and more vulnerable members of the working group, requiring little extra or special attention.

⁴¹Elizabeth Wood, "Journal of a Trip to Oregon, 1851," *Oregon Historical Society Quarterly* 17 (1926): 4.

⁴²Helen M. Carpenter, "A Trip Across the Plains in an Ox Wagon, 1857" (manuscript diary,

Huntington Library, San Marino, California), pp. 27-28.

⁴³Hixon, *On to Oregon!* p. 17.

⁴⁴Pengra, "Diary," p. 5.

⁴⁵Emery T. Bray, ed., *Bray Family Geneology and History* (n.p.: n.p., 1927), p. 10.

⁴⁶*Ibid.*

⁴⁷Porter, *By Ox Team to California*, p. 43.

⁴⁸*Ibid.*, p. 118.

⁴⁹Waters, "A Trip Across the Plains in 1855," p. 77.

⁵⁰Hixon, *On to Oregon!* p. 45.

⁵¹Catherine Haun in Read, "Women and Children During the Gold-Rush Years," p. 9. See also Hixon, *On to Oregon!* p. 15 and *passim*; and William Smedley, "Across the Plains in Sixty-two," *The Trail* 19 (March 1927): 11.

⁵²Sarah Royce, *A Frontier Lady: Recollections of the Gold Rush and Early California* (New Haven: Yale University Press, 1932), pp. 8-9.

⁵³Haun in Read, "Women and Children During the Gold-Rush Years," p. 9.

⁵⁴Harriet Sherril Ward, *Prairie Schooner Lady: The Journal of Harriet Sherril Ward* (Los Angeles: Westernlore Press, 1959), p. 60.

⁵⁵*Ibid.*, p. 95. See also Celinda E. Hines, "Diary of Celinda E. Hines," in Oregon Pioneer Association, *Transactions of the Forty-sixth Annual Reunion* (1918), pp. 82-83 and *passim*.

⁵⁶Ward, *Prairie Schooner Lady*, p. 69.

⁵⁷See Narcissa Whitman, "Diary," (manuscript, Beinecke Library, Yale University), p. 18, or in any one of its many published versions—e.g., *Oregon Historical Quarterly* 35 (1936). Also Esther and Joseph Lyman, "Letters About the Lost Wagon Train of 1853" (unpublished typescript in Lane County Historical Society, Eugene, Oregon), p. 6; and Georgia Read and Ruth Gaines, eds., *Gold Rush: the Journals, Drawings, and Other Papers of J. Goldsborough Bruff. . . April 2, 1849—July 20, 1851* (New York: n.p., 1949), p. 45 and *passim*.

⁵⁸Stewart, "Diary," entry for June 6, 1853. See also Whitman, "Diary," p. 21; Pengra, "Diary," p. 3; and Royce, *Frontier Lady*, p. 11.

⁵⁹Stewart, "Diary," entry for June 12, 1853.

⁶⁰Mrs. Mary Rockwood Power, "The Overland Route: Leaves from the Journal of a California Emigrant," *Amateur Book Collector* 1 (November 1950): 6.

⁶¹Pengra, "Diary," entries for May 2, 3, 8, and 10, and entries for June 5, 24, and July 7, 1853. See also, Royce, *Frontier Lady*, p. 9; and Mrs. Mary A. Frink, *Journal of the Adventures of a Party of California Gold-Seekers* (Oakland, California: n.p. 1897), p. 67.

⁶²Stewart, "Diary," entry for May 1, 1853.

⁶³Judson, *A Pioneer's Search*, p. 23.

⁶⁴*Ibid.*

⁶⁵Geer, "Diary," pp. 165-66.

⁶⁶Hixon, *On to Oregon!* p. 18.

⁶⁷*Ibid.*

⁶⁸Chambers, *Reminiscences*, p. 7.

⁶⁹Ward, *Prairie Schooner Lady*, p. 128. See also Allen, *Canvas Caravans*, p. 28.

⁷⁰Judson, *A Pioneer's Search*, p. 18.

⁷¹Maria Parsons Belshaw, "Diary of a Bride Written on the Trail in 1853," *Oregon Historical Society Quarterly* 33 (March-December 1932): 334.

⁷²Cott, *Root of Bitterness*, p. 5.

⁷³Gordon, Buhle, and Schrom, *Women in American Society*, p. 22.

⁷⁴Stansell, "Women on the Plains."

⁷⁵Catharine Beecher, *Domestic Economy*, p. 28.

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Adrinne Rich " from "An Old House in America" Women and their Families on the Overland. Trail to California and Oregon, 1842-1867 (Faragher and Stansell 1975). A woman living in America in the 19th Century had very little certainty about her future. A majority of these women were uneducated, dependent on men, unable to vote, and had very little to no personal property of their own. Most were aware that they had little options in life, and it was wise to marry, not only for love but also for financial reasons. Many women in the mid to late 1800's made the choice to move to the far we From about 1811-1840 the Oregon Trail was laid down by traders and fur trappers. It could only be traveled by horseback or on foot. It was said that snow did not exist in California's golden valleys, that the black soil of Oregon was bottomless, that vast rivers afforded easy transportation, and that no forests barred the way to migrating wagons. The next year, John Bidwell and John Bartleson traveled what would later be christened the Oregon Trail on the first planned overland emigration west to California. At Soda Springs (in what is now southwest Idaho) one contingent split off for Oregon. "The migration of a large body of men, women and children across the continent to Oregon was, in the year 1843, strictly an experiment," Jesse Applegate, the leader of the cow column, wrote. Most women on the Oregon Trail wore long dresses which was a mistake because of the mud. Some women chose to wear bloomers, which were kind of like pants, to keep the mud away. Like the Oregon trail the California trail was a long overland route for those who wished to move west. They both followed the same river valley's and trails for most of the trip until they arrived in Idaho, Wyoming or Utah, where they would turn off and go to their respective destinations. Both were popular from the early 1840's until the completion of the First Transcontinental Railroad in 1869. As you probably guessed, they were!