

- THE BACHILERS AND THE HUSSEYS CAME TO NEW ENGLAND AFTER MANY YEARS OF RELIGIOUS OPPOSITION IN ENGLAND, LOOKING FOR RELIGIOUS FREEDOM AND NEW OPPORTUNITIES. AFTER A NUMBER OF YEARS, REVEREND STEPHEN BACHILOR (FATHER OF THEODATE, WIFE OF CAPTAIN CHRISTOPHER HUSSEY) DECIDED TO RETURN TO HIS HOMELAND DUE TO AN UNFORTUNATE MARRIAGE, AND ALSO BECAUSE THE CONDITIONS IN ENGLAND HAD TAKEN A TURN FOR THE BETTER. HE DIED THERE.

- CAPTAIN CHRISTOPHER HUSSEY AND HIS FAMILY, WHO HAD BEEN PURITANS, LATER BECAME DEVOUT QUAKERS.

(THOSE OF YOU WHO ARE DESCENDED FROM CAPTAIN CHRISTOPHER HUSSEY ARE SAID TO BE DESCENDANTS OF A NUMBER OF MAGNA CHARTA SURETIES, AND OF CHARLEMAGNE, AND A HUSSEY (HUSE) WHO WAS A COMPANION OF WILLIAM THE CONQUEROR WHEN HE INVADDED ENGLAND - AND WAS MARRIED TO WILLIAM'S AUNT. WE ARE TOLD WE ARE DESCENDED FROM JOHN OF GAUNT, SON OF EDWARD THE THIRD, KING OF ENGLAND. THERE IS A BOOK OUT WHICH CONTAINS THE COMPLETE KNOWN LINEAGE OF JOHN OF GAUNT - "ROYALTY FOR COMMONERS" (#35.00).)

- CAPTAIN CHRISTOPHER HUSSEY'S SON JOHN I MARRIED REBECCA PERKINS, AND AFTER A TIME JOHN AND REBECCA AND THEIR FAMILY DETERMINED TO MOVE TO DELAWARE, WHICH WAS GOVERNED BY THE QUAKERS AND NO OATH WAS REQUIRED TO TAKE AN OFFICE, AS IN NEW HAMPSHIRE. JOHN BECAME A MEMBER

(MIGRATION. PG. 2)

OF THE DELAWARE LEGISLATURE. JOHN AND REBECCA WERE, NO DOUBT, MUCH HAPPIER IN DELAWARE SURROUNDED BY OTHERS OF LIKE FAITH, AND WITHOUT OPPOSITION.

DELAWARE

- OUR FAMILY WAS IN DELAWARE FROM APPROXIMATELY 1703 TILL 1750. IN DELAWARE JOHN AND REBECCA'S SON, JOHN II, MARRIED ANN INSKEEP. AND THEIR SON, CHRISTOPHER HUSSEY, MARRIED ANN GARRETSON, WHOSE MOTHER WAS A COX. THEY WERE ACTIVE QUAKERS, HELD LAND, OWNED BUSINESSES, AND APPEAR TO HAVE BECOME QUITE PROSPEROUS.

- THEY HAD A NUMBER OF CHILDREN. THEIR FAMILIES WERE BECOMING LARGER AND LARGER. DELAWARE IS A SMALL STATE, AND THE POPULATION WAS INCREASING. THERE WERE LIMITS TO EXPANSION.

YORK COUNTY, PENNSYLVANIA

- IN 1750, WHEN YORK COUNTY WAS FORMED, THE HUSSEYS AND RELATED FAMILIES MOVED THERE, AND SO DID THE COMER FAMILY OF CHESTER COUNTY, PENNSYLVANIA. AGAIN, THEY ACQUIRED LAND, BUILT HOMES, WERE ACTIVE IN THEIR CHURCH AND COMMUNITIES. IT SEEMS THEY DID VERY WELL.

- CHRISTOPHER AND ANN (GARRETSON) HUSSEY, HAD A

(MIGRATION - PG. 3)

TWO STORY HOUSE WITH A VERANDA ON THE SECOND FLOOR! (WE KNOW THIS BECAUSE OF THE STORY NAOMI HUSSEY - WHO MARRIED SOLOMON COX WHEN SHE GREW UP - TOLD HER GRANDCHILDREN ABOUT AN EXPERIENCE SHE HAD IN THAT HOUSE WHEN SHE WAS ABOUT FIVE YEARS OLD.)

TRESPASSERS

- THE CREATION OF YORK AND CUMBERLAND COUNTIES CAME PERILOUSLY CLOSE TO THE WESTERN ACRES THAT THE "SIX NATIONS" MAINTAINED WERE INVIOATE INDIAN COUNTRY. SINCE 1721 THE GOVERNORS HAD BEEN PROCLAIMING SUCH TERRITORY "OFF LIMITS" TO SETTLERS. GOVERNOR HAMILTON, IN THE SUMMER OF 1749, ISSUED STILL ANOTHER PROCLAMATION AGAINST TRESPASSERS - BUT THERE CONTINUED TO BE VIOLATIONS AND INDIAN REACTIONS.
- ~~NOW~~ IT WAS LEGAL TO MOVE INTO YORK COUNTY, AND BY 1751 THERE WERE 2,043 TAXABLES THERE.

THE WALKING PURCHASE

- THE DELAWARE INDIANS HAD BEEN CHEATED OUT OF THEIR LANDS IN THE INFAMOUS "WALKING PURCHASE" OF 1737. WILLIAM PENN HAD ALWAYS DEALT FAIRLY WITH THE INDIANS, BUT AFTER HE RETURNED TO ENGLAND HIS SONS AND OTHER AGENTS BEGAN TO SELL LAND TO PAY THEIR CREDITORS, AND THE LANDS

(MIGRATION - PG. 4)

THEY WERE SELLING WERE STILL OWNED BY THE INDIANS!

- IN ORDER TO CONVINCING THE INDIANS TO PART WITH THE LAND, THE PENNS FALSELY PRESENTED AN OLD, INCOMPLETE, UNSIGNED DRAFT OF A DEED AS A LEGAL CONTRACT. THEY TOLD THE INDIANS THAT THEIR ANCESTORS SOME FIFTY YEARS BEFORE HAD SIGNED THIS DOCUMENT WHICH STATED THAT THE LAND TO BE DEEDED TO THE PENNS WAS AS MUCH AS COULD BE COVERED IN A DAY-AND-A-HALF'S WALK.
- BELIEVING THAT THEIR FOREFATHERS HAD MADE SUCH AN AGREEMENT THE INDIAN LEADERS AGREED TO LET THE PENNS HAVE THIS AREA WALKED OFF. THEY THOUGHT THE WHITES WOULD TAKE A LEISURELY WALK DOWN AN INDIAN PATH ALONG THE DELAWARE RIVER. INSTEAD, THE PENNS HIRED THREE OF THE FASTEST RUNNERS, AND AHEAD OF TIME HAD A STRAIGHT PATH CLEARED. ONLY ONE OF THE "WALKERS" COMPLETED THE DAY-AND-A-HALF WALK, BUT HE WENT FIFTY-FIVE MILES. (THE LAND GAINED IS PART OF BUCKS COUNTY AND NORTHAMPTON COUNTY.
- AND SO BY MEANS OF A FALSE DEED, AND USE OF RUNNERS, AND CLEARING A STRAIGHT PATH AHEAD, THE PENNS ACQUIRED 1,200 SQUARE MILES OF INDIAN LAND IN PENNSYLVANIA, AN AREA ABOUT THE SIZE OF RHODE ISLAND! THE INDIANS COMPLAINED ABOUT THE WAY

(MIGRATION - PG. 5)

THE "WALK" HAD BEEN DONE. THE CHIEF, LAPPAWINSOE, EXPRESSED THE FRUSTRATION AND DISSATISFACTION OF THE INDIANS WHEN HE SAID: "WHITE RUNNERS SHOULD HAVE WALKED ALONG THE RIVER DELAWARE OR THE NEXT INDIAN PATH TO IT. SHOULD HAVE WALKED FOR A FEW MILES AND THEN HAVE SAT DOWN AND SMOKED A PIPE, AND NOW AND THEN HAVE SHOT A SQUIRREL, AND NOT HAVE KEPT UP THE RUN, RUN ALL DAY."

- NONETHELESS, THE INDIAN LEADERS FELT HONOR BOUND TO FULFILL WHAT THEY THOUGHT THEIR ANCESTORS HAD AGREED TO, AND THUS BEGAN THEIR MOVEMENT WESTWARD.

- THEY WERE GIVEN PLACE AFTER PLACE. EACH TIME IT WAS PROMISED BY THE GOVERNMENT THAT IT WOULD BE THEIR PERMANENT HOME, ONLY TO HAVE TO MOVE AGAIN. THEIR TREK, WHICH LASTED 130 YEARS, FINALLY BROUGHT THEM TO WHAT WAS KNOWN AS INDIAN TERRITORY, NOW OKLAHOMA.

CHEATED AGAIN

- IN 1754, WHEN THE PROVINCE BOUGHT FROM THE IROQUOIS INDIANS IN NEW YORK VAST STRETCHES OF TERRITORY THAT HAD BEEN HOMELAND OF THE DELAWARE, THE INDIANS WERE INFURIATED, AND RESPONDED BY ATTACKING A NUMBER OF THE WESTERN PENNSYLVANIA SETTLEMENTS.

LEGISLATURE PASSES TO NON-QUAKERS

(MIGRATION - PG.6)

- THE QUAKERS, WHO CONTROLLED THE ASSEMBLY, WERE IN AN IMPOSSIBLE POSITION. THEY DID NOT SUPPORT WAR, AND WERE UNWILLING TO APPROPRIATE FUNDS FOR THE DEFENSE OF THE FRONTIER. SOME OF THE QUAKER ASSEMBLYMEN RESIGNED - OTHERS DECLINED TO STAND FOR RE-ELECTION, AND CONTROL OF PENNSYLVANIA'S LEGISLATURE PASSED INTO THE HANDS OF NON-QUAKERS.

INDIANS' IRE

- BY THE MID-1700'S THE REMAINING INDIANS IN PENNSYLVANIA WERE VERY ANGRY ABOUT BEING CHEATED OUT OF THEIR LANDS. THEY HAD ALLOWED THE EUROPEANS TO COLONIZE SOUTH-EASTERN PENNSYLVANIA, BUT THEY HAD NOT EXPECTED THE SETTLERS TO EVENTUALLY TAKE ALL THE LAND.
- BY 1753, THE INDIANS HAD NOT ONLY BEEN SWINDLED BY THE "WALKING PURCHASE" AND OTHER TREATIES, BUT A NUMBER OF SETTLERS WERE LIVING ON LANDS WHICH STILL BELONGED TO THE INDIANS.
- MANY OF THE DELAWARE HAD BEEN PUSHED TO WESTERN PENNSYLVANIA. THE FRENCH HAD BEEN FRIENDLY WITH THE INDIANS FOR A LONG TIME, AND WERE MORE INTERESTED IN TRADING WITH THEM THAN SEIZING THEIR LANDS, AS THE BRITISH HAD AND WERE DOING.

THE QUAKER RELATIONS WITH THE INDIANS

(MIGRATION - PG. 7)

- IN THE QUAKER COLONIES (WHERE THE QUAKERS HELD POWER IN GOVERNMENT) THERE WERE PRACTICALLY NO BORDER RAIDS OR INDIAN UPRISINGS. IN OTHER COLONIES, WHERE INDIANS FELT THEMSELVES CHEATED AND OUSTED BY SHARP SETTLERS, THE QUAKERS WERE ABLE TO LIVE PEACEABLY IN THEIR SETTLEMENTS UNHARMED BY INDIAN WAR PARTIES.

- THE SECRET OF THESE GOOD RELATIONS WAS A SIMPLE ONE. WHILE MANY OF THE OTHER SETTLERS BELIEVED THE INDIANS WERE HEATHEN SAVAGES, THE QUAKERS SAW THEM AS CHILDREN OF GOD, AND TREATED THEM WITH CONSEQUENT RESPECT, AND INSISTED THEY BE TREATED LIKE WHITE MEN.

- THE INDIANS CAME TO TRUST THE QUAKERS, WHO PRACTICED WHAT THEY PREACHED. THERE WERE SEVERAL INSTANCES WHEN AN INDIAN TRIBE REFUSED TO SIGN A TREATY UNLESS A QUAKER WAS PRESENT TO WITNESS THE DEED.

- IN TURN, THE QUAKERS TRUSTED THE INDIANS. THEY DID NOT, LIKE THEIR NON-QUAKER NEIGHBORS, RUSH INTO GARRISONS WHEN THERE WERE RUMORS OF INDIAN TROUBLES. INSTEAD, THEY REMAINED ON THEIR FARMS, WORKED IN THEIR FIELDS WITHOUT FIREARMS, AND LEFT THE LATCH STRING OUT AT NIGHT.

- ONLY A HANDFUL OF QUAKERS WERE EVER HARMED BY THE INDIANS, AND MOST OF THEM, ACCORDING TO EARLY

(MIGRATION - PG. 8)

RECORDS, WERE THOSE WHO HAD GIVEN WAY TO "SLAVISH FEAR." THEY WERE AFRAID TO TRUST THE INDIANS.

ENMITY AGAINST QUAKERS

- THE GREAT MAJORITY OF QUAKERS WHO LOCATED IN SOUTH-EASTERN PENNSYLVANIA WERE ACCUSED OF SACRIFICING THE LIVES OF NON-QUAKERS TO THE WEST, BECAUSE THEY WERE FRIENDLY TO THE INDIANS, OFFERED THEM HELP, AND WOULD NOT TAKE A STAND AGAINST THEM.
- TWENTY-THREE OF THE PEOPLE CALLED QUAKERS THOUGHT "PROPER FUNDS" SHOULD BE PROVIDED "TO CULTIVATE OUR FRIENDSHIP WITH OUR INDIAN NEIGHBORS"; BUT SAID, "WE WOULD RATHER SUFFER THAN PAY A TAX FOR PURPOSES "INCONSISTENT WITH THE PEACEABLE TESTIMONY WE PROFESS."
- REALIZING THE RAGE PUBLICATION OF THIS PETITION WOULD CAUSE AGAINST THE QUAKERS, THE ASSEMBLY TRIED TO KEEP IT QUIET, BUT IT WAS LET OUT BY A DOORMAN, WHO WAS CONSEQUENTLY FIRED. WHEN THE PUBLIC HEARD, THERE WAS FUROR, AND SOME OF THE NON-QUAKERS WANTED TO BURN THE QUAKERS' HOMES, BUT COOLER HEADS PREVAILED.
- IT CAN BE IMAGINED THE BITTERNESS AND RESENTMENT OF THE NON-QUAKERS AGAINST THE QUAKERS; ESPECIALLY WHEN REPORTS OF INDIAN ATROSCITIES WERE CONSTANTLY COMING TO THEIR EARS. AND IT

(MIGRATION - PG. 9)

MUST HAVE BEEN VERY DIFFICULT FOR OUR QUAKER ANCESTORS TO STAND BY THEIR BELIEFS, BUT THEY DID NOT COMPROMISE.

THE MOVE TO NORTH CAROLINA

- THE FRENCH AND INDIAN WAR BEGAN IN 1754 AND RAGED UNTIL 1763. IN 1760, THE HUSSEYS, COMERS, COXES, GARRETSONS, AND RELATED FAMILIES DECIDED TO MOVE TO NORTH CAROLINA.
- IN 1759, THE CHEROKEES IN THE CAROLINA BACK COUNTRY, WHO HAD LONG BEEN ALLIED WITH THE COLONISTS, ROSE UP AGAINST SETTLERS WHO INVADDED THEIR LANDS; AND IN 1760, THEY RAVISHED THE CAROLINA SETTLEMENTS. BUT OUR PEOPLE BEGAN TO MOVE SOUTH AND WEST DOWN THE MOUNTAIN VALLEYS INTO NORTH CAROLINA.
- THE WAY TO THE CAROLINAS WAS HARD AND HAZARDOUS. THERE WERE FEW ROADS, AND PROBABLY FEW MAPS TO SHOW THE WAY. SINCE THE HORSES AND WAGONS WERE LOADED WITH ALL THE WORLDLY GOODS THEY WERE ABLE TO BRING WITH THEM, MOST OF THEM MUST HAVE WALKED EVERY STEP OF THE WAY. IN ADDITION, THE INDIANS WERE A MENACE, BUT THE LURE OF NEW LANDS PRESSED OUR PEOPLE ON.
- WHEN THEY SAID THEIR GOODBYES TO THOSE THEY LEFT BEHIND, AND TOOK THEIR LAST LOOK AT THEIR OLD HOMES,

(MIGRATIONS - PG. 10)

HOW LITTLE THEY MUST HAVE REALIZED THE HARDSHIPS THAT LAY AHEAD.

- ONE OF THE MOST SERIOUS MATTERS TO BE CONSIDERED WERE THE INDIAN DEPREDATIONS, BECAUSE MARAUDING BANDS CONTINUALLY STOLE THEIR HORSES AND CATTLE. PRACTICALLY NO PROTECTION WAS GIVEN TO THE QUAKERS BY THE GOVERNMENT. IN FACT, IN 1769, THERE WAS SUCH A TOTAL LOSS OF STOCK THAT THEY COULD BARELY PLANT AND CULTIVATE ANY CROPS AT ALL.

REVOLUTIONARY WAR

- THE REVOLUTION BEGAN IN 1776. OF COURSE THE QUAKER DOCTRINE DID NOT PERMIT THEM TO PARTICIPATE. MANY MEN WERE DECLARED TRAITORS, AND THEIR PROPERTY CONFISCATED. THE QUAKERS, HOWEVER, WERE EXEMPT FROM BANISHMENT AND CONFISCATION (FOR THE MOST PART), BUT THE QUAKERS WERE TAXED AN EXTRA 25% IN PLACE OF SERVING IN THE MILITIA - FORCING THEM TO SUPPORT THE WAR.
- AS IF THE WAR WAS NOT ENOUGH, THE COLONY WAS PLAGUED BY LAWLESS BANDS OF RAIDERS WHO LOOTED, AND BURNED HOUSES AND BARNES.

QUAKERS DISOWNED

- IN 1782, A GROUP OF MEN, INCLUDING SOME QUAKERS,

(MIGRATIONS - PG. 11)

WERE ORDERED TO SERVE AS SOLDIERS FOR TWO YEARS. THIS CREATED A DILEMMA SINCE THEIR LAND COULD BE SEIZED IF THEY DID NOT SERVE; AND THE QUAKERS WERE DISMISSED FROM FELLOWSHIP IF THEY DID.

- AS A RESULT OF THE REVOLUTION TWENTY QUAKERS WERE DEALT WITH BY THE WRIGHTSBOROUGH MONTHLY MEETING FOR MILITARY ACTIVITIES, OF WHOM FIFTEEN WERE DISOWNED.

- SOLOMON COX, HUSBAND OF NAOMI HUSSEY, AND HIS FAMILY MOVED TO NORTH CAROLINA FROM PENNSYLVANIA ABOUT 1782 (?) AND THEN TO MONTGOMERY COUNTY, VIRGINIA, IN 1788. HE WAS DISOWNED BY THE QUAKERS FOR MILITANT ACTIVITY DURING THE REVOLUTION, AND THIS ACTIVITY EARNED HIS DESCENDANTS RIGHTS TO MEMBERSHIP IN THE D.A.R. AND THE S.A.R.

- JOSEPH COMER, HUSBAND OF ELIZABETH, NAOMI COX'S SISTER, WAS NOT DISOWNED FOR AIDING AMERICAN TROOPS (FOR WHICH HE WAS PAID), BUT THAT QUALIFIES HIM AS A "PATRIOT," AND HIS DESCENDANTS HAVE THE RIGHT TO JOIN THE D.A.R OR S.A.R..

OPPOSITION TO SLAVERY

- BY 1784 THE QUAKERS TRIED TO RESUME THEIR LIVES AS BEFORE, BUT SO MANY NON-QUAKERS HAD MOVED INTO THE COLONY BRINGING SLAVES WITH THEM. THE QUAKERS, WHO WERE OPPOSED TO SLAVERY, COULD NOT COMPETE

(MIGRATIONS - PG. 12)

WITH SLAVE LABOR, AND WERE UNHAPPY WITH THE CONDITIONS; SO THEY, AS A GROUP, DETERMINED TO LEAVE NORTH CAROLINA (THE SOLOMON COX FAMILY ALSO LEAVING WITH THEM)

MOVE TO KENTUCKY AND OHIO

- AROUND 1807 THE FAMILIES TRAVELED VIA THE CUMBERLAND GAP ON TO KENTUCKY; THEN, IN 1809, TO ROSS COUNTY, OHIO, NEAR CHILLICOTHE, WHERE THEY LIVED UNTIL 1818.

INDIANA

- THE COMERS AND SOME OF THE COXES WENT ON INTO INDIANA. I KNOW THAT THE COMERS REMAINED THERE. ANN COMER, DAUGHTER OF JOSEPH COMER AND ELIZABETH HUSSEY, MARRIED AMOS HAWKINS, WHOSE ANCESTORS CAME TO AMERICA ON "THE WELCOME". THEY OBTAINED LAND NEAR RICHMOND (IN, NOW, WAYNE COUNTY), INDIANA. THEY WERE PIONEERS. THE AREA WAS HEAVILY WOODED IN THOSE DAYS, AND THERE WERE RATTLE SNAKES IN SUPER-ABUNDANCE. WHEN THEY FIRST BUILT THEIR CABIN THE SNAKES WOULD GET IN, AND EVEN GOT INTO THE BABY'S CRADLE.

(ONE HUNDRED AND TEN YEARS LATER THEIR GREAT, GREAT, GREAT, GRANDDAUGHTER, MY MOTHER, WALKED THROUGH THE WOODS ONE DAY AND KILLED 14 RATTLESNAKES)

(MIGRATION - PG. 13)

- EVERY ONCE IN AWHILE THERE WOULD BE INDIAN TROUBLES AND THEY WOULD HAVE TO FLEE TO RICHMOND, AND STAY THERE UNTIL IT WAS SAFE TO RETURN TO THEIR HOMES.

JUST A SETTLEMENT, NOT A TOWN

CA. 1807? RICHMOND WASN'T VERY BIG IN THOSE DAYS BEFORE THE WAR OF 1812, AND LIFE WAS NOT EASY. AMOS AND ELIZABETH (COMER) HAWKINS FUTURE SON-IN-LAW, ADAM BOYD, WAS A WAGON-MAKER BY TRADE, BUT WHEN HE ARRIVED IN RICHMOND THERE WERE NOT ENOUGH PEOPLE THERE TO SUPPORT HIS TRADE, SO HE WENT TO CINCINNATI, OHIO, AND GOT A JOB ON A KEEL BOAT ON THE OHIO RIVER. WHEN HE HEARD SETTLERS WERE POURING INTO THE AREA AROUND RICHMOND AND THE TOWN WAS GROWING, HE RETURNED THERE AND SET UP HIS BUSINESS. HE ALSO BECAME JUSTICE OF THE PEACE AND MARRIED ELIZABETH HAWKINS - MY GREAT-GREAT-GREAT-GRANDMOTHER.

- BUT, GOING BACK TO THE EARLY DAYS SOON AFTER AMOS AND HIS WIFE ARRIVED IN THE AREA THINGS WERE HARD. AMOS HAD TO LEAVE HIS FAMILY AND TRAVEL BY WAGON TO CINCINNATI TO BUY SUPPLIES AND TO SELL WHAT WAS PRODUCED ON HIS LAND, AND PERHAPS TO TRADE. IT WAS A LONG HARD TRIP ON A PRIMITIVE ROAD THROUGH THE WILDERNESS, IT WAS PERHAPS 75 MILES EACH WAY.

- ONE DAY WHILE AMOS WAS AWAY, ELIZABETH WAS WALKING IN THE WOODS AND FOUND A BEE TREE. THERE WAS JUST ONE PROBLEM - A BEAR DISCOVERED IT. AT THE SAME

(MIGRATIONS - PG. 14)

TIME! ELIZABETH RAN BACK TO THE CABIN, AND GOT THE RIFLE, AND WENT BACK AND KILLED THAT BEAR. SHE SKINNED IT, BUTCHERED IT, AND PROCESSED THE ^{MEAT} (HOWEVER THEY DID IT FOR PRESERVATION), THEN SHE WENT BACK FOR THE HONEY.

- WHEN AMOS GOT BACK HOME FROM CINCINNATI, THE FIRST THING HE NOTICED WAS THAT BEAR SKIN (HEAD AND ALL) NAILED TO THE OUTSIDE WALL OF THE CABIN. SHE WAS SO PROUD!

THE COXES ON THE MOVE AGAIN

(THE OBITUARY OF MARY COX LILE SAYS JOSEPH TEMPORARILY ABODE IN TENNESSEE.)
- SHORTLY AFTER MARCH, 1818, THE FAMILIES OF SOLOMON AND JOSEPH COX, TOOK TO THEIR COVERED WAGONS AGAIN, AND BEGAN ANOTHER WESTWARD JOURNEY ACCOMPANIED BY THEIR LIVESTOCK, AND ALL THE MATERIAL POSSESSIONS THEY WERE ABLE LOAD ON THEIR WAGONS."

"PERHAPS THEY KNEW WHERE THEY WERE GOING, IT WAS CUSTOMARY IN THAT TIME TO SEND A SCOUT ON AHEAD TO SURVEY THE TERRITORY THAT WAS BEING CONSIDERED, AND IT MAY BE THAT A SCOUT HAD GONE TO MISSOURI SEVERAL MONTHS BEFORE AND HAD BROUGHT, OR SENT, GOOD REPORTS ON THE AREA."

"AT ANY RATE, THE FAMILIES ARRIVED IN MISSOURI, IN JOHNSON COUNTY (NOW LAFAYETTE COUNTY). A SHORT TIME LATER THEY BUILT A RAFT, AND FLOATED

THEIR POSSESSIONS ACROSS THE MISSOURI RIVER TO BLUFFTON, WHICH WAS THEN THE COUNTY SEAT OF RAY COUNTY."

"SETTLEMENTS OF A PERMANENT NATURE WERE MADE NEAR ~~WHERE~~ RICHMOND, MISSOURI, NOW IS, AND THE FAMILIES BECAME A PART OF THAT PIONEER COMMUNITY. MISSOURI WAS NOT YET A STATE, AND RAY COUNTY EXTENDED ALL THE WAY TO THE IOWA LINE ON THE NORTH."

"WHEN THE FIRST SETTLEMENTS WERE MADE IN RAY COUNTY THE COUNTRY WAS A WILDERNESS, AND NATURE WAS UNSUBDUED. THE PRAIRIES WERE COVERED WITH RANK GRASS. THE INDIANS' BARK CANOES FLOATED ON THE STREAMS, WILD HONEY WAS IN THE HOLLOW OF THE TREES, AND A MAN'S LIFE IN THE HOLLOW OF HIS HAND."

"THE PRIMEVAL FORESTS WERE INHABITED BY PANTHERS, BEARS, WOLVES, FOXES, BISON, ELK, DEER, AND WILD TURKEYS. HUNTING, TRAPPING, AND GATHERING WILD HONEY WERE PROFITABLE EMPLOYMENTS. THE STREAMS WERE FULL OF FISH. THE SKINS OF THE ANIMALS AFFORDED CLOTHING FOR THE BODY, AND THEIR FLESH, FOOD. PEOPLE LIVING FIFTEEN TO FORTY MILES APART WERE CONSIDERED NEIGHBORS."

HORSE THIEVES

"A WANDERING BAND OF INDIANS CAME THROUGH RAY COUNTY AND STOLE ONE OF JOSEPH COX'S HORSES. HE

TRACKED THEM INTO LIVINGSTON COUNTY, AND RECOVERED HIS HORSE."

- "JOSEPH WAS ATTRACTED TO THE ROUGH TERRAIN OF THAT PART OF THE COUNTRY, AND LIKED IT SO WELL THAT HE DECIDED TO MOVE THERE. HE AND HIS SONS WENT BACK TO THAT SPOT AND BUILT CABINS THERE."

- "JOSEPH IS SAID TO HAVE BUILT HIS FIRST CABIN IN LIVINGSTON COUNTY IN 1832, AND IT IS THOUGHT HE DID NOT MOVE HIS FAMILY THERE UNTIL CONSIDERABLY LATER."

COUNTY OFFICES

- "JOSEPH COX WAS APPOINTED ONE OF THE FIRST THREE COUNTY JUDGES. SOLOMON COX WAS ONE OF THE FIRST ROAD COMMISSIONERS. JOHN COX WAS ONE OF THE FIRST JURY MEMBERS IN LIVINGSTON COUNTY."

MILITARY SERVICE

- "IN THE EARLY DAYS OF MISSOURI ALL ABLE-BODIED MEN BETWEEN THE AGES OF 18 AND 45 WERE REQUIRED TO ORGANIZE INTO MILITARY GROUPS, CHOOSE OFFICERS, DRILL, AND EXECUTE MILITARY MANEUVERS, IN ORDER TO PREPARE FOR ATTACKS BY INDIANS OR OUTLAWS. JOSEPH COX (EVIDENTLY NO LONGER A QUAKER) WAS CHOSEN A COMMANDING OFFICER, AND GIVEN THE RANK OF COLONEL."

BLACK HAWK WAR

- "THE BLACK HAWK WAR BROKE OUT IN 1832 IN ILLINOIS, AND THE MISSOURI COMPANIES WERE FORMED TO KEEP THE WARRING INDIANS OUT OF MISSOURI. THE SETTLERS IN THE NORTHERN PART OF THE STATE WERE IN SERIOUS DANGER BECAUSE THEY WERE FEW AND FAR APART."

"^W JOSEPH COX WAS THE FIRST SETTLER IN WHAT IS KNOWN AS CHILLICOTHE TOWNSHIP IN LIVINGSTON COUNTY, MISSOURI - 1833."

TEXAS

- "HOW THE COXES BECAME INTERESTED IN TEXAS IS UNKNOWN, BUT JOSEPH AND AMY COX, AND THEIR SONS, JOHN AND SOLOMON B., AND THEIR DAUGHTERS, MAL-LINDA COX SHRIVER, ^{NICE JANE} AND ALL THEIR FAMILIES, SET OUT FOR TEXAS IN 1851, ARRIVING IN BELL COUNTY, TEXAS, LATE THAT SAME YEAR."

THE RANCHERS' FRONTIER

- INDIAN REMOVAL OPENED WAY TO THE CONQUEST OF AMERICA'S LAST FRONTIER - THE GREAT PLAINS COUNTRY. THIS BEGAN SOON AFTER THE CIVIL WAR, WHEN THAT CONFLICT ENDED SETTLERS WERE PUSHING WESTWARD FILLING THE RIVER VALLEYS FIRST.

TRANSPORTATION

- THE ADVANCE OF THE MINING FRONTIER POSED A MAJOR PROBLEM: HOW COULD THE WIDELY SCATTERED CAMPS BE SUPPLIED WITH THE ESSENTIALS OF LIFE? AND MORE IMPORTANT, HOW COULD THE MINERS BE REUNITED WITH THEIR GOVERNMENT IN THE "STATES" AND THE SEPARATISTS TENDENCIES ON ISOLATED FRONTIERS BE DEFEATED.

- NOT ONLY THE WELFARE OF THE MINERS, BUT THE PERPETUATION OF A UNITED NATION DEPENDED ON FORGING LINKS CONNECTING THE FAR WEST WITH THE MISSISSIPPI VALLEY. YET THESE WOULD BE DIFFICULT TO FASHION. NEARLY A THOUSAND MILES OF UNSETTLED PRAIRIES AND PLAINS SEPARATED THE COMMERCIAL TOWNS OF MISSOURI AND IOWA FROM THE NEAREST MINING CAMPS IN THE ROCKY MOUNTAINS. TO CONSTRUCT SUPPLY LINES ACROSS THIS WASTELAND WHERE TRAFFIC WAS NON-EXISTENT WOULD EXHAUST THE RESOURCES OF THE MOST AFFLUENT PRIVATE CONCERN.

- FORTUNATELY, PRECEDENTS POINTED THE WAY TO A SOLUTION. EVERY MAJOR TRANSPORTATION DEVELOPMENT IN THE NATION'S HISTORY, FROM THE EARLY TURNPIKES AND CANALS, THROUGH THE NEW FANGLED RAILROADS, THEN BEING BUILT IN THE EAST, HAD BEEN FINANCED WITH GOVERNMENT FUNDS. TO WIN THE CAPITAL CONGRESS HAD TO BE PERSUADED THAT THE NATIONAL WELFARE WAS AT STAKE.

(MIGRATION - PG. 19.)

- FIRST TO GET THE AID WERE THE OVERLAND FREIGHTERS, WHOSE GREAT TRAINS OF OX-DRAWN COVERED WAGONS WERE ALREADY A FAMILIAR SIGHT AMONG THE REMOTE SETTLEMENTS OF THE MISSISSIPPI VALLEY FRONTIER.
- THEY HAD A SENSIBLE PROPOSITION TO OFFER: IF THE GOVERNMENT WOULD PAY THEM TO CARRY SUPPLIES TO THE MILITARY POSTS THAT HAD BEEN SCATTERED OVER THE FAR WEST AFTER THE MEXICAN WAR, THEY WOULD BE ASSURED A FINANCIAL BACKLOG THAT WOULD ALLOW THEM TO EXTEND THEIR OPERATIONS TO THE NON-MILITARY COMMUNITIES.
- FREIGHTING SUPPLIED THE MINIMUM MATERIAL NEEDS OF PIONEERS LIVING IN THE FAR WEST, BUT THE SLOW-MOVING CARAVANS FAILED TO SATISFY THE EMOTIONAL URGE OF WESTERNERS TO BE CLOSELY UNITED TO THEIR HOMELAND.
- NOTHING WOULD PLEASE THEM BUT CONTINUOUS STAGE COACH SERVICE WITH THE COACHES TRAVELING DAY AND NIGHT TO SPAN THE CONTINENT IN LESS THAN A MONTH, BUT SUCH SERVICE COULD ONLY BE MAINTAINED BY GENEROUS CONTRACTS TO CARRY THE MAILS. CONGRESS MUST AUTHORIZE THESE, AND, THIS, CONGRESS WAS UNABLE TO DO, FOR ITS MEMBERS WERE SO TORN BY THE NORTH-SOUTH CONFLICT OF THE 1850'S THAT THEY COULD NOT AGREE ON A ROUTE.
- THEY FINALLY RESOLVED THE PROBLEM BY DUMPING THE WHOLE QUESTION ON THE POSTMASTER GENERAL WITH

(MIGRATION - PG. 20)

AUTHORITY TO DECIDE, THE BILL RESOLVED THE ISSUE, ADOPTED IN MARCH 1857, MADE CLEAR THAT THE MAIL SUBSIDY WAS THE ONE ESSENTIAL FEATURE OF THE CONTRACT BETWEEN THE GOVERNMENT AND THE PRIVATE CONCERN THAT WOULD OPERATE THE COACHES.

- THE ROUTE DECIDED UPON RAN FROM THE RAILROAD AT TIPTON, MISSOURI, SOUTHWARD THROUGH FT. SMITH, ARKANSAS, TO EL PASO, TEXAS, AND THEN TO SAN FRANCISCO.

- WIERD NEW DEVICES THAT USED ELECTRICITY AND MECHANICAL POWER WERE INVADING THE WEST. THE FIRST ELECTRIC TELEGRAPH LINE ACROSS THE CONTINENT WAS COMPLETED IN OCTOBER 1861, DOOMING THE PONY EXPRESS.

- ONLY A YEAR LATER CONGRESS CHARTERED THE CENTRAL PACIFIC RAILROAD TO CONSTRUCT EASTWARD FROM CALIFORNIA AND THE UNION PACIFIC TO CONSTRUCT WESTWARD FROM OMAHA, WITH THE UNDERSTANDING THEY WOULD MEET AT THE CALIFORNIA - NEVADA LINE

- AS THE UNION PACIFIC TRACKS ADVANCED WESTWARD THEY LEFT BEHIND A CHAIN OF TOWNS. THESE EVOLVED FROM THE TEMPORARY HALTING PLACES THAT HOUSED THE CONSTRUCTION CREWS.

BY (1869) REMOTE PARTS OF THE CONTINENT COULD BE VISITED AND USED BY MAN. THIS BECAME ESPECIALLY TRUE DURING THE NEXT DECADE AS OTHER TRANSCONTINENTAL RAILROADS REACHED THEIR DESTINATIONS. ALL WERE COM-

(MIGRATION - PG. 21)

PLETED BY 1884, AND INACCESSIBLE AREAS WERE WITHIN REACH OF SETTLERS AND MARKETS. THE WAY WAS NOW OPEN FOR THE FINAL CONQUEST BY PIONEERS TO THE FAR WEST.

- BEFORE THIS ADVANCE COULD BE LAUNCHED, HOWEVER, THE PRIOR OCCUPANTS HAD TO BE DISLODGED. THE COMPLETION OF THE TRANSCONTINENTAL RAILROADS DOOMED THE AMERICAN INDIAN.

- EVEN BEFORE THE COMPLETION OF THE TRANSCONTINENTAL RAILROADS, THE FATE OF THOUSANDS OF INDIANS WHO OCCUPIED THE FAR WEST WAS SEALED.

- TO THE FRONTIERSMEN AND TO THE GOVERNMENT ALIKE THE RED MAN STOOD IN THE WAY OF "PROGRESS"; THEIR "WASTEFUL ECONOMY" WITHHELD FROM "CIVILIZED" USERS MILLIONS OF ACRES OF PRODUCTIVE LAND THAT COULD BE BETTER EMPLOYED.

- TO TRAVELERS WESTWARD THEY WERE A HOVERING MENACE, THREATENING THE STAGE AND WAGON ROUTES THAT THREADED THE CENTER OF THE CONTINENT. SO THEY MUST GO!

- BETWEEN 1854 AND 1859, ALTERNATELY BY PERSUASION AND FORCE, THE TRIBES THAT OCCUPIED THE KANSAS AND NEBRASKA TERRITORIES WERE PUSHED TO ONE SIDE, SOME ON TO SMALL RESERVATIONS NORTH AND SOUTH OF TRANSPORTATION ROUTES, OTHERS WESTWARD TO MINGLE WITH PLAINS INDIANS.

(MIGRATIONS - PG. 22)

- THE COXES HAD COME TO TEXAS YEARS BEFORE. BUFFALO HERDS STILL ROAMED THE PLAINS; HOWEVER, THE INGREDIENTS OF CIVILIZATION WERE LACKING; NAVIGABLE STREAMS FOR EXPORT OF SURPLUSES, WOOD FOR HOUSING AND FUEL, FENCING MATERIALS, AND WATER.

RAILROADS

- DURING THE LATE 1860'S AND 1870'S, THIS SITUATION CHANGED. RAILROADS WERE PRIMARILY RESPONSIBLE - AS THEY PUSHED SLOWLY WESTWARD THEY BROUGHT THE PLAINS COUNTRY INTO THE ORBIT OF THE AMERICAN ECONOMY. NOW SETTLERS THERE COULD NOT ONLY IMPORT LUMBER, FARM MACHINERY, BUILDING MATERIALS, FENCING, AND OTHER ESSENTIALS, BUT COULD SHIP THEIR PRODUCE TO MARKETS AT CHICAGO, OR ST. LOUIS, OR KANSAS CITY. OVER THE NEXT YEARS THIS LAST PRACTICALLY UNPEOPLED AREA (EXCEPT FOR INDIANS) WAS WELL OCCUPIED.

CATTLEMEN

- THE FIRST-COMERS WERE CATTLEMEN. THEY WERE ATTRACTED BY A LAND WHERE GRASS WAS ABUNDANT AND FREE, AND WHERE NO FENCES HINDERED THE MOVEMENT OF HERDS. TEXAS WAS THE CRADLE OF RANCHING.

(MIGRATIONS - PG. 23)

SPANISH CATTLE HAD BEEN ALLOWED TO MULTIPLY UNTIL SOME FIVE MILLIONS ROAMED THERE IN 1865. MANY WERE WILD AND COULD BE HAD FOR THE TAKING, BUT EVEN THOSE OWNED BY MEXICAN OR AMERICAN RANCHERS COULD BE HAD FOR A FEW DOLLARS EACH.

PRICES IN MISSOURI

- AT THIS SAME TIME CATTLE IN SEDALIA, MISSOURI, THE FARTHEST WESTERN POINT REACHED BY A RAILROAD, SOLD AT \$35.⁰⁰ A HEAD. THIS PRICE DIFFERENTIAL WAS NOTED BY A FEW ENTERPRISING DROVERS, WHO, DURING THE WINTER OF 1865-1866 BEGAN ACCUMULATING HERDS IN TEXAS TO DRIVE TO THE RAILROAD THAT SPRING. MOST OF THEM WERE TO PAY HEAVILY FOR THEIR BOLDNESS.

- ONE TYPICAL ENTREPRENEUR WAS GEORGE DUFFIELD OF IOWA, WHO, WITH A PARTNER, BOUGHT A THOUSAND TEXAS CATTLE IN MARCH, AND BY THE END OF APRIL WAS READY TO START THEM NORTH. THE HARDSHIPS EXPERIENCED ON THE DRIVE ACROSS TEXAS TO THE RED RIVER DURING AN UNUSUALLY WET SPRING WERE GRAPHICALLY DESCRIBED IN HIS DIARY-1866. THE WEATHER WAS TERRIBLE, THE INDIANS WERE TROUBLESOME, THE RIVERS WERE FLOODED, AND THEY HAD TO HAUL THE CATTLE OUT OF THE MUD!

- BY THE TIME DUFFIELD AND HIS PARTNER REACHED A RAILHEAD THEIR HERD OF A THOUSAND HAD SHRUNK

(MIGRATION - PG. 24)

TO A FEW HUNDRED.

- THE HARDSHIPS AND THE LOSSES THAT WERE SUFFERED BY ALL DROVERS THAT SPRING CONVINCED CATTLEMEN THAT THE DRIVE NORTHWARD COULD ONLY SUCCEED IF A BETTER TRAIL COULD BE PIONEERED. THE TRAIL MUST AVOID ALL SETTLED AREAS WHERE FARMERS CAME OUT IN FORCE TO REPEL THE HERDS, AND ALSO THE HILLY WOODED AREAS OF EASTERN TEXAS WHERE THEIR CATTLE BECAME UNMANAGEABLE, HAD TO BE AVOIDED.
- THE FOUNDING OF ABILENE AND THE MARKING OF THE "CHISHOLM TRAIL" THAT REACHED IT FROM TEXAS, LAUNCHED THE ERA OF THE LONG DRIVES. HERDS OF CATTLE, USUALLY NUMBERING ABOUT A THOUSAND, WERE REGULARLY DRIVEN NORTHWARD.
- BETWEEN 1868 AND 1871 NEARLY ONE AND A HALF MILLION CATTLE REACHED ABILENE. BY THAT TIME THE WESTWARD ADVANCE OF FARMERS FORCED A SHIFTING OF THE TRAIL WESTWARD; FIRST TO ELLSWORTH AND NEWTON IN CENTRAL KANSAS, THEN TO DODGE CITY IN THE WESTERN LIMITS OF THAT STATE.
- IN ALL, MORE THAN FOUR MILLION LONGHORNS REACHED THESE COWTOWNS IN THE DECADE BEFORE 1879 TO BE SHIPPED EASTWARD VIA THE KANSAS PACIFIC OR SANTA FE RAILROADS TO CHICAGO'S STOCKYARDS.

COWBOYS

(MIGRATION - PG. 25)

- COWBOYS WHO REACHED THE END OF THE TRAIL AFTER THREE MONTHS OF DEADLY MONOTONY TURNED THE COWTOWNS INTO PALACES OF SIN, SEX, AND CORRUPTION. NORMALLY THE COWBOY WAS A SOBER HARD-WORKING INDIVIDUAL WITH LITTLE INCLINATION TO LAWLESSNESS OR UNSOCIAL BEHAVIOR; BUT HIS WORRISOME DAYS IN THE SADDLE DURING THE LONG DRIVE MADE HIM EAGER TO FORGET, AND THE TOWNS PROVIDED HIM WITH THE MEANS TO DO SO. SO ABILENE AND DODGE CITY WERE KEPT IN AN ALMOST CONSTANT STATE OF TURMOIL DURING THE SUMMER MONTHS AS HERD AFTER HERD "HIT TOWN."

TECHNOLOGY AND THE FARMERS' FRONTIER 1865-1890

- BEFORE FARMERS COULD CHALLENGE CATTLEMEN FOR A SHARE OF THE GREAT PLAINS, INVENTORS HAD TO EQUIP THEM WITH THE TOOLS NEEDED FOR THE CONQUEST. MANY WERE ESSENTIAL. CHEAP FENCING WAS NECESSARY IN A LAND WHERE WOOD FOR SPLIT RAILS WAS LACKING. WELL-DIGGING EQUIPMENT WAS NEEDED TO BRING WATER TO THE SURFACE FOR USE BY MEN AND LIVESTOCK. EFFICIENT FARM MACHINERY HAD TO BE DEvised BECAUSE IN THE SEMI-ARID WEST A FARMER HAD TO TILL DOUBLE THE NUMBER OF ACRES REQUIRED IN THE EAST FOR THE SAME RETURN.

- NEW AGRICULTURAL TECHNIQUES WERE DEMANDED, AND NEW CROPS WERE ESSENTIAL FOR SUCCESSFUL FARMING IN A REGION WHERE THE AVERAGE RAINFALL WAS

(MIGRATION - PG. 26)

LESS THAN THE TWENTY INCHES NEEDED FOR TRADITION-ALL AGRICULTURE.

- IF THESE TOOLS AND TECHNIQUES COULD BE PERFECTED, A VAST NEW FARMING FRONTIER LAY OPEN TO THE PIONEERS. THIS WAS A CHALLENGE THAT SENT EASTERN INVENTORS TO THEIR DRAWING BOARDS, AND EASTERN SCIENTISTS TO THEIR LABORATORIES. WITHIN A REMARKABLY SHORT TIME THEY HAD DEVELOPED THE MACHINES AND THE METHODS THAT OPENED THE GREAT PLAINS AND UNDERLAID THE GREATEST MIGRATION OF SETTLERS IN THE HISTORY OF THE AMERICAN FRONTIER.

REPORT OF THE COMMISSIONER OF AGRICULTURE
FOR 1871, WASHINGTON 1872

- GOOD FENCING WAS THE FIRST NEED. THE FARMING FRONTIER COULD ADVANCE ONLY AT THE EXPENSE OF CATTLEMEN, WHOSE HERDS TRAMPLED FIELDS AND RUINED CROPS AND HAD TO BE CONTAINED.

- IN 1871, THE COMMISSIONER OF AGRICULTURE DRAMATICALLY DEMONSTRATED THAT PROFITS WOULD AWAIT THE INVENTOR OF A SUCCESSFUL CHEAP FENCE, BY SHOWING THAT THE NATION'S BILL FOR BUILDING AND MAINTAINING INEFFICIENT WOODEN FENCES WAS ALMOST TWO BILLION DOLLARS, A SUM ONLY A SHADE SMALLER THAN THE NATIONAL DEBT IN THOSE DAYS.

- THIS COLD ARRAY OF FIGURES SENT DOZENS OF WOULD-

(MIGRATION - PG. 27)

BE INVENTORS TO WORK. THE FORTUNATE INDIVIDUAL WHO WON THE BASIC PATENTS WAS JOSEPH F. GLIDDEN, OF DE KALB, ILLINOIS, WITH THE PRINCIPLE OF BARBED WIRE FENCING.

- THIS CHEAP AND EFFICIENT MATERIAL WAS SOON MOVING WEST BY THE FREIGHT-CAR LOAD, TO BUILD A PROTECTIVE BARRIER BETWEEN FARMERS AND CATTLEMEN.

FARMERS

- FARMERS NEED MORE THAN FENCING. TO CONQUER THE GREAT PLAINS THEY HAD TO HAVE MACHINERY SUITABLE FOR AGRICULTURE IN A SUB-HUMID ENVIRONMENT. NOR DID THE INVENTORS FAIL THEM.

- BY THE END OF THE 1870'S A WHOLE ARSENAL OF USABLE MACHINES AWAITED BUYERS;

- STEEL GANG PLOWS THAT WOULD TURN SEVERAL FURROWS AT ONCE;
 - SPRING-TOOTHED HARROWS TO PULVERIZE THE PRAIRIE SOIL;
 - GRAIN DRILLS TO SEED DOZENS OF FURROWS;
 - REAPERS AND BINDERS TO CUT AND BUNDLE WHEAT MECHANICALLY;
 - HEADERS TO CAPTURE ONLY THE KERNAL OF GRAIN;
 - STEAM DRIVEN THRESHERS;
- AND MORE.

BY ADAPTING THESE INNOVATIONS A FARMER COULD CARE FOR A DOZEN ACRES FOR EVERY ONE ACRE HE HAD CULTIVATED BY OLDER METHODS.

(MIGRATION - PG. 28)

- BETWEEN 1870 AND 1900, NO LESS THAN FOUR HUNDRED AND THIRTY MILLION ACRES IN THE WEST WERE OCCUPIED, AND AND TWO HUNDRED AND TWENTY-FIVE MILLION PLACED UNDER CULTIVATION - MORE THAN IN ALL THE YEARS FROM 1607 TO 1870.