

# Covered Wagon Train Crew Includes Same Type People as 100 Years Ago

Editor's note: The articles and pictures of the gala covered wagon train in Independence, Mo., during the week and were written and taken by the Mail Tribune City Editor Earl H. Adams.

Independence, Mo.—Today's covered wagon train, which left here yesterday morning on its 2,020-mile trek to Independence, Ore., has among its personnel many of the same type people which would have made up such a train 100 years ago.

Among the 14 men, seven women and five children are a wagoner, a farrier, a wrangler, a carpenter and harness repairman, and all the men have had experience in handling horses.

Wagonmaster Gordon (Tex) Serpa, who has owned the Walking "S" Ranch south of Ashland for seven years, has had some experience as a wagonmaster on a train taking people on excursion rides around Reno and Virginia City, Nev.

Served in Cavalry  
An experienced horseman, Serpa once rode a horse from Carson City, Nev., to Oakland, Calif., in 57 hours. His experience with horses started when he was 17. He joined the U.S. Cavalry and served with it as long as there was a cavalry.

Later, Serpa was a partner in a horse-training stable in Wisconsin, but had to give up his end of the business when that section of the state ran out of horses which needed training.

After leaving Wisconsin, he moved to Nevada, where he worked as a cowhand on various ranches and picked up jobs as a movie stunt rider.

George McUine, driver of the Jackson county wagon sponsored by the Medford Trail Riders, is a hunter, fisherman and horseman as well as a wagon maker.

In Medford 33 Years  
McUine grew up in the timberlands of Washington and moved to Medford 33 years ago. The past 15 years he has owned and operated the Court Street Repair shop. A tall, soft-voiced man, he has broken-in many horses, and has constructed three wagons—two covered, one logging and one freight wagon.

His wagons, however, are not in the cavalcade, but have been used in various activities for the Centennial in the Medford area.

Wagons used in the cavalcade were built by Roy Brabham, driver of the Oregon wagon, who will supervise repair and maintenance along the route. A native of the



**TRAIL RIDERS WAGON**—The covered wagon sponsored by the Medford Trail Riders is shown in the parade in downtown Independence, Mo., Saturday morning. George McUine, Medford, is driving the wagon, and holding an old muzzleloader is Gary Carnine, 12-year-old son of Mr. and Mrs. Gail

Eugene area, he has been a farmer, mill worker and logger all his life with his spare time being devoted to outdoor sports activities and handling horses.

Lowell Blair of Sheridan is driver of the Lane county wagon. An experienced horseman, he has spent most of his life breaking, riding and driving horses. He is an experienced farmer, carpenter and harness repairman and has had some mule-driving experience.

**Daughter of Settlers**  
Mrs. Blair is one of the cooks on the expedition. Parents of both Mr. and Mrs. Blair were among the first settlers in Oregon.

Farrier on the trip is Walter Hilliard, who with his wife moved to Oregon in 1946. In their early married life they toured the country showing horses at fairs and stock exhibits. He was jockey in his youth, and joined the cavalry when he was 19. Born in Wisconsin in 1905, he moved to a homestead in Washington with his parents by covered wagon.

The Independence, Ore., wagon is being driven by Ben Griffith, Salem real estate man and former farmer. The wagon, which carries the souvenir illustrated envelopes, is being pulled by four mules.

Griffith was born in Geneva, Neb., where his parents

moved by covered wagon in 1879. In 1906, the family moved to Aumsville, near Salem. Griffith started farming near Independence in 1929. He is an experienced teamster and stockman.

Weaver (Pop) Clark at 86 is the oldest member of the train. Born in Gates, Ore., at 16 he was driving a four-horse freight team for a mining company there. In 1922, the family moved by covered wagon to Vernonia.

Clark moved to Hillsboro in 1942, and with his sons operated a sawmill for 12 years. He now operates a leather goods store there. Clark will drive the Hillsboro wagon, with relief work from his grandson, Robert W. Fineout, Hillsboro.

Fineout is an experienced teamster and mechanic and has learned some leather work from Clark. He was born in Vernonia and has worked at the family's sawmill for three years.

**Sports Beard**  
R. R. (Rudy) Roudebaugh, Drain, who sports one of the more heavy beards among men on the trip, is driving the Drain wagon accompanied by his wife, Kiwanda Mae (Ki) Roudebaugh and their 11-year-old daughter, Janell Mae.

Roudebaugh was born at Lexington, Neb., one of the towns along the Oregon Trail and moved to the west coast during World War II while serving with the Coast Guard. Mrs. Roudebaugh and their daughter are native Oregonians.

Dave Gastman, Cottage Grove, is the wagon train's wrangler. An employee of the Weyerhaeuser Timber company, he was an Indian packer and guide in the Olympic mountains in the early 1930s. During the winters he logged for pulpwood with horses and bought and broke-in horses.

**Security Officer**  
Traffic control and security officer on the expedition is Gail Carnine, a member of the Douglas county sheriff's department and Roseburg city police.

Accompanying him on the trip are his wife, Palma, and their two children, Cheryl and Gary, who plan to keep individual journals of the trip to show classmates at school next fall.

Mrs. Carnine is assisting in

cooking. Her grandparents moved to Oregon about 100 years ago by covered wagon to become some of the first settlers along the coast. The Carnines live in Camas Valley.

Others on the trip are Jean Marshall of Roseburg, Valoyce Johnson of Portland, and Mrs. Thyra Pelling and two children, Rodney and Trevor, of Oswego.

**Covered Trail by Car**  
The Pellings know something of the Old Oregon Trail because last year they covered 1,500 miles of the Trail by car. The boys will join the group in June when school is out.

Members of the wagon train were screened with particular regard for outdoor experience with stock, their health condition and a desire to share the problems along the way as well as the enjoyment of the trip. They cooperate in doing chores along the route, with even the children doing their share.

Serpa, Brabham and Hilliard are the only salaried members of the train. The others are taking time from business and donating their time and effort to make the expedition a successful one.

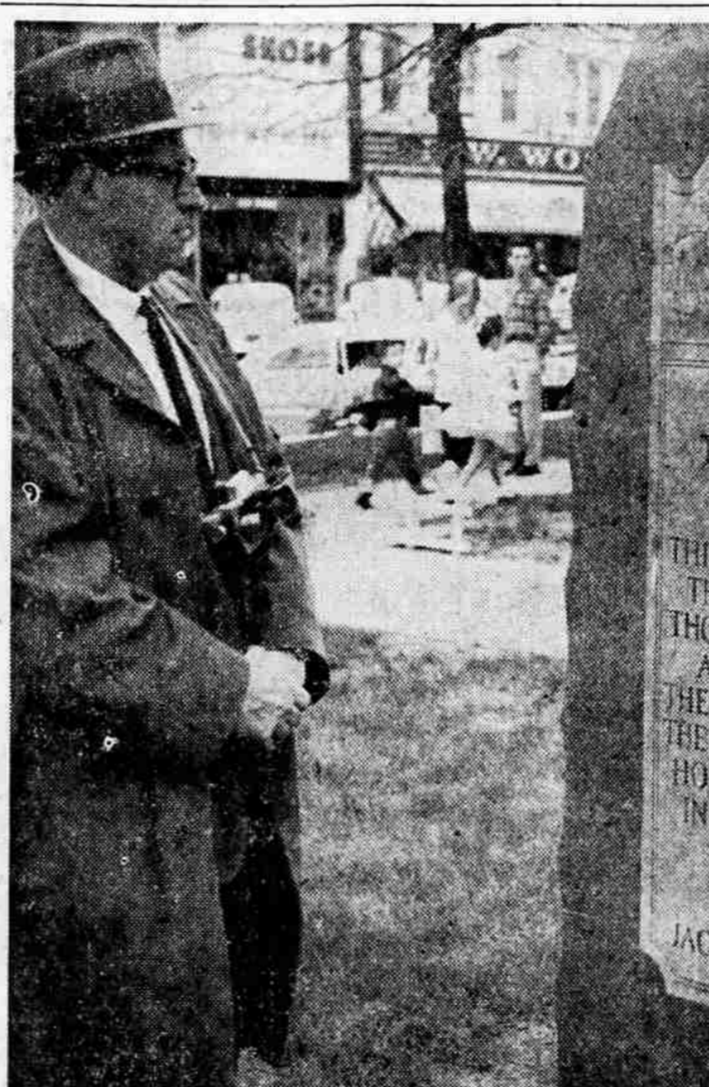
**Kansas Town to Greet Train; Serpa 'Scalped'**  
Olathe, Kans. — (UPI) — The people of this western Kansas town got ready today to welcome Oregon's covered wagon train which Sunday started a 2020-mile recrossing of the route of the pioneers.

It was cold and rainy this morning when the train left Red Bridge Farm for Olathe. A surprise "Indian" attack was launched by a lipstick-warpaint besmeared party from the Kansas City Star and wagonmaster Gordon (Tex) Serpa, Ashland, was found asleep and "scalped." The train continued to be an object of interest and almost every intersection was tied up as the wagons rolled by.

Tests on commercial jet engines are powered by old-fashioned kerosene. It works just as well in tests as the conventional JP-4 jet fuel, and is more economical.



**DISCUSS PLANS**—Gordon (Tex) Serpa, Ashland, (left) wagon master of the Oregon train, and George McUine, Medford, discuss final plans for the 2,020-mile trip across country. The picture was taken at the wagon train campsite Saturday morning. To the rear is the trailer truck which will haul food for horses and mules.



**TRAIL'S START**—Medford Mayor John Snider and a member of the Oregon Centennial commission reads the granite markers noting the start of the Oregon Trail. Ceremonies Saturday marked the start of the

**Quarters of Beef Found Here Sunday**  
Two hind quarters of beef were found near the Camp White drag strip Sunday by Jack Vernon Cummings, 1200 Fortune dr., according to a report made to Jackson county sheriff's deputies.

Investigating officers said they are considering the possibility that the meat was from a steer belonging to Kenneth Muse, route 1, box 455, Central Point, which was reported stolen and butchered last week.

Manitoba waters produce an annual commercial fishing catch estimated to be worth more than \$6 million.

About six tons of coal are required in the manufacture of one automobile, including all required materials.

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# Modern Covered Wagons Have More Problems Than in 1859

Getting a covered wagon train in operation today probably presents more problems than it did some 100 years ago.

By the same token, there were more problems en route 100 years ago than there are in today's expedition which left Independence, Mo., for Oregon Sunday morning.

A century ago, when a group decided to head west, plans were made, volunteers sought from all walks of life, wagons repaired and when things were ready, the party left. The people, with determination for a new start, were not screened. The type of experience needed for such a trip prevailed in every mid-western locality.

**Take Chances**

They knew they would have to take chances — on finding sufficient food supplies along the way, suitable drinking water, encountering hostile Indian tribes, diseases and death.

They knew, 100 years ago, that it was a long hard journey through tall prairie grass weeping like ocean waves in a strong breeze, across vast expanses of plateau land almost barren of vegetation, and into the mountain country with its almost impassable ranges.

But they had one thing in mind: to reach the lush green valleys, clear rushing streams, and the fertile lands and unlimited opportunities of the isolated Pacific northwest.

Today, the picture has

changed considerably. Among the problems encountered to get the present day covered wagon train started were the wagons themselves, the people who would

drinking water. No longer can a pioneer approach a stream and count on getting good water, nor can stock on such a trip depend on food along the way as oxen, horses, mules and cattle did a century ago. Thus a large truck is carrying food for stock.

The route itself is perhaps the greatest concern of many of the wagon train members. Much of the route, the Old Oregon Trail, was used as a basic route for modern highways. About half of it still is unpaved county road, and a portion of that is nothing but wheel ruts across private property.

Motorists today present perhaps a worse problem than did the Indians of a century ago.

**Determination**  
But whatever the problems, Wagonmaster Gordon (Tex) Serpa and the entire party has determination; determination that even today a covered wagon can make it across the vast plains and mountain ranges to Oregon.

They will be met in towns across the country by groups of people who wish they had the courage and determination to take such a trip; they will be met by town officials and chambers of commerce, and Oregon will benefit from the idea which was initiated by Dick Smith in Roseburg last year.

We take our hats off to a group of people who are making, and reliving, history.

In ancient times in Greece, cooking was one of the highest paid professions. Cooks trained for years and any cook worthy of the name had to be also a poet, philosopher, scholar, psychologist, connoisseur of music, dietitian and doctor.

Buffalo steaks and buffalo burgers are common items on menus of restaurants in the Black Hills of South Dakota. One drive-in features buffalo chow mein.



... A Cherry Fudge Ice Cream Monkey On Your Back?

**Deliciously Habit Forming!**

Taste buds jump for sheer joy, boy, just as the mere thought of Cherry-Fudge ice cream. Most people addicted to this scrumptious stuff eat it three times a day and twenty times on Sunday.

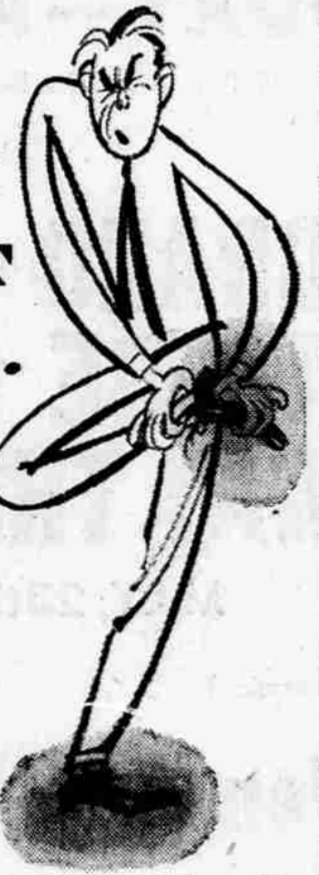
Dutch chocolate ice cream laced with juicy red cherries and jammed chock full of delicate tips of roasted almonds.

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**Little Daisy**  
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