Cheyenne Genealogy Journal

Musings by the President . . .

Christmas has come and gone and so, sadly, has my family. We had a wonderful, all-too-short visit with our two kids, daughter-in-law and three grandkids. Now it's time to make New Year's resolutions that I probably won't keep. You know...the best laid plans of mice and men [& women] often go astray. I resolved to start writing to England for the vital records of my ancestors. I have many, many, many English ancestors. Then a British genealogy newsletter I subscribe to arrived the other day informing me the prices for the certificates are going up significantly in England and Wales very soon. The prices haven't gone up since 2010. That'll teach me to procrastinate. I only have a month to decide which records I really want to send for. Do you think I'll be able to accomplish such a short-term goal?

Sue Seniawski, President

"RootsTech" Offers Discounted Registration Before Jan 25

FamilySearch International has announced that registration for RootsTech 2019 Salt Lake City is now open. RootsTech is a popular four-day annual family history and technology conference where individuals and families are inspired to discover, share, and preserve their family roots, heritage, and stories. The 2019 conference will be held February 27–March 2, 2019, at the Salt Palace Convention Center in Salt Lake City, Utah. For more information, visit RootsTech.org.

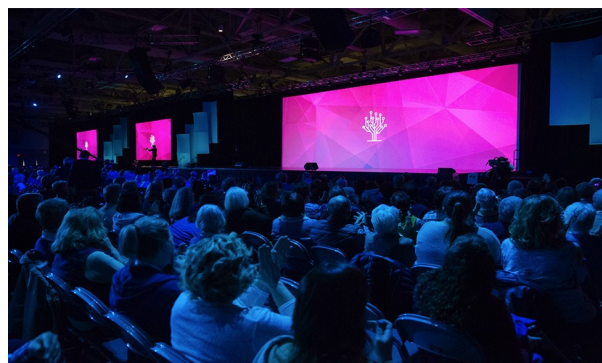Last year, the event attracted more than 27,000 attendees from all 50 U.S. states and 47 different countries. RootsTech 2019 will offer attendees a full lineup of inspiring and well-known keynote speakers; over 300 informative sessions, including hands-on computer lab classes taught by industry professionals; interactive activities and helpful exhibitors in the expo hall; and entertaining evening events—all designed to inspire and empower personal family discoveries. RootsTech 2019 officially begins on Wed, Feb. 27, with class sessions beginning at 9:30 a.m. The Wednesday general session will begin on the main stage at 4:30 p.m., featuring Steve Rockwood, CEO of FamilySearch International, as the keynote speaker. Following Rockwood's address will be the opening event, then the expo hall will open from 6–8 p.m. to allow attendees uninterrupted time in the expo hall to meet with vendors.

Nobody knows family quite like Emmy award–winning actress Patricia Heaton. Known for her humorous roles as a typical American housewife in big hit television series like *Everybody Loves Raymond* and *The Middle*, Patricia has won many prestigious awards and the hearts of television viewers worldwide. Patricia will be the featured keynote speaker on Thursday, Feb. 28, at 11 a.m. Get ready to watch one of the most recognized actresses in the world tell her story in person—a story that perfectly illustrates what it looks like to follow your heart, exercise faith, and persist until you achieve great success.

On Thursday, Friday, and Saturday, "power hour" classes will be held from 8–9 a.m. Power hour classes will feature three different presenters in each room who will teach about similar topics for 20 minutes each. These sessions are designed to allow attendees to learn a new skill, method, or application that can be applied to their own family history efforts.

General keynote sessions on Thursday, Friday, and Saturday will begin on the main stage at 11 a.m. instead of 8:30 a.m. as in years past. These general sessions will lead directly into the lunch hour. In an effort to reduce the amount of time spent standing in lines, RootsTech has announced a number of logistical updates to the conference including: no badge scanning at classroom doors, adjustments to classroom sizes, and a new area for check-in. Read more about these updates here. Promotional pricing is available for a limited time on four-day passes at just $209. Single-day RootsTech passes are also available. Both one-day and full conference passes include access to the popular expo hall and keynote sessions. Discounted pricing ends January 25, 2019.

Creating the Oregon Trail Was Due to Early Efforts by Trappers & Traders...

The **Oregon Trail** is a 2,170-mile historic east–west, large-wheeled wagon route and emigrant trail in the United States that connected the Missouri River to valleys in Oregon. The eastern part of the Oregon Trail spanned part of the future state of Kansas, and nearly all of what are now the states of Nebraska and Wyoming. The western half of the trail spanned most of the future states of Idaho and Oregon.

The early Oregon Trail was laid by fur trappers and traders from about 1811 to 1840, and was only passable on foot or by horseback. By 1836, when the first migrant wagon train was organized in Independence, Missouri, a wagon trail had been cleared to Fort Hall, Idaho. Wagon trails were cleared increasingly farther west, and eventually reached all the way to the Willamette Valley in Oregon, at which point what came to be called the Oregon Trail was complete, even as almost annual improvements were made in the form of bridges, cutoffs, ferries, and roads, which made the trip faster and safer. From various starting points in Iowa, Missouri, or Nebraska Territory, the routes converged along the lower Platte River Valley near Fort Kearny, Nebraska Territory and led to rich farmlands west of the Rocky Mountains.

From the early to mid-1830s (and particularly through the years 1846–69) the Oregon Trail and its many offshoots were used by about 400,000 settlers, farmers, miners, ranchers, and business owners and their families. The eastern half of the trail was also used by travelers on the California Trail (from 1843), Mormon Trail (from 1847), and Bozeman Trail (from 1863), before turning off to their separate destinations. Use of the trail declined as the first transcontinental railroad was completed in 1869, making the trip west substantially faster, cheaper, and safer. Today, modern highways, such as Interstates 80 and 84, follow parts of the same course westward and pass through towns originally established along the Oregon Trail.

Lewis and Clark Expedition

In 1803, President Thomas Jefferson issued the following instructions to Meriwether Lewis: "The object of your mission is to explore the Missouri River, & such principal stream of it, as, by its course & communication with the waters of the Pacific Ocean, whether the Columbia, Oregon, Colorado and/or other river may offer the most direct & practicable water communication across this continent, for the purposes of commerce." Although Lewis and William Clark found a path to the Pacific Ocean, it was not until 1859 that a direct and practicable route, the Mullan Road, connected the Missouri River to the Columbia River.

The first land route across what is now the United States was mapped by the Lewis and Clark Expedition between 1804 and 1806. Lewis and Clark initially believed they had found a practical overland route to the west coast; however, the two passes they found going through the Rocky Mountains, Lemhi

western river valleys (Platte and Snake Rivers) that bookend the route of the Oregon Trail (and other emigrant trails) across the continental divide—they just had not located the South Pass or some of the interconnecting valleys later used in the high country. They did show the way for the mountain men, who within a decade would find a better way across, even if it was not to be an easy way.

Founded by John Jacob Astor as a subsidiary of his American Fur Company (AFC) in 1810, the Pacific Fur Company (PFC) operated in the Pacific Northwest in the ongoing North American fur trade. Two movements of PFC employees were planned by Astor, one detachment to be sent to the Columbia River by the merchant ship, *Tonquin* and the other overland under an expe-

Map of the "Old Oregon Trail" route, 1852-1906, by Ezra Meeker.

Pass and Lolo Pass, turned out to be much too difficult for prairie schooner wagons to pass through without considerable road work. On the return trip in 1806, they traveled from the Columbia River to the Snake River and the Clearwater River over Lolo pass again. They then traveled overland up the Blackfoot River and crossed the Continental Divide at Lewis and Clark Pass and on to the head of the Missouri River. This was ultimately a shorter and faster route than the one they followed west. This route had the disadvantages of being much too rough for wagons and controlled by the Blackfoot Indians. Even though Lewis and Clark had only traveled a narrow portion of the upper Missouri River drainage and part of the Columbia River drainage, these were considered the two major rivers draining most of the Rocky Mountains, and the expedition confirmed that there was no "easy" route through the northern Rocky Mountains as Jefferson had hoped. Nonetheless, this famous expedition had mapped both the eastern and

dition led by Wilson Price Hunt. Hunt and his party were to find possible supply routes and trapping territories for further fur trading posts. Upon arriving at the river in March 1811, the *Tonquin* crew began construction of what became Fort Astoria. The ship left supplies and men to continue work on the station and ventured north up the coast to Clayoquot Sound for a trading expedition. While anchored there, Jonathan Thorn insulted an elder Tla-o-qui-aht who was previously elected by the natives to negotiate a mutually satisfactory price for animal pelts. Soon after, the vessel was attacked and overwhelmed by the indigenous Clayoquot killing most of the crew except its Quinault interpreter, who later told the PFC management at Fort Astoria of the destruction. The next day, the ship was blown up by surviving crew members. Under Hunt, fearing attack by the Niitsitapi, the overland expedition veered south of Lewis and Clark's route into what is now Wyoming

...the Trail Was Eventually Traveled by 400,000 Settlers, Farmers and Miners

and in the process passed across Union Pass and into Jackson Hole, Wyoming. From there they went over the Teton Range via Teton Pass and then down to the Snake River into modern Idaho. They abandoned their horses at the Snake River, made dugout canoes, and attempted to use the river for transport. After a few days' travel they soon discovered that steep canyons, waterfalls and impassable rapids made travel by river impossible. Too far from their horses to retrieve them, they had to cache most of their goods and walk the rest of the way to the Columbia River where they made new boats and traveled to the newly established Fort Astoria. The expedition demonstrated that much of the route along the Snake River plain and across to the Columbia was passable by pack train or with minimal improvements, even wagons. This knowledge would be incorporated into the concatenated trail segments as the Oregon Trail took its early shape. Pacific Fur Company partner Robert Stuart led a small group of men back east to report to Astor. The group planned to retrace the path followed by the overland expedition back up to the east following the Columbia and Snake rivers. Fear of an Indian attack near Union Pass in Wyoming forced the group further south where they discovered South Pass, a wide and easy pass over the Continental Divide. The party continued east via the Sweetwater River, North Platte River (where they spent the winter of 1812–13) and Platte River to the Missouri River, finally arriving in St. Louis in the spring of 1813. The route they had used appeared to potentially be a practical wagon route, requiring minimal improvements, and Stuart's journals provided a meticulous account of most of the route. Because of the War of 1812 and the lack of U.S. fur trading posts in the Pacific Northwest, most of the route was unused for more than ten years. Reports from expeditions in 1806 by Lieutenant Zebulon Pike and in 1819 by Major Stephen Long described the Great Plains as "unfit for human habitation" and as "The Great American Desert". These descriptions were mainly based on the relative lack of timber and surface water. The images of sandy wastelands conjured by terms like "desert" were tempered by the many reports of vast herds of millions of plains bison that somehow managed to live in this "desert". In the 1840s, the Great Plains

lands appeared to be unattractive for settlement and were illegal for homesteading until well after 1846—initially it was set aside by the U.S. government for Indian settlements. The next available land for general settlement, Oregon, appeared to be free for the taking and had fertile lands, disease-free climate (yellow fever and malaria were prevalent in much of the Missouri and Mississippi River drainage then), extensive uncut, unclaimed forests, big rivers, potential seaports, and only a few nominally British settlers.

Fur trappers, often working for fur traders, followed nearly all possible streams looking for beaver in the years (1812–40) the fur trade was active. Besides discovering and naming many of the rivers and mountains in the Intermountain West and Pacific Northwest, they often kept diaries of their travels and were available as guides and consultants when the trail started to become open for general travel. The fur trade business wound down just as the Oregon trail traffic seriously began around 1840.

In fall of 1823, Jedediah Smith and Thomas Fitzpatrick led their trapping crew south from the Yellowstone River to the Sweetwater River. They were looking for a safe location to spend the winter. Smith reasoned since the Sweetwater flowed east it must eventually run into the Missouri River. Trying to transport their extensive fur collection down the Sweetwater and North Platte Rivers, they found after a near disastrous canoe crash that the rivers were too swift and rough for water passage. On July 4, 1824, they cached their furs under a dome of rock they named Independence Rock and started their long trek on foot to the Missouri River. Upon arriving back in a settled area they bought pack horses (on credit) and retrieved their furs. They had rediscovered the route that Robert Stuart had taken in 1813—eleven years before.

Up to 3,000 mountain men were trappers and explorers, employed by various British and United States fur companies or working as free trappers, who roamed the North American Rocky Mountains from about 1810 to the early 1840s. They usually traveled in small groups for mutual support and protection and did their trapping in the fall when the fur became prime. They primarily trapped beaver and sold the skins, which could bring up to $4 each at a time when a man's wage was often $1 per day. But some trappers were more interested in exploring the West. In 1825, the first

significant American Rendezvous occurred on the Henry's Fork of the Green River. The trading supplies were brought in by a large party using pack trains originating on the Missouri River. These pack trains were then used to haul out the fur bales. They normally used the north side of the Platte River—the same route used 20 years later by the Mormon Trail. For the next 15 years the American rendezvous was an annual event moving to different locations, usually somewhere on the Green River in the future state of Wyoming. Each rendezvous, occurring during the slack summer period, allowed the fur traders to trade for and collect the furs from the trappers and their Indian allies without having the expense of building or maintaining a fort or wintering over in the cold Rockies. In only a few weeks at a rendezvous a year's worth of trading and celebrating would take place as the traders took their furs and remaining supplies back east for the winter. In 1830, William Sublette brought the first wagons carrying his trading goods up the Platte, North Platte, and Sweetwater rivers before crossing over South Pass to a fur trade rendezvous on the Green River near the future town of Big Piney, Wyo. He had a crew that dug out the gullies and river crossings and cleared the brush where needed. This established that the eastern part of most of the Oregon Trail was passable by wagons. Fur traders tried to use the Platte River, the main route of the eastern Oregon Trail, for transport but soon gave up in frustration as its many channels and islands combined with its muddy waters were too shallow, crooked and unpredictable to use for water transport. The Platte proved to be unnavigable—however the North Platte River Valley—became an easy roadway for wagons, with its nearly flat plain sloping easily up and heading almost due west.
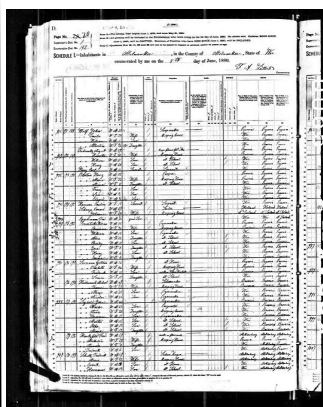
There were several U.S. government-sponsored explorers who explored part of the Oregon Trail and wrote extensively about their explorations. Captain Benjamin Bonneville on his expedition of 1832 to 1834 explored much of the Oregon trail and brought wagons up the Platte-North Platte-Sweetwater route across South Pass to the Green River in Wyoming. He explored most of Idaho and the Oregon Trail to the Columbia.

Missouri State Archives Discovers 13 Pages From the 1880 U.S. Census for Perry County

Jefferson City, Mo. — Missouri Secretary of State Jay Ashcroft recently announced the discovery of 13 pages from the 1880 U.S. Census Population Schedule. Identified by the staff of the Missouri State Archives, the pages record the households of the 99th Enumeration District in Perry County, including the name, age, marital status, occupation, level of education and more for 633 individuals then residing in the county's Union Township.

"Discoveries like this are extremely rare," Ashcroft said, "and we are thrilled to now provide access to these records previously unavailable to genealogists, historians and archivists alike." The 1880 U.S. Census was released to the public in the 1950s and researchers have looked for these missing pages ever since. Adding to the significance of the find, a 1921 fire destroyed most of the 1890 census, meaning that before this discovery, there was a 30-year gap where the Perry County households listed on the missing pages were not documented on an available population schedule.

In 2015, the Missouri State Archives began a collaborative project with the Missouri Historical Society to digitize and make publicly accessible all Missouri's non-population schedules. Through this project, Archives staff identified the population schedule pages mixed in with those from the state's 1880 agricultural schedule. It is thought that the U.S. Census Bureau misfiled these population pages before binding them in the 1880s, decades before they were transferred to the Missouri Historical Society.

"As we continue to develop our digital collections there are always opportunities to become more familiar with the contents of each record. And that sometimes leads to exciting discoveries such as this one," said Christopher Gordon, director of library and collections for the Missouri Historical Society.

"Partnerships, such as our collaboration with the Missouri State Archives, provide opportunities to improve accessibility of public records which benefits both researchers and family genealogists."

Visit www.sos.mo.gov/records/archives/census/pages/federal to view the newly identified records. Although the other U.S. Census records imaged through the collaborative project are not yet available online—including mortality, agricultural and manufacturing schedules from 1850, 1860, 1870 and 1880—they will be added to this site this year. The pages will also eventually be available on the Missouri Historical Society website. For more information about the found census pages or questions about the digitization project, contact the reference staff of the Missouri State Archives at archives@sos.mo.gov or (573) 751-3280.

The Oregon Trail Became the Way West From the Missouri River to the Willamette Valley—2,000 Miles Across the Plains

(continued from page 3)

On May 1, 1839, a group of 18 men from Peoria, Illinois, set out with the intention of colonizing the Oregon country on behalf of the United States of America. The men of the Peoria Party were among the first pioneers to traverse most of the Oregon Trail. The men called themselves the Oregon Dragoons. They carried a large flag emblazoned with their motto "*Oregon Or The Grave*". Although the group split up near Bent's Fort on the South Platte, nine of their members eventually did reach Oregon. In September 1840, Robert Newell, Joseph L. Meek, and their families reached Fort Walla Walla with three wagons that they had driven from Fort Hall. Their wagons were the first to reach the Columbia River over land, and they opened the final leg of the Oregon Trail to wagon traffic.

In 1841, the Bartleson-Bidwell Party was the first emigrant group credited with using the Oregon Trail to emigrate west. The group set out for California, but about half the party left the original group at Soda Springs, Idaho, and proceeded to the Willamette Valley in Oregon, leaving their wagons at Fort Hall. On May 16, 1842, the second organized wagon train set out from Elm Grove, Missouri, with more than 100 pioneers. The party was led by Elijah White. The group broke up after passing Fort Hall with most of the single men hurrying ahead and the families following later. In what was dubbed "The Great Migration of 1843" or the "Wagon Train of 1843," an estimated 700 to 1,000 emigrants left for Oregon. They were led initially by John Gantt, a former U.S. Army Captain and fur trader who was contracted to guide the train to Fort Hall for $1 per person. The winter before, Marcus Whitman had made a brutal mid-winter trip from Oregon to St. Louis to appeal a decision by his mission backers to abandon several of the Oregon missions. He joined the wagon train at the Platte River for the return trip. When the pioneers were told at Fort Hall by agents from the Hudson's Bay Company that they should abandon their wagons there and use pack animals the rest of the way, Whitman disagreed and volunteered to lead the wagons to Oregon. He believed the wagon trains were large enough that they could build whatever road improvements they needed to make the trip. The biggest obstacle they faced was in the Blue Mountains of Oregon where they had to cut and clear a trail through heavy timber. The wagons were stopped at The Dalles, Oregon, by the lack of a road around Mount Hood. The wagons had to be disassembled and floated

A wagon converted to a raft for the last stage of emigration.

down the treacherous Columbia River and the animals herded over the rough Lolo trail to get by Mt. Hood. Nearly all of the settlers in the 1843 wagon trains arrived in the Willamette Valley by early October. A passable wagon trail now existed from the Missouri River to The Dalles. In 1846, the Barlow Road was completed around Mount Hood, *providing a rough but completely passable wagon trail from the Missouri River to the Willamette Valley—about 2,000 miles.*

Genealogy News You Can Use...

CGHS Member Provides Information on a Genealogy Web Site That Could be Used to Search German Ancestors

This article was submitted by Tom Turse, CGHS member, who discovered this German Genealogy Website. He provided this information and his example using the site in order to benefit other members.

The site address is www.compgen.de which stands for Computer Genealogy – Deutschland (Germany), but the web site is actually titled "Association for Computer Genealogy eV" (*I don't know what the eV stands for.*) **You must access the site using Google Chrome in order for the site, which is in German, to be automatically translated from German to English.** Once in this site you can familiarize yourself with the site by clicking on all links (23 overhead links) and many more on the left-hand border. On the right-hand border they list their monthly publications which are all in German which will also be translated to English. On this site I discovered a German genealogical society and a professional German genealogist who had guided me concerning my search for my wife's 3rd great grandfather for whom we had hit a brick wall on our Manhattan, NY research. His name was John (Johann) Hoffman, a very common German name. This genealogist corresponded with me via four e-mails. Although I requested his research fee schedule, he did not provide it and has yet to do so. I presume he did not do

any actual new research, although he did review some of my previous research and some related research done by a professional genealogist in Salt Lake City.

In conclusion, he urged me to continue to try to identify John Hoffman in New York. When John Hoffman was identified with some additional identification data, then he would be happy to assist with any German research. I knew this all along but we had been given a list of ten Johann Hoffmans in Wurttemburg Germany from the German census records from a recent visit to Salt Lake City—none of these John Hoffmans came from the town of Dorzbach, Germany. I assume that he reviewed the ten census records because he also knew that none of them were from Dorzbach. So we continue with what we have to do in Manhattan, NYC, NY. Because we hit a brick wall in Manhattan, I tried to do what no genealogist should do and that was try to jump across the proverbial Pond. We may never find our Johann Hoffman—a fact we may have to accept.

In any event, perhaps this German website can be useful to others who may be searching German relatives.

News About Ellis Island Records

This information is from Betty Jo and Darwin from a letter they received from the Ellis Island Foundation, which included this story: "One night in 1897, a few minutes after midnight, the night watchman at Ellis Island noticed signs of trouble: a flame flickering through an office window. Within hours, Ellis Island's first immigration center burned, along with years of immigrant records."

From the letter's information, it appears that the Foundation has used customs records for those years to recreate the lost Ellis Island records. The information says that nearly 14 million new passenger records--covering 1820 to 1891 --were added this year to the Ellis Island immigration history database at http://www.LibertyEllisFoundation.org./

Within the added records they found John Nordstrom immigrating from Sweden at age 16 in 1887 to found his famous stores; Walt Disney's great grandfather coming from Ireland in 1834; and Barack Obama's great great great grandfather coming in 1850 from Ireland to New York. The database now has 65 million immigrant records.

This article is from Dick Eastman's *Online Genealogy Newsletter* of 5 Sep 2018.

Google Maps doesn't show county boundaries, so Randy Majors (blogger who writes about Google and genealogy) created a tool to display them. See county lines anywhere in the United States, United Kingdom, Ireland, Australia, New Zealand, Canada, Mexico and Switzerland. Simply enter a place name and then click "GO." The normal Google Map commands of Plus (+) and Minus(-) can be used to zoom in and out on the displayed map—simple, easy, and effective. You can access **County Lines on Google Maps** at https://www.randymajors.com/p/countygmap.html.
Detailed instructions may be found at:
https://www.randymajors.com/2018/08/you-cant-see-us-county-boundaries-in.html
Also, he has developed a system for finding **historical** county boundaries on Google Maps; see Historical U.S. County Boundary Maps at https://www.randymajors.com/p/maps.html

Be Aware of Confusion and Don't Make Assumptions About "Jr." and "Sr." Suffix Designations for Names of Kin

*Ted Bainbridge, Ph.D., genealogical researcher, teacher, speaker, writer, and contributor to the **Cheyenne Genealogy Journal**, provided this article.*

When modern Americans see "Jr." after a name, it is often assumed that the boy was named after his father. This is not always true. Some examples: Joseph Mayo Jr. was born in Virginia in 1834. His father was Robert Mayo, his grandfather was Joseph Mayo Jr., and his great-grandfather was Joseph Mayo Sr. The youngest Joseph was named after his grandfather; not his father.

John Hammond Fuqua II's father was John Walton Fuqua Sr. and his grandfather was John Hammond Fuqua I. This is another boy named after his grandfather. The boy had a brother John Walton Fuqua Jr. who was named after their father. The home had two sons named John—one of them was "Jr." and the other was "II".

Elizabeth Rupert Jr. was born about 1827 in Pennsylvania. Her mother was Elizabeth Kline who married John Rupert. This Jr was a girl named after her mother.

Margaret Graham Jr. was born in

1844 in Pennsylvania. Her parents were Elisha Graham and Lydia. I know of 99 Graham women among her relatives, but only one is a Margaret who was born before 1844. She was this Margaret's father's first-cousin's wife.

Clarence Bainbridge Sr. had a son Clarence Bainbridge Jr., who had a son Clarence Bainbridge III. After Senior died, Junior called himself Senior because he was the oldest living, and called his son Junior. But The Third always referred to himself as The Third.

If a Civil War unit had two men with the same name and their ages were noticeably different, one was called Junior and the other was called Senior even though they were not related. Some of these relationships were made clear by the people involved, some were learned during pointed conversations, and some were discovered only after extensive research...so when you encounter Sr., Jr., III, and so on among your relatives, be careful to learn the true relationships instead of making assumptions.

Follow us on the Web at
www.cghswyoming.org

and on Facebook at https://www.facebook.com/pages/Cheyenne-Genealogical-Historical-Society

The Cheyenne Genealogical & Historical Society wishes all its members a happy, healthy new year full of great genealogical discoveries!

Happy New Year!

"Check This Out"
Family history-related fiction & nonfiction book reviews by CGHS members & others

"Rowen's research...is nothing less than breathtaking. The sensitivity and originality of his portrayals are equally impressive... remarkably new and inventive." —Kirkus Reviews

ENCOUNTERS UNFORESEEN
1492 Retold
ANDREW ROWEN
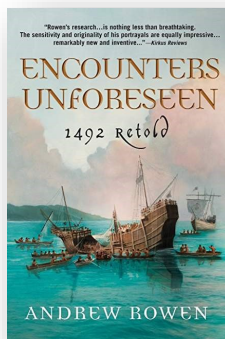
Encounters Unforseen–1492 Retold by Andrew Bowen (c 2017; All Persons Press, New York—*Historical Fiction*)

After 525 years, the traditional literature recounting the history of Columbus's epic voyage and first encounters with Native Americans remains Eurocentric, focused principally--whether pro- or anti-Columbus--on Columbus and the European perspective. A historical novel, *Encounters Unforeseen: 1492 Retold* now dramatizes these events from a bicultural perspective, fictionalizing the beliefs, thoughts, and actions of the Native Americans who met Columbus side by side with those of Columbus and other Europeans, all based on a close reading of Columbus's *Journal*, other primary sources, and anthropological studies. The drama alternates among three historic Taíno chieftains--Caonabó, Guacanagarí, and Guarionex--and a Taíno youth Columbus captures, Spain's Queen Isabella and King Ferdinand, and Columbus himself. It depicts the education, loves and marriages, and other life experiences each brought to the unforeseen encounters and then their astonishment, fears, and objectives in 1492 and 1493. The focus includes the Taíno "discovery" of Europe, when Columbus hauls the captive and other Taínos back to Spain, as well as the chieftains' reactions to the abusive garrison of seamen Columbus leaves behind in the Caribbean. Throughout, the Taíno protagonists are neither merely victims nor statistics, but personalities and actors comparable to the European, and their side of the story is forcefully told.

The novel weaves a fascinating tapestry of scenes and dialogues from the historical record, often incorporating text from primary sources. Isabella plots her dynastic marriage, argues with Ferdinand over who's supreme, and wages war to expand their kingdoms. The chieftains take multiple wives to consolidate their rules, vie to marry the beautiful Anacaona, and battle Caribe raiders. An unknown Columbus conceives a fanciful voyage, marries advantageously to promote it, and yet suffers an agonizing decade of ridicule and rejection. Guacanagarí rescues Columbus when the *Santa María* sinks, but Caonabó questions Guacanagarí's generosity, and Guarionex is vexed, having witnessed a religious prophecy of Taíno genocide inflicted by a "clothed people." Columbus teaches his captive Christianity, initiating the following centuries' collision of Christianity with Native American religion and spirits. The Taíno stories depict both events known to have occurred (e.g., the chieftains' ascensions to power, the prophecy of genocide, the captive's baptism in Spain) and known practices or experiences (e.g., inter-island canoe travel, a hurricane, a Caribe wife raid, a batey game). The Isabella and Ferdinand stories include their establishment of the Inquisition, subjugation and Christianization of the Canary Islands, completion of the Reconquista, and expulsion of the Jews from Spain, illustrating European doctrines of conquest, enslavement, and involuntary conversion and how the sovereigns ruled over Old World peoples before encountering Native Americans.

The Columbus stories portray his pre-1492 sailing experiences and the evolution of his world outlook, and his thoughts during the encounters embody the concepts underlying the European subjugation of Native Americans over the following centuries. Stark societal differences are illustrated, with the Europeans practicing African slavery and the Taínos sharing food as communal property. A Sources section briefly discusses interpretations of historians and anthropologists contrary to the author's presentation, as well as issues of academic disagreement. The result is a gripping, personal, documented, and bicultural portrayal of the voyage that reshaped the course of world history, written at its 525th anniversary.

—*Amazon Book Review (with excellent customer reviews)*