



FORT HALL

"HUB OF THE WEST"

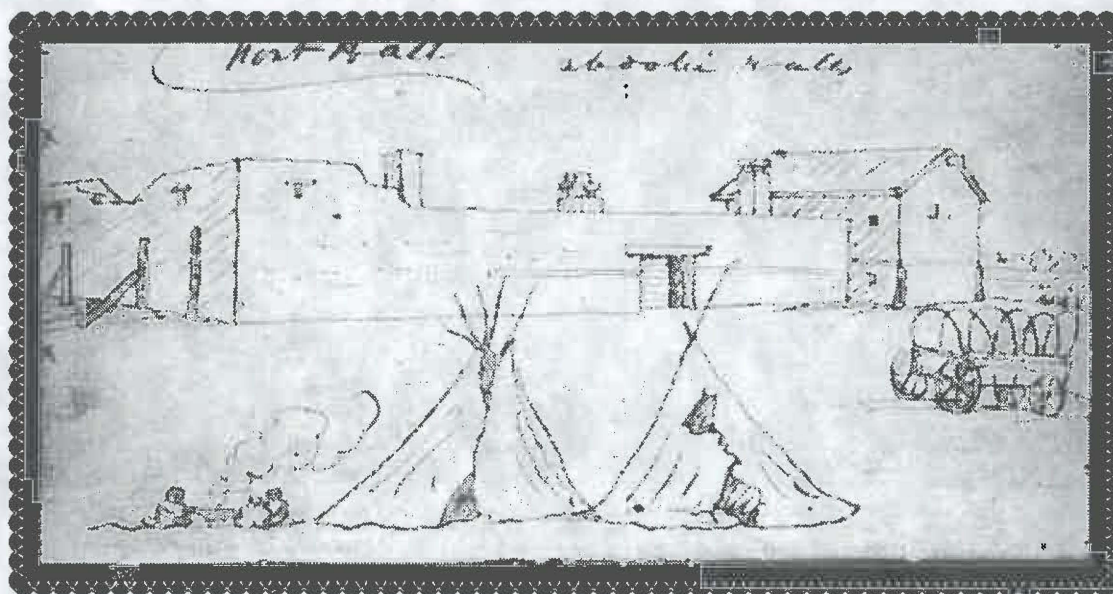
15th Annual Convention

Oregon - California Trails Association

August 13 — 17, 1997

Pocatello, Idaho

Quality Inn Pocatello Park Hotel



KeyBank

Pocatello KeyCenter locations:

West Center

105 N. Arthur Street
Pocatello, Idaho 83204
208-234-5083

Yellowstone

910 Yellowstone Ave.
Pocatello, Idaho 83204
208-234-5150

Chubbuck

4750 Yellowstone
Pocatello, Idaho 83202
208-234-5160



**"AS WE DO AWAY
WITH REGIONAL DIFFERENCES,
WE WILL BECOME
AN INSTANTLY RECOGNIZED
NATIONAL BANK-BASED
FINANCIAL SERVICES
COMPANY."**

-Gary Allen

Key's goal of becoming America's first choice for financial services—from Maine to Alaska—comes one step closer to reality in mid-1997. That's when the company's single national retail franchise launches its Community Banking business group, known as KeyBank National Association. Changes in federal banking regulations allow Key to become a single national bank instead of a collection of separately chartered banks. This move allows Key to capitalize on the efficiencies and cost reductions available to a single bank, better serving its 3 million consumer households.

As a unified national bank, KeyBank will provide easy access to the same array of products and services to customers, no matter where they are—there will be no regional differences. Key also will be able to provide such innovative products as checking accounts accessible by both students away at school and their parents back home.

"As we do away with regional differences, we will become an instantly recognized national bank-based financial services company," says Gary Allen, chief banking officer, who becomes chairman and chief executive officer of KeyBank National Association after the completion of restructuring. "Just as today's consumers have preferences for national retail, food and entertainment companies, we are working toward


becom-
ing America's first
choice for financial solutions."

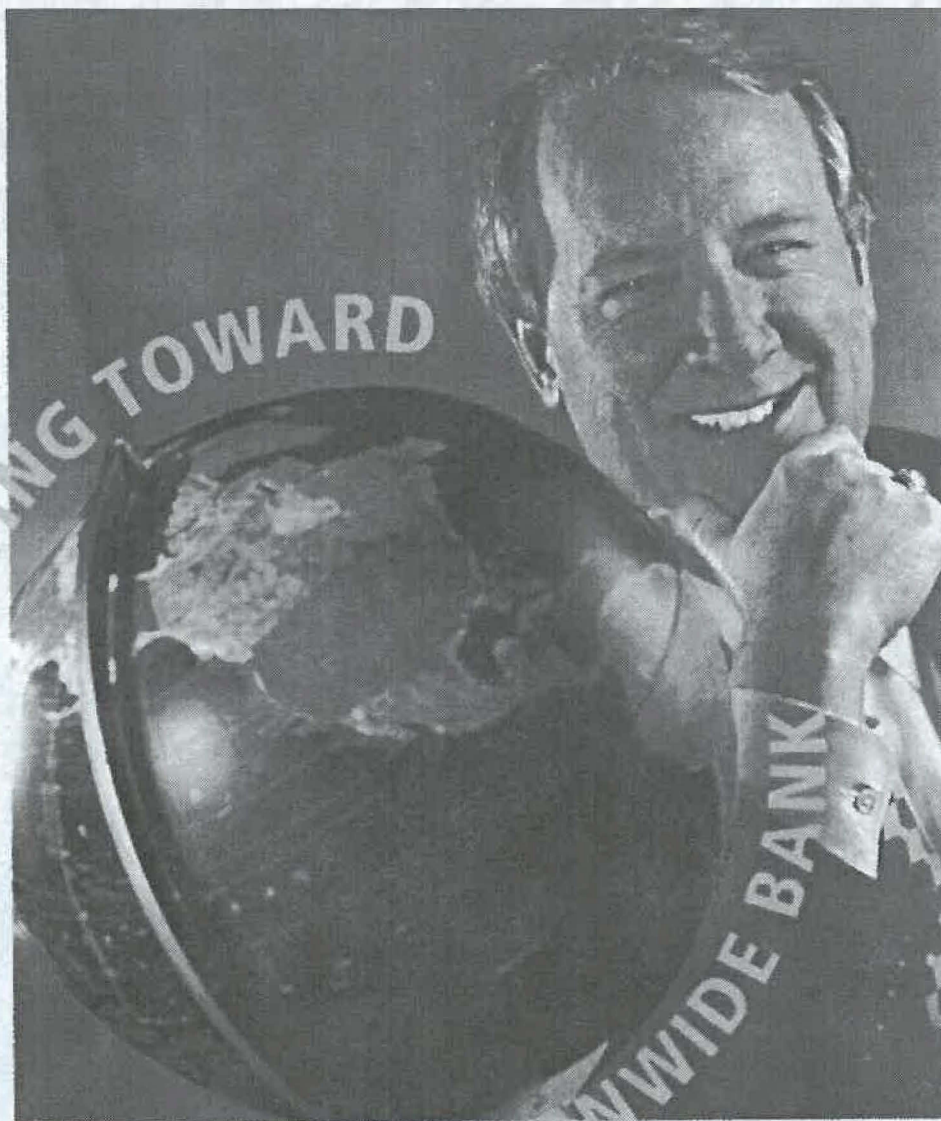
The national Community Banking umbrella covers three important areas: Retail Community Banking, which includes a branch network of KeyCenters as well as a highly regarded Small Business initiative; Private Banking, for households with annual incomes of \$100,000 or more; and Corporate Middle Market Banking, focusing on the needs of business clients with annual sales up to \$100 million.

However, Key doesn't intend to forget how it has been regarded over the years as a neighborhood bank in the communities it serves. To keep the company focused on the individual needs and

concerns of its customer groups across the country, Key has formed 28 major metropolitan districts, each of which will keep its finger on the pulse of its particular customer base.

"We view the districts as the building blocks of a strong new KeyBank organization," says Allen.

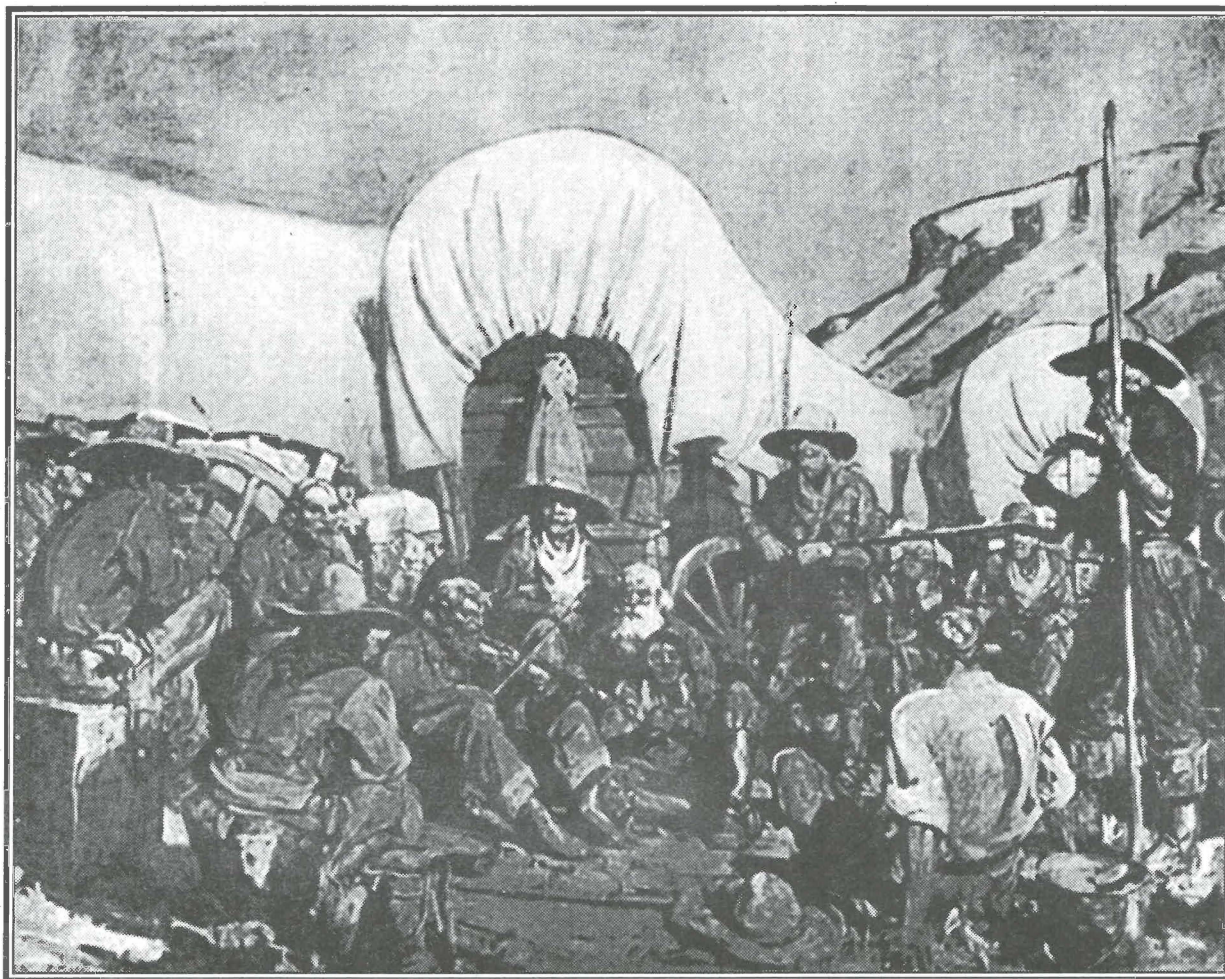
Every day, the American people demonstrate their preference for national brand names, while cherishing the involvement of "good neighbor" companies in their local communities. With the move to one national Community Bank franchise, Key will provide customers with a company able to leverage nationwide strength, located right in their backyard. 



Barney Taxel



.....ACKNOWLEDGMENTS.....



This tour guide was developed with the help of my good friends to whom I am grateful for their help and support.

Fred Dykes did a good deal of the map work after Burt Silcock got us started on the appropriate maps.

Terry Bailey, the county engineer, was helpful with the map research and information on the local surveys.

Red Perry was helpful in preparing the information for the Fort Hall Tour.

Charlene Olorenshaw and Norman Tolman were helpful in preparing the Soda Springs Tour.

Max Newlin, the Massacre Rocks Park Ranger helped in

the development of the Massacre Rocks Tour.

Lyle and Carol Woodbury have been helpful with the preparation of material about the Raft River area and the Massacre Rocks Area.

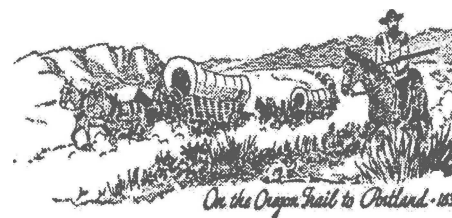
Linda Egli and Betsy Knowles, of R&L Publishing, did the graphic design and page layouts of our manuals this year.

Thanks to Key Bank for sponsoring this guide book.

I'm certain that there are controversial topics discussed and that this guide has our own bias. We hope that it is fun and useful for you and any others who may use it in the future to explore our fascinating area.

Dedication

This guide book is dedicated to those pioneers who risked their lives to cross these treacherous trails to reach goals that were only dreams when they began. They paved the way for our lives of wonder and amazement.



Michael Bateman

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OCTA POCATELLO

1997

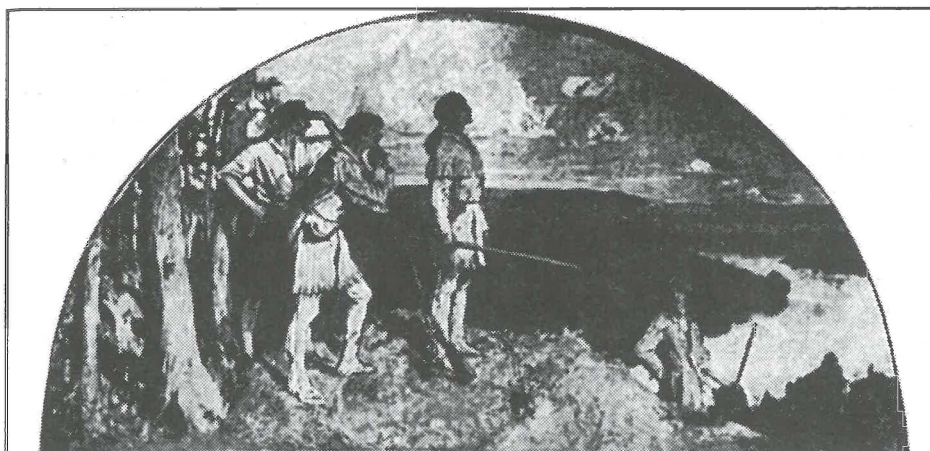
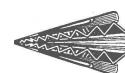
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Welcome to our 1997 OCTA convention.

We hope that your visit will be both entertaining and educational. The registration desk will serve as your information center. If you have questions or problems please start there. Maps are included with this guide and they provide an overview of the area and tour routes. If you desire detailed maps with a larger scale we suggest you obtain one of the published tract guides such as ***Maps of the Oregon Trail*** or ***Emigrant Trails of Southern Idaho***. This guide has been prepared with the goal of providing information about the early emigrant trails that exist here. The tour routes are marked in hopes this will provide a useful reference in years to come.

We ask that you respect the weather, sun, terrain, and vegetation in our area. The days will probably be hot. The dry air and heat make it essential that you drink plenty of fluids to avoid heat stroke. The sun may not feel as hot as you are used to but the thin air allows the ultra-violet rays to strike the skin with greater strength and you will sunburn easily. Those of you who hike or go to the Fort Hall bottoms are advised to wear jeans or other heavy slacks as the sagebrush and tough grass can be very hard on your skin. We should not be in full blown tick season but it is always wise to wear protective clothing and check your body for ticks after trips into the rough country. The mosquitoes will be a different story and it is important to have your skin well covered and to bring along some mosquito repellent.





Pocatello

Pocatello is named for a Chief of the Bannock Indians. There is some question as to origin of the name Pocatello. Mr. Red Perry's explanations are the most colorful and you must get him to tell you what he thinks. The following excerpt from Frederick W. Lander's report to the special session of the 35th congress in 1858-59 may give the most appropriate clue.

"When I heard that these Indians had broken out into hostilities, had stopped the United States Mail, and killed some of the emigrants who were, in small parties, endeavoring to reach California from Salt Lake City, I thought it proper to visit them, taking with me "Shoshone Aleck," the interpreter, my engineers, Messrs. Wagner, Long, and Poor, Mr. Campbell, and the mountaineers Justus, Gabriel, and Williamson. On my way I procured the services of a leading warrior of the Pannack tribe, and by his kindness and discretion I was enabled first to obtain an interview with ten warriors, an outlying party of the band of Po-co-ta-ro or the "white Plume". The leader of these ten warriors told me that he would visit Po-co-ta-ro's camp in the mountains, but that the chief's heart was bad, and that he would listen to soft words from the whites. I sent by this messenger a few small presents to Po-co-te-ro, inviting him to come to me

and have a talk. He came with fifty-five mounted warriors, and treated me and my small party with the utmost respect and consideration. I have to place on record before your department the simple fact, that this young chief, known to be hostile to the whites received me with an attention which I have seldom known manifested by the wild tribes of the interior whom I have repeatedly met....". It would be easy to see how this name could have undergone the change to Pocatello. Since Lander was probably the first person to transfer this name to a written record it would seem likely that this city and Chief Pocatello owe their name to Lander's interpretation.

Despite Chief Pocatello's so called bad heart, he lived through the Battle Creek Massacre north of Preston, Idaho in January of 1863 in which all but 4 of his Bannock band was destroyed. He died near the bridge on Monsieur or Michaud Creek west of Pocatello. He was buried wrapped in a blanket in a spring on the Portneuf River 2 and one half miles north of the Schilling Ranch along with his personal horse which had acted as the hearse to transport him from the farm. Nine

other horses were also killed and sacrificed in the spring.

Pocatello is located at the mouth of the Portneuf Narrows which is the gateway to the Snake River Plain from the east. Emigrant wagons would have had a very difficult time following the Portneuf River valley from Soda Springs to Fort Hall, so they turned north and took a longer and steeper route through Ross Fork canyon.

Being located in a narrow valley with limited agricultural land, Pocatello did not become involved very deeply with farming, as other communities located on the Snake River Plain itself have been. Instead, it has remained an industrial and transportation center. Through the efforts of early citizens such as Theodore Turner and Theo Swanson, a state-supported school of higher education, The Academy of Idaho was established here in 1901. This has evolved into Idaho State University. The university probably now provides employment for as many or more than any other industry in Idaho. The Idaho State Museum of Natural History is located at the University, should you have some spare time during the convention. There are typescripts of several interesting trail diaries in the Special Collections section of the university library. Would you believe that people could be convinced to sell their stock cheaply and caulk their wagon box and attempt to float down the Snake River to Oregon? There is also correspondence from Ezra Meeker to Dr. Minnie Howard, Idaho chapter presi-



WELCOME TO POCATELLO



dent of the Oregon Trail Memorial Association, which Meeker founded. The most unique building on the campus is Holt arena, named after Milton "Dubbie" Holt, a prominent sports figure at the university and in Idaho. It was originally called the Mini-Dome as a little brother of the Astro-Dome. It was the first covered university stadium in the United States. It was built in 1961 for \$2.6 million. It houses many events including football, basketball, rodeos, rock concerts, and tractor pulling (if you can stand that much noise inside a tin can). The J.R. Simplot Company every spring sponsors the Simplot Games at Holt Arena. This is a track and field competition that attracts high school athletes from the western United States and Canada. From the interstate highway, the arena appears as a giant Quonset Hut on the campus.

The first railroad through future Pocatello was a narrow gauge line, The Utah & Northern, running from Ogden, Utah, to Butte, Montana. The line reached the Pocatello area in 1878 and a boxcar station was established at the crossing of Pocatello Creek. This was about a mile west of the convention center, at the intersection of Pocatello Creek and Hilina Roads. A mural depicting this station is located in the Pocatello Union Pacific depot.

In 1881, a subsidiary of the Union Pacific, the Oregon Short Line, began construction on a railroad across Idaho, from the transcontinental line at Granger, Wyoming, to the terminus of the Oregon Rail and Navigation line

at Huntington, Oregon, just across the Snake River from Idaho. The Oregon Short Line met the Utah & Northern near McCammon and a three rail line was laid from there to Pocatello where the routes diverged.

Pocatello was then established as a major Oregon Short Line terminal. Extensive railroad shops were built and enlarged until they were among the largest on the Union Pacific. For many years, Pocatello was truly a one industry, railroad town. However, when diesels replaced steam locomotives, the major Union Pacific shops in this area were located at Salt Lake City. Many of the Pocatello shop facilities for steam locomotives, including a full circle roundhouse, have been razed. The Union Pacific president at the time said, "Do not demolish the power plant chimney, but paint 'Union Pacific' on it so it can be seen from the Interstate Highway." Hopefully, the name will be repainted soon with a better grade of paint. The Pocatello shops are the major Union Pacific facility for rebuilding freight car wheel and axle sets. Pocatello has always been a transportation and industrial center. It remains in 1997 the only truly industrial community in Idaho.

Extensive deposits of phosphate shale ore in southeastern Idaho have given rise to industrial plants at Pocatello and Soda Springs. The phosphoria formations, from which the ore is stripped or tunnel mined, are unique and represent the remains of numerous invertebrate organisms that

lived and died in an unusually productive shallow seaway. The organisms lived and died so rapidly in the nutrient-rich waters that the phosphoric material in their tissues was buried and preserved in the smelly black mud. This mud, now hardened to phosphate rock, contains not only economically important deposits of phosphate, but other trace minerals such as uranium, vanadium, and silver.

Processing plants in Pocatello use phosphate ore from as far away as Smoky Canyon on Stump Creek near Afton, Wyoming. This ore is ground up at the mining site and then transported through slurry lines to an area west of Pocatello which can be seen on the interstate to Boise and Twin Falls. Here, an acid treatment converts high grade phosphate ore into a soluble form useable for fertilizer. This process is carried out at the J.R. Simplot Company plant in Pocatello. Yes, this plant belongs to the famous entrepreneur, - industrialist J. R. Simplot. He was born in Dubuque, Iowa and raised in Declo, Idaho some 60 miles to the west. He was an eighth grade dropout and self-made millionaire at the age of 30. In 1997 he is one of the last American industrial barons. After beginning in the potato growing and shipping business, he developed a potato and onion dehydration plant near Caldwell, Idaho, in 1941, and sold his product mainly to the U.S. Government to feed soldiers in World War Two. A scarcity of fertilizers prompted Simplot to enter the phosphate fertilizer business with the construction (using low — cost



..... WELCOME TO POCATELLO



government war loans) of Idaho's first phosphate fertilizer plant west of Pocatello in 1944. In 1946 Simplot negotiated a deal with the Bureau of Indian Affairs to open a mine on the Reservation east of Fort Hall, and in 1948 a rail line leading to the mine was built by Morrison-Knudson Company under contract with Union Pacific Railroad. The tailings from this mine (Gay mine named after J. R. Simplot's daughter) cover a portion of the Lander Road and Oregon California Trail ruts just west of Queedup springs. This is the general area where the walking tour will hike. The Gay mine was closed in 1993 and this hurt the economy of the reservation which had received royalties for 47 years. This closing made us trail nuts a bit more relaxed, as it sounded like the mine might expand and destroy more of the pristine trail ruts in this area. There have recently been discussions about using the Gay Mine railroad to establish a regional (or national) landfill at the old mining area. Others have been discussing using the rail system to carry tourists along this stretch of the Oregon California Trail.

Since only the highest grade phosphate ore can economically be used for fertilizer and since all grades of ore are removed in the mining process, a use for the lower grade ore was desirable. The FMC and Monsanto Corporations took advantage. They employ electric furnaces to produce elemental phosphorous. They have plants in Pocatello and Soda Springs respectively. Ore is transported to the Pocatello

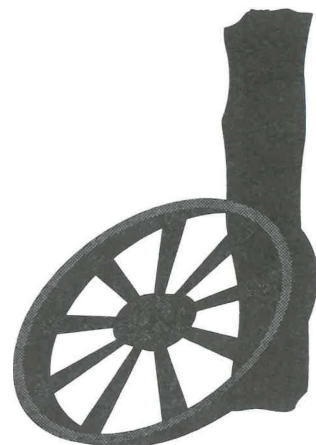
plant by rail and to the Soda Springs plant by truck. The Pocatello plant is adjacent to the Simplot plant. The process used involves mixing the ore with coke and silica (gravel) and continuously feeding it to the furnaces. The Pocatello plant is said to use as much electricity as the city itself. Of course, the low power rates in the area through use of hydroelectric power are an advantage. The phosphorous comes out of the furnace as a gas which is condensed to a liquid under water and loaded into railroad tank cars. The phosphorous must be kept under water at all times, as it bursts into flame upon contact with air (oxygen). Carbon monoxide, a poisonous gas, is also produced in the furnace and is burned in the flares visible at the plants. The metals in the ore form a heavy slag known as ferro-phos which is tapped from the bottom of the furnace. The primary waste product, calcium silicate, is tapped from a higher hole and forms the mountains of gray slag visible at the plants.

Pocatello's layout of streets and other features was dictated by the railroad around which the town was built. Its politics have reflected a newer affluent pluralistic blue collar town at the edge of Mormon country. The early community of Pocatello, from 1882 until 1888, had to exist within the confines of the Oregon Short Line right of way because the Fort Hall Indian Reservation surrounded the area. The town site was too small and trespassing on the reservation was practiced by many. It provided tense situations. A treaty was

signed on May 27, 1887 and the Act of September 1, 1888 gave more land to the town site and the railroad.

The original Fort Hall Reservation had approximately 1,500,000 acres. In 1880 a treaty between the Indians and the government returned the southern one-third to the public domain. This included the area around Lava Hot Springs which will be seen on one of the tours. In 1902 Theodore Roosevelt issued a proclamation which removed the middle third of the reservation to the public domain and this caused a land rush around Pocatello and on to McCammon.

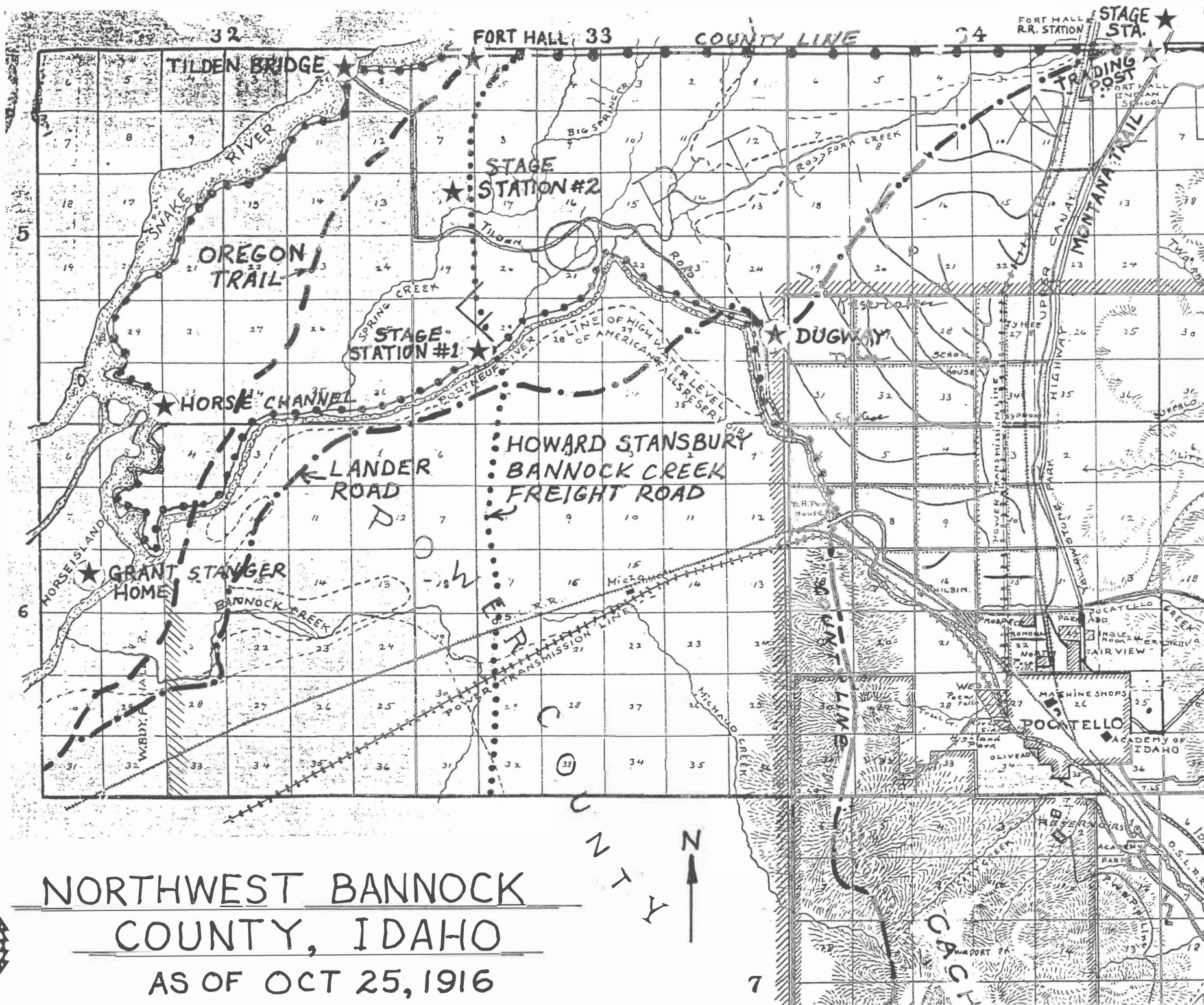
The streets in Pocatello run in a North-westerly to South-westerly direction but at the junction of the North end of town at Oak Street the streets take on the more common North-South, East-West directions. The early streets paralleling the railroad were named after the presidents, Harrison, Cleveland, Arthur, Garfield and so forth as they progress in a westerly direction. The streets on the east side of the central tracks are designated 1st, 2nd, 3rd, etc.



FORT HALL AND THE HIKING TOUR

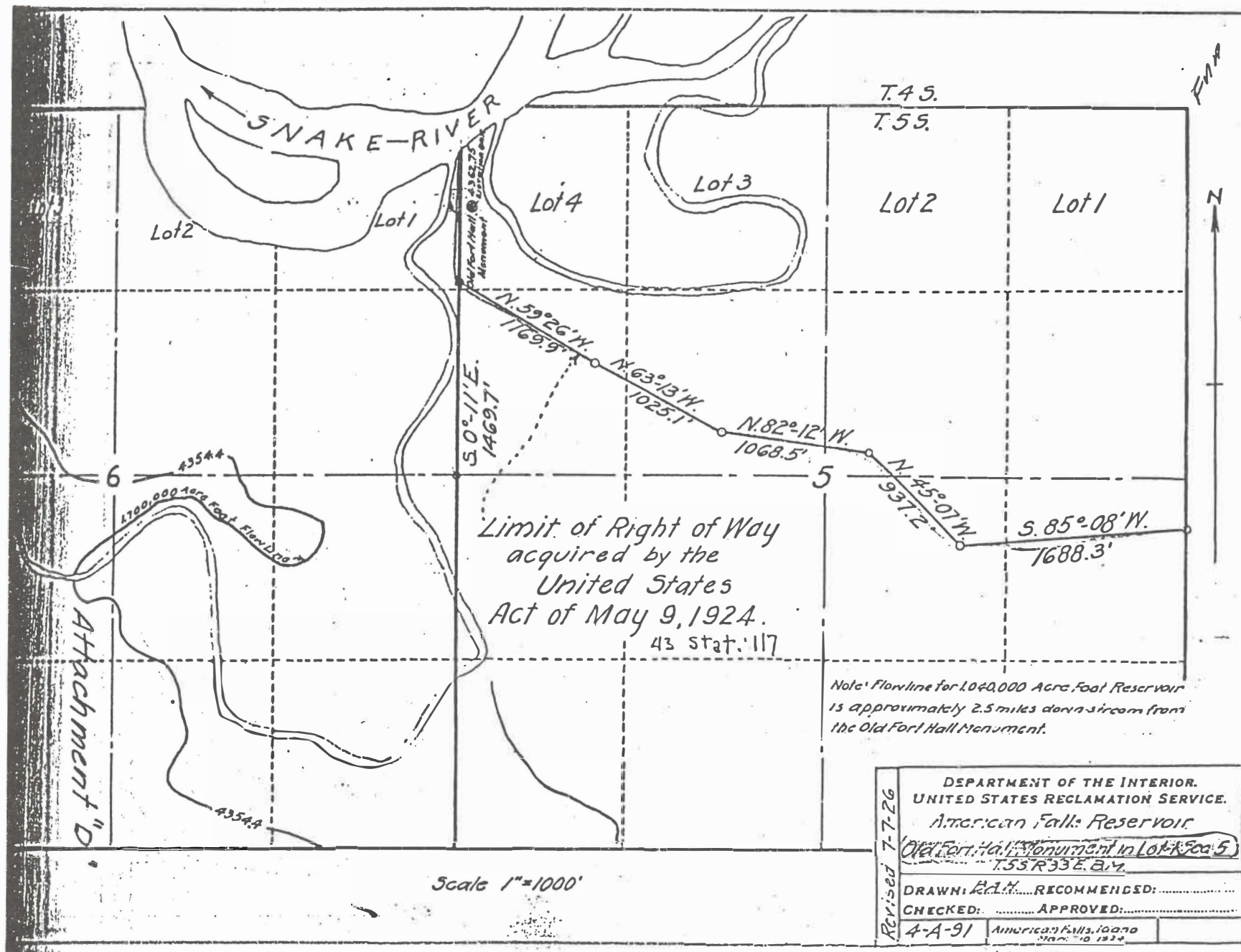


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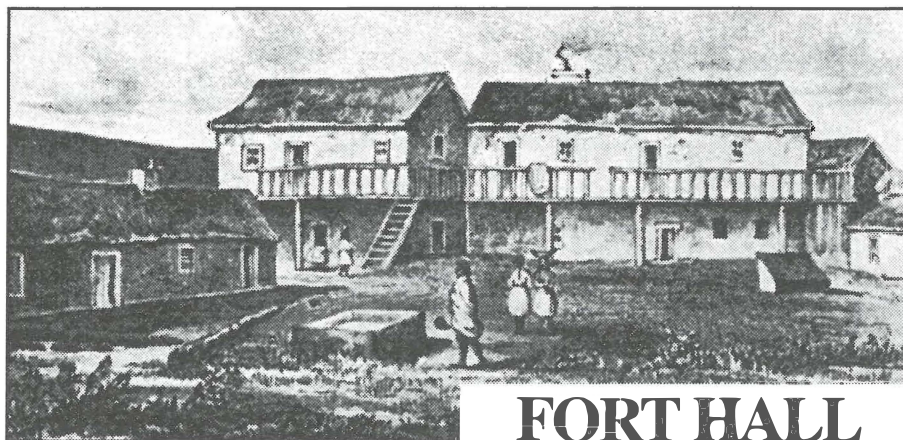
FORT HALL SITE





.....FORT HALL SITE.....





*Lithograph of Fort Hall from the
"Lure of the Frontier (1928)"*

Arrangements will be made so that everyone attending the convention will have an opportunity to take this tour if they are able and wish to.

Three buses will leave at **7:00 am.** and three more at **7:30 am.** The tour will take 4 hours. These tours will reach Fort Hall at **11:00 - 11:30 am.** for lunch, and then be transported to the hotel at **12:30 - 12:45 pm.** The late tour groups will be picked up at **11:15 am** and **11:30 am.** on the east side of the hotel. They will be transported to Fort Hall for lunch. They will then leave from Fort Hall at **1:00 pm.** and **1:30 pm.** The afternoon groups will follow the tour route in a reverse direction, and be back at the hotel at 5:00 pm.

You will be assigned to a tour time. If you want to change your scheduled time you will have to find someone on another schedule who will trade you. The schedules will be at the registration desk, and you must report the changes to them if you arrange a trade. If you do not plan on using your assigned seat please let the registration desk know so that we can arrange to have it filled as space for this tour will be at a premium.

FORT HALL HUB OF THE WEST TOUR A

The buses will load on the **east** side of the building. The times scheduled are departure times, and we will hold to a tight schedule, so be there 10 minutes early to board.

This tour will take you to one of the most important historical sites in the west. This tour will be on the Shoshone Bannock reservation and we are guests of this tribe. We are hopeful that you will obey the rules and regulations as posted on the reservation and that you will have respect for your Indian guides. You will be among some of the first people to have the privilege to make this tour.

You will leave the freeway on exit 58 near the Simplot and FMC phosphate plants. South of these plants are the Bannock Range Mountains and Howard Mountain which is named for a lady physician, Minnie Howard, who devoted a good deal of her life to the preservation of the Fort Hall Site and its history. She was the president of the Idaho Unit of the Oregon Trail Memorial association and placed the first

marker at the site of old Fort Hall.

There are numerous petroglyphs in this area.



The bus will back track and follow Batiste Lane across the Portneuf River just above Batiste Springs. The springs are a favorite fishing hole for members only. The tan brick building at the springs is the Union Pacific pumping plant which has supplied the Pocatello railroad facilities with water for about 100 years. Electric pumps force the water to a reservoir on Howard Mountain. Originally steam operated pumps were used and a railroad branch ran from the main line to provide coal for the boilers. The buildings downstream are the remains of Rowland's Dairy. Further down the Portneuf is a fish farm on the east side of the river. This crossing is the route of the first road between Pocatello and American Falls. According to 100 year old Effie Swanson Fugate, Ezra Meeker camped on this crossing during one of his oxen-drawn covered wagon trips to the east. The Swanson house was 100 yards past the bridge where the tree is left of the road.

The bus should now have turned the corner and be heading north on Rio Vista Road. At Tyhee Road the bus will head west towards the Portneuf River. The buses will either take a small dirt track loop or let you out on the pavement to view the Portneuf overlook. Looking north and west



TOUR A FORT HALL HUB OF THE WEST



you will see the Fort Hall bottoms which is a large reservation area with vast numbers of geese, ducks, trout, buffalo, horses, birds, and lots of sink holes and swamps to trap unsuspecting hunters and fisherman. The Indians are allowed to hunt and fish in this area at anytime. Other individuals must buy a reservation permit to enter this area and even then their access is limited to special sections. Much of what you see is untouched except for the reservoir that backs up over a large portion of the bottoms and covers most of the trail remnants that follow along the south side of the Snake River. Far to the north you should see the Ferry Butte (Pogowa). This area is where John T. Jeffrey established a ferry in 1852 and thus a new wagon route across the desert to the east face of the Big Butte that can be seen in the far distance. This route is commonly referred to as the Goodale Cutoff although Goodale, a trapper, did not guide anyone over this route until 1862. This route will be a post tour route led by Fred Dykes on Sunday. The reservation boundary is the center of the Snake River and the reservoir to the mouth of Bannock Creek to the west.

There is a dugway which leads off this bluff to the river bottom. This is the Lander Road, The Tilden Road, and the route of south Fort Hall cutoffs or alternates for those individuals that did not want to go to Fort Hall. After 1853 the British abandoned Fort Hall to the local trappers such as Richard Grant, Goodhart,

and Patee. These alternates crossed the Ross Fork Creek in the vicinity of what became the 3rd stage station which was just west of the present tribal museum that you will see later today. At the bottom of this hill was the Portneuf Ford, Portneuf Bridge, and the Portneuf Ferry which were active during various years. The ruts leading to the River and towards the Spring Creek Ford at the 2nd stage station can be seen crossing the meadows to the north west.

Celinda Hines(1853) diary entry.

"Thursday, July 28-Left Ft. Hall about 12 miles to the north thereby saving 16 miles, and it is said the road is better. We were in site of the three Buttes all day. They are three mountain peaks rising above the chain. We almost suffered with dust and want of water. Near night we close to the Portneuf River, which we had to ford. It is large and deep. We had to raise our wagon beds. Ft. Hall trading post is near. The commander of the fort, Mr. McArthur, is very agreeable. We camped about a mile on, near a fine spring. The men from the post came to see us Charles company was near."

Sarah Sutton(1854) diary entry.

"Sunday July 9th came on 8 miles to a bridge across Portneff paid 50 cents a wagon for crossing , and noon just across, dere is a store and plenty of French and indians... Mr. Cook got the axle tree of his wagon broke, and we have to stop, he has gone 7 miles to fort hall to get one"

From this point we will point out and describe the significance of the following geological and geographical features; Bannock Peak (the south east corner of the reservation). Mount Putnam (on the east) which is named after the Captain who established the

Military Fort Hall. The Buttes across the Snake River plain to the West were the beacon for anyone who dared to cross the 40 mile waterless desert route. The Portneuf River. The bottoms (or Indian Wasteland) on some maps that was never surveyed by the early surveyors. American Falls reservoir which covers a good deal of the Oregon California Trail, and is made by the dam at American Falls. Ross Fork Creek named after Alexander Ross one of the earliest British fur trappers in this area. The horizon is a large lava flow which acted as a dike which channeled the waters of the Lake Bonneville back into the Snake River channel.

The importance of Fort Hall dates to the antiquities since the

Indian tribes have used it as their winter quarters as long as they have been in this area. The first non Indians to see this area were the Wilson-



Price Hunt party on October 23, 1811. This party of 52 had been financed by John Jacob Astor to further his fur trade interests by exploring the area to his newly planned post at the mouth of the Columbia River (Astoria). Wilson Price Hunt was a 29 year old New Jersey citizen. No one in the party had been west of the continental divide. Many of them were of mixed Indian descent. There was only one full blooded Indian among them - the only female in the party. Stuart returned in this direction the next year, 1812, on his way to



South Pass and met four or five trappers that they had left at Fort Henry the year before (Joseph Miller, Hoback, Robinson, and Reznor). Stuart found them at The Devil's Cauldron on the Snake River some 90 miles west. They were naked and stripped of all their goods. Miller was an unpredictable trapper associated with the Wilson Price Hunt party. The other four trappers were part of Andrew Henry's 1810 fall excursion into Idaho and had elected to stay behind when Andrew Henry, with the rest of his contingent, returned to Fort Raymond on the Big Horn River. The Wilson Price Hunt party had apparently encountered this group of trappers in the vicinity of the Big Horn Basin and persuaded them to act as guides over Union Pass to the upper Green River and then down what was to be named the Hoback River to Jackson Hole. This area was named after another of Andrew Henry's men, Belt or Bel Jackson. Once the Wilson Price Hunt party reached Andrew Henry's huts on the Snake River they named it Fort Henry and decided to travel the rest of the way in Cottonwood dugouts. They left a number of their horses and goods with the above trappers in hopes that this would serve as a trapping base for their enterprise. The dugouts were of little value and the trappers left behind had little success. Martin Cass, the 5th trapper left in charge of the horses and traps at Fort Henry, and horse were missing. There was speculation that Martin Cass and his horse had been eaten. Stuart resupplied these men and they stayed in

the area. In January, 1814, Hoback, Robinson, Reznor, as well as an Astorian clerk John Reed, were killed by Indians on the Boise River. They were on another ill-fated expedition.

The British fur brigades were the next white visitors to impact the Fort Hall area. Donald MacKenzie was a giant of a man who had left Scotland when he was 17. He entered the service of The Northwest Fur Company in Canada. On March 10, 1810, he enrolled in Astor's Pacific coast enterprise and left St. Louis with Wilson Price Hunt on October 21. MacKenzie resented the fact that Wilson Price Hunt was the leader of this group. In January of 1812 at Astoria, Oregon it was easy for him to turn coat when Astoria was sold to the Northwest Fur Company. Initially Astor had no suspicion of MacKenzie, who reached New York overland with a report of the transaction in November 1814. Later Astor believed that the Scotsman had intrigued against him. MacKenzie rejoined the Northwest Fur Company again and was assigned to the Northwest. MacKenzie then returned to this upper Snake River site in 1817 with 22 trappers, 1818 with 55 men, and later in 1819. In 1821 the territory was absorbed by the Hudson Bay Company and MacKenzie made his last trip up the Snake River. Two years later the Hudson Bay Company made its first trip into the upper Snake River country. In 1823, the largest Hudson's Bay expedition worked its way into the area. Alexander Ross, another Scott who entered Astor's service and arrived in Astoria in

March of 1811, led this brigade. He sailed around South America on the Tonquin and quickly switched back to British allegiance when it was obvious Astor's project was not going to be successful. You will see Ross Fork today.

If it is a clear day, you will be able to see across the plains to a variety of landmarks. The most obvious are the three 'knobs' or buttes that mark the site of volcanic activity which occurred over various time periods. These were the main landmarks of the Snake River Plains constantly referred to by trappers, explorers, and emigrants. To the left you will see a dark ridge which runs from the Craters of the Moon area to the Snake River in the south. It is this Great Rift volcanic area which in fact pushed the Snake River to the south and acted as a large dam to force the Bonneville flood waters back to the south and prevented them from spreading further out on the desert. The large Butte on the west is very important since it served as a landmark to cross the desert. This Butte has a spring on its northeast face where wagon trains on the Goodale Cutoff and most other desert travelers headed after they crossed the Snake River and left the spring at Springfield. The Ferry Butte (Pogowah) is in the foreground and lies between the observer and the large Buttes in the center of the desert. The ferry used on the Goodale Cutoff was to the left or just west of this Butte. Further across the desert you are looking into the Big Lost River drainage, or Godins' river drainage, called after an Iroquois hunter who



had been cruelly murdered by Blackfeet Indians (Antoine Godins father). It was in this drainage where the mountain men would spend their early springs until they could move over the passes into the Sun Valley area. They did not want to take the risk of trying to cross the lava flows which are present in desert area at Craters of the moon. The highest peak in Idaho lies straight ahead in the Lost River mountains and rises some 12,662 feet. This mountain is named Mount Borah, after a prominent senator from Idaho. To the east will be Mount Putnam, the tallest peak in the eastern range. This peak was named after the commanding officer of The Lincoln Creek Military Post built in 1870. The Military Fort Hall lies some 12 miles to the northwest of the mountain. Ross Fork Creek flows from its slopes, and the Oregon California Trail comes down the Ross Fork canyon on the mountain's north flank. The walking tour will be east of this canyon area.

The next trapper to be assigned to this area, after it was noted by the Hudson Bay Company that Alexander Ross was not the man for the job, was Peter Skene Ogden. Peter Skene came from the north through John Day's Defile which lies between the Salmon River and the Snake River plain. The Little Lost River drains from The Donkey Hills in this area. It is to the northeast. He crossed the plains and wintered in the area between the Snake and Portneuf River. Some of this area is under the waters of the reservoir. Peter Skene's 1827 journal gives us

the flavor of the moment. He is the first outsider to spend the winter at the Fort Hall area.

At this point in the winter Peter Skene Ogden has set up his winter camp on the spit of land between the Portneuf River and the Snake River. This is land between the Fort Hall site that we will visit and the reservoir that is in the southwest direction. It may have been in the area of Horse Channel and Horse Island which are now beneath the waters of the reservoir. He is quite concerned about Mr. McKay who had been left trapping in the Boise River area and who was supposed to be wintering with Peter Skene Ogden to strengthen his brigade and help with the spring hunt. He keeps sending men through the snow to try to reach the Salmon River where he expects to find McKay. Staying with Peter Skene Ogden is a group of Rocky Mountain Fur Company trappers led by Samuel Tullock for whom Georgetown Creek was called in the early days.

January 1828

"Tuesday, 1st. At an early hour, the men paid me their respects and were politely received. The American party followed the example of my men and received the same treatment. At an early hour the Indian who left the man in the rear, who I sent off with the men and horses, all returned without finding the man. This appears very strange, and I am now almost of opinion all is not right, and it is more than probable from the contradictory statement he has given since his arrival that

the absent may be with Mr. McKay, and this fellow had deserted from him. Should he not soon make his appearance I must conclude it is so— at all events I know not where to find him. If on his return to this place, he cannot lose himself, as he has the three Knobs to guide him, go in whatever direction he pleases....

Thursday, 3rd. Again another snow storm which has far surpassed any other we have had this season. What will become of us I cannot say two thirds of our horses will certainly die, nor can I afford them any relief. All over the country it is the same, such a severe winter was never experienced before. The climate of this quarter is certainly experiencing a change, and for trappers and horses not a very desirable one, as the hunters can no longer employ horses or hunt on foot from the depth of snow, they are now making snow shoes and the remainder pass their time in gambling. I know not how it happens but from the best of my knowledge, no cards are sold to the men at Fort Vancouver, still they continue to procure them at that place and this year no less than four

packs. It so happens that he who can the least afford it is the greatest gambler and also loser since we have been in winter quarters. From the dawn of day till late at night are they gambling, and from all appearances are determined to continue as long as we are obliged to remain idle, and this if we may judge from the present state of the weather, will not be of short duration."

This journal of Peter Skene Ogden's is fascinating but much too lengthy to continue in this synopsis. It's recommended reading for anyone who would like to study this aspect of the fur trade in this area. Suffice it to say that Mr. McKay finally showed up in the





spring but it was almost too late to help in the beaver trapping. The water was so high that they did not do well in their trapping endeavors. The American trappers tried to reach Salt Lake three times but did not make it until late spring. This made Peter Skene very happy since he would not have to compete with them on their return. They might well have made it if Peter's men would have taught them how to make snow shoes, but the Hudson Bay men were ordered to neither make or trade any snow shoes for - or with - the Americans. During this long and arduous winter, where the snow was four feet deep on the level, the Americans lost over 50 horses, the Indians 200, and the Hudson Bay Company lost one third of their horses to the deep snow. It is probably so hot now that we could use a little snow. Despite the elements, the men ate well and fed the Indians because the animals in the entire surrounding area were trying to come to the bottoms of the Snake River to winter. It was easy for men on snowshoes to kill the buffalo, elk, deer, antelope, etc. They did so wantonly and were scolded by Peter Skene Ogden for so doing. Their answer was *"We are tired of living on thin meat. We want fat meat."* Obviously none was to be found.

The other important fact was that this Hudson Bay group had a trapper named Joseph Portneuf or Portnuf and this is the likely source of the name given to the river which flows through Pocatello.

Bannock Peak, on the southwest skyline, marks the corner of the reservation. East of this peak, on Bannock Creek

and in Arbon Valley, lies the first freighting road from the Salt Lake City area to the Salmon River mines, Bannack City on Grasshopper Creek in Montana, and Virginia City in Montana. Travelers on this road followed Bannock Creek north then crossed the bluffs to the Portneuf River, Spring Creek, and Jimmy Drink Creek. They continued on past Fort Hall on the east side to make their way to one of the Snake River Fords or Ferries. They then crossed the desert to Big Butte or followed the Snake River to Market Lake north of what is now Roberts. From one of these sites they would then cross the desert to Medicine Bow Creek, through Bannock pass to Horse Creek Prairie, and on to the gold mines at Bannack or Virginia City in Montana.

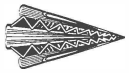
A Group - 7:45 am
B Group - 8:15 am

You will return to and continue north on Rio Vista road, which approximates the south Fort Hall alternate and Lander Road, until you cross over Ross Fork Creek. The Oregon California Trail had many alternate routes to the Fort in this area. Red has found at least six fords over the first creek west of the bluffs (Clear Creek) and each of these fords has a set of ruts or traces leading to and away from the crossing. All of these various routes are branches off the trail on the north side of Ross Fork Creek. Many of these can be seen on the north Ross Fork peninsula but the buses will be unable to go into this sandy soil. As you travel north you will pass a small hill on the left side of the road. It is inside the

buffalo pasture fence and is an Indian burial grounds. Mr. Perry indicated that there are many hundreds of graves in this area. Ask him about Indian funerals and graves if you get the opportunity. He has a great deal of interesting information. Just before you reach Sheepskin road, you will see a large trace on the left side of the bus. This is considered the main trail to Fort Hall. The bus will then turn left and you will descend the bluff and approach the crossing of Clear Creek, a small gravel bottomed stream. The next much larger creek is Spring Creek, and the ford is just to the right of the road. We will not stop in the interest of time and due to the fact that we will see better fords near Fort Hall. The trail now bears south around the head of Jimmy Drink Creek. You will travel about three miles and then turn west. You are now approaching the site of 'Old Fort Hall'. While here we will have water and cookies.

A Group - 8:15 - 9:15 am
A Group - 9:15 - 10:15 am

The site of Old Fort Hall was in dispute until December 3rd, 1993, when an archaeological excavation and analysis was completed, and confirmed the site you are about to see. A photograph taken of the excavated site done on the southeastern corner of the Fort was published in Cultural Resource Management Vol. 20 no.1. A copy of this photograph furnished courtesy of the Shoshone-Bannock Tribe is noted on page (18). The summary furnished with this photograph was made by Kristine Fairchild a Conservation intern in the NPS Trails and Greenway Division. The full report is dated April,



1994 and is not available yet to the public. The photograph clearly demonstrates the adobe bricks which were a part of the later structure. They also found the original cottonwood walls according to a verbal report.

Diana Yupe, "Red" Perry, and Gordon Perry should be here to describe the Fort, the setting, and the surrounding historical features.

NATHANIEL JARVIS WYETH.

an iceman from the east, had attended the rendezvous of 1832 which was held at Pierre's Hole. Though he was a New Englander who knew little about the wild west he soon learned as he was a part of the Battle of Pierre's Hole. He also made arrangements with Milton Sublette to sell goods and trade for furs at the 1834 rendezvous on the Hams Fork of the Green River. An advance and forfeit was negotiated. Despite this contract made between two battle comrades the business transactions broke down in 1834 on the Green River's Ham's Fork. Milton Sublette was no where around to straighten things out and the remaining partners Fitzpatric, Sublette, and Bridger indicated "the Rocky Mountain had dissolved". They agreed to pay back "the advance and forfeit but no interest on the advanced". Nathaniel was incensed. William Sublette had arrived two days before Nathaniel and succeeded in trading with the Rocky Mountain Fur Company for their furs. Nathaniel wrote a letter to his eastern partners.

"Hams Fork of the Colorado of the

West July 1st 1834

Latt. 41 deg. 45 min. Long, 112 deg. 34 min.

Mess Tucker & Williams
Gent...

In addition to not fulfilling their agreement with me every exertion is made to debauch my men in which they have had some success, but I have hired enough of theirs to make up, and do not fear falling short of troops. These circumstances induce me to quit their neighborhood as soon as possible.

I shall proceed about 150 miles west of this and establish a fort in order to make robes and come and trade them at this Post. I am under the impression that these Indians will make a good quantity of Robes whenever they find they can sell them and I believe the Transportation will not be too expensive for the value of the article beside which I have no

doubt that tolerable good returns of beaver may be made at this post. I propose to establish it on a river called Portneuf on Snake or Lewis River. ...

I am yrs. Nath. J. Wyeth"

Nathaniel's diary continues as he approached the Snake River along about the same line as the buses traveled today.

"July 14th went down the river about 3 miles and found a location for a fort and succeeded and killed a Buffalo near the spot.

15th Commenced building the fort and sent out 12 men to hunt to be gone 12 days and continued at work on the fort a few days and fell short of provisions and was obliged to knock off in order to obtain food sent out some men for Buffalo they returned in two days with plenty. The 12 returned the 28th day at night. On the 26th a Frenchman named Kanseau was killed horse racing and the

27th was buried near the fort he belonged to Mr. ("Thomas son of Alexander who was earlier blown up in the Ashley's ship the Tonquin) McKays camp and his comrades erected a decent tomb for him service for him was performed by the Canadians in the Catholic form by Mr. Lee in the Protestant form and by the Indians in their form as he had Indian family. He at least was well buried.

30 Mr. McKay left us and Mr (Jason) Lee and Capt. Stewart (Captain Sir William George Drummond) with him.

6th. (Aug.) Having done as much as was requisite for safety to the Fort and drank a bale of liquor and named it Fort Hall in honor of the oldest partner of our concern we left it and with it Mr. Evans in charge of 11 men and 14 horses and mules and three cows we went down the river S.W. 4 miles and found a ford crossed and made N.W. 7 miles to the head of a spring and camped in all 29 strong. Fort Hall is in Latt. 43 14 Long 113 35'

7th. Started at day light and traveled 10 hours as fast as possible N.W. by W. 30 miles to the Bute. Being the most southwardly one and from the other two Butes bear N.N.E. the farther about 20 miles off the other midway the Three Tetons about 100 miles off and bearing N.E. the day was hot and we suffered some for water and found but a small supply on the N. side of the Bute a miserable chance for our horses and not a good one for ourselves

8th. Started at sunrise and made N.W. 10 miles to Godins river then crossed it and made in the same direction 12 up the river and camped in fine grass where we struck the river there is no grass nor until we camped above I am told it is fine found no appearance of buffalo

9th. Made due W. 16 miles striking for the N. side of it a pretty high hill and struck up the mountains close on the N. side of it then wound into the mountains in a S.W. course finding water at 5 miles this we followed 3 miles N.W. and struck a pretty large creek which we followed N.N.E. 1 mile and camped just at starting killed a Bull and separated from Abbot





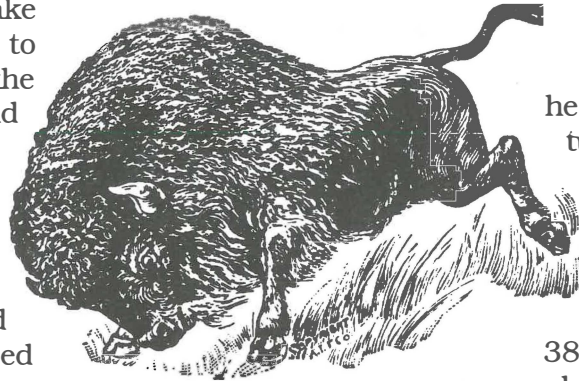
and a small party of trappers accompanied by Antoine Godin whom I sent out for Beaver."

It is interesting to note that Nathaniel was trying to locate Captain Bonneville, again since he had a second rendezvous on the Blackfoot River where they drank alcohol mixed with honey until they were wasted. This occurred just before Nathaniel came to the Snake River. Bonneville, according to Washington Irving, was on the other hand trying to avoid and stay ahead of Nathaniel so that he would find the most Buffalo and Beaver. He must have accomplished this for Nathaniel didn't ever see more than one or two 'old bulls' and Bonneville described finding herds which they devastated in hopes this would slow Nathaniel down. He had camped some 10 miles north of Nathaniel on the Blackfoot River just north of The Ferry Butte and he was ahead of him again. The two men met again near The Grand Ronde and exchanged letters. Nathaniel was still trying to make a deal to handle Captain Bonneville's furs in future years. In actual fact they were both alike. They were each trying to establish fur empires but the timing was not right. Both recognized it eventually and moved on to other adventures.

Nathaniel finally reached the Columbia River only to find his ship, the May Dacre, had been struck by lightning on the way out to the Columbia River. Thus delayed, the ship missed the salmon season upon which his plans were partly built, thereby making his business extremely uncertain.

Nathaniel stayed around the Columbia area setting up a post

at Fort Williams on Wappatoo Island (Wapato - Sauvies). This island is between the Multnomah and the Columbia where they converge. He arranged a party to return and resupply a "Fort which I have built among the Rocky Mts." (Fort Hall). Nothing seemed to work quite right for Nathaniel and he wrote a letter to John McLoughlin Esqr.



*"From Nathaniel Wyeth to Fort Vancouver
5th May 1836 John McLoughlin Esqr.*

Sir

The following proposal is made with a view of establishing a permanent for business on the Upper Waters of Snake River and counties to the Eastward and Southward, not much, if any frequented by your parties, it is not made with a view of eventually limiting the supplies named, but to increase the same to any extent that may be found profitable. ..." He then goes on to make a contract with the Hudson Bay Company to supply him with horses and men necessary to pursue his fur trade on the waters of the Salt Lake, the Colorado, del Norte, and Rivers of the Atlantic.

The 5th article of the contract is important to our present tour.

"5th N. Wyeth to agree to abandon Fort Hall if required and in no case to trade or barter with any Indians of freemen below the Scottie of said Fort

on the waters of Snake River, and also agree to establish no posts on the Columbia or any of its waters without the consent of the Honble. Company, but to pursue his trade on the waters of the Salt Lake, the Colorado, del Norte, and the Rivers of the Atlantic.

I am respectfully

Your obedt. Sert.

Nathl. Wyeth"

Apparently this agreement was solidified. Almost two years after he built the Fort he was making arrangements to turn it over to the dreaded Hudson Bay Company at a \$30,000 loss. The sale of Wyeth's fort to the Hudson Bay Company was completed in the winter of 1837-38 and Thomas McKay was placed in charge. Wyeth then returned to Boston where he again entered into the ice business, an endeavor in which he was quite successful, until his death at the age of 54.

The fort was a stockade 60 (80) feet square, made of cottonwood logs 12 feet long set two feet in the ground. Within this enclosure, stores and quarters were built of posts and brush with dirt coverings. Bastions were constructed at two corners to be manned by 12 men with a hundred loaded guns. On Aug. 5, 1834, Wyeth raised the American flag over the still uncompleted fort. The banner had only 24 stars, the last one representing Missouri. The stars and stripes were taken down from Old Fort Hall in 1837 and the crimson banner of the Hudson's Bay Company was hoisted in its place. Woven in the flag were the letters HBC and this was said by the irreverent jokers of the time to mean "Here Before Christ."



Narcissa Whitman and Eliza Spalding are thought to be the first white women to see Fort Hall in 1836 on their way to Oregon. Mrs. Spalding wrote.

"Arrived at this place a little after noon, were invited to dine at the fort, where we have again tasted bread. Since we left Rendezvous, our diet has been mostly dried buffalo meat, which though very miserable, I think has affected my health favorably. This fort is situated on the south side of Snake River, was built by Captain Wyeth of Boston, 1834, is exposed the Black Foot, a savage tribe who glory in spilling the blood of the whites. Several men of the fort have been killed by those savages. The blessing of the gospel would remedy this evil."

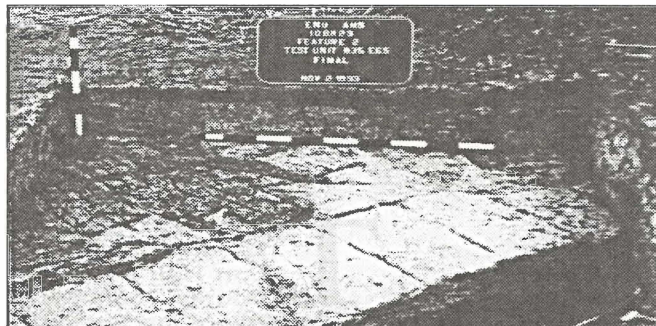
THE HUDSON BAY COMPANY

then ran the fort from 1836 until 1856 and the talk by Peter Boag and our other speakers should have made you experts on the history of the fort. The numbers of furs brought to the Hudson Bay Fort by trappers such as Peg Leg Smith's entourage grew less and less. They continued to ask for supplies from the pay window however. In 1855 Hudson's Bay abandoned Fort Hall, moving its goods to Flathead, Montana.

RICHARD GRANT spent ten years of the fort's history as its factor. He retired and turned the job over to his son-in-law, William Sinclair. He settled in a comfortable log house at Cantonment Loring. He conducted an emigrant trade business and remained there until the Fort closed in 1856. He was still in the vicinity in 1862 according to George Goodhart who was hired to work for

Johnny Grant, the son of Richard Grant. They apparently partied with Richard Grant at Soda Springs that same year. Richard and Johnny ended up running a cattle ranch near the present Deerlodge, Montana. The original ranch is now a state park.

Attempts to make Fort Hall more self-sufficient commenced in Wyeth's time with efforts at raising onions, peas, corn, and turnips. This continued under the British company. A plow was brought in 1839, but dry weather ruined the projected wheat crop. Cattle, traded after 1842 from emigrants on the Oregon California Trail, thrived around Fort Hall, though. Moreover, the fur trade itself prospered at Fort Hall after it had declined in the Rockies generally. During the winter of 1842-1843, Fort Hall and Fort Boise were responsible for 2500 beaver which helped that season "to make up for losses elsewhere." In 1845-1846, the Snake country fur trade (1600 beaver) still was valued at 3000 English Pounds. Much of the Fort Hall trade depended upon emigrant traffic by 1842, however.



Excavation of the southeast corner of Fort Hall. Analysis reveals the wood to be cottonwood. The adobe bricks are similar to those in historical records.

Wagon trains could reach Fort Hall from the Missouri valley with no particular difficulty. Taking wagons farther

west proved to be more of a problem. Henry Harmon Spalding and Marcus Whitman had brought a wagon as far as the "Big Hill" in 1836, but it was damaged there and converted to a cart which was taken as far as Fort Boise. There it was abandoned for the moment. They returned to haul the wagon parts over the Blue Mountains at a later date. Whatever wagons reached Fort Hall were left there, at the suggestion of Richard Grant, and emigrants continued on with pack animals until 1843. Joe meek suggested that he, Newell, and Craig were able to get wagons to Oregon in 1840. Grant was able to sell the emigrants flour for the rest of their journey at half the price they had to pay at Fort Laramie. He traded for the abandoned wagons as an accommodation to the travelers. In 1843, with moral support from Marcus Whitman, the emigrants pushed their wagons on west from Fort Hall to the Columbia River and the Sierra Nevadas. In 1846, partly in response to continued emigrant traffic, the Snake country became part of the United States. Pending settlement of Hudson's Bay Company claims for posts in that part of Oregon, assigned to the United States, Fort Hall continued to function as a British post.

Practically a complete shift from fur trade to emigrant trade followed not long after the boundary settlement. Extensive Mormon migration in 1847 to Salt Lake gave Fort Hall an unexpected new market for several years, until the Mormon settlements became self-sufficient. A dip in emigrant wagons from 901 in



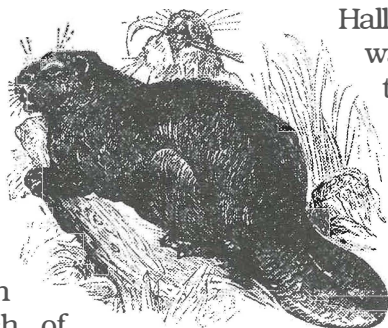
1847 to only 318 in 1848 came just before the end of the fur trade. The

California gold rush improved the fort's position.

Even though the opening of the Hudspeth Cutoff in 1849 diverted much of the traffic to California, Richard Grant estimated some 10,000 wagons rolled past Fort Hall that summer. At this same time the beaver market dropped in London, and the rate of even one blanket for four beaver did not allow a profit. Fort Hall became little more than a supply post for wagon trains. Fort Hall suffered an abrupt decline.

Fort Hall was severely damaged by great Snake River Floods in 1853 and much of the emigrant traffic began to bypass the Fort. Though the Hudson Bay Company hoped to make a profit supplying travelers, Indian troubles broke out at Fort Boise in 1854, and by 1856 the situation had deteriorated to the point that British interests withdrew from Fort Hall. Company claims for the value of posts in the United States were arranged. This did not kill Fort Hall, however, as there were soon freighters headed for the Montana gold mines, a stage coach station, and an Indian reservation waiting in the wings.

After 1856, the traffic decreased to the Fort Hall site as the newer cutoffs on the eastern bluff and the Lander Road diverted local traffic to the Portneuf Ferry and the Portneuf bridge just northwest of Pocatello.



In 1868 the Fort Hall Indian Reservation was established by the treaty of Fort Bridger. At that time it contained 1,500,000 acres.

In subsequent agreements made in 1898 and 1900, the south-east portion of the reservation was ceded to the government for \$1.25 dollars per acre. The land was opened to homesteaders about 1901.

15 minute stop.

(A) 9:15 - 9:30

(B) 9:45 - 10:00

As we leave the Fort Hall Site, we will detour to the right and take a **15 min. stop** to view two remarkable fords on Jimmy Drink and Spring Creek. These are pristine sites. There were other fords on Spring Creek where Oregon California traffic, as well as freight wagons and stage coaches, crossed on their way to and from the Fort Hall area. These fords were part of the network of Oregon - California routes which came from Ross Fork and crossed Clear Creek, Kinney Creek, Spring Creek, and Jimmy Drink Creek to reach Fort Hall.

The original Snake River Bridge (Tilden Bridge #1 since there were 2 other bridges with the same name placed just northwest of Ferry Butte) is about 3 miles southwest of the Old Fort Hall site. The pilings are still visible when the water in the reservoir recedes as it usually does in low water years and late in the fall. This bridge carried Tilden road trav-

elers from the Pocatello area to the Sterling, Springfield, and Aberdeen area in later years. This bridge crosses the Snake River near the site where Nathaniel Wyeth forded the Snake when he left the fort.

CANTONMENT LORING:

On August 8, 1849 Colonel William Wing Loring established a home for two companies of mounted riflemen. The Colonel's instructions were to start two military posts at strategic locations. One, Fort Laramie, began near a trapper's outpost there. A second was designated for the area in what is now southeastern Idaho — either along Bear River, where Soda Springs would have been appropriate, or at Fort Hall. After selecting a Snake River spot, about three miles above Fort Hall, Loring's detachment occupied their new post through April, 1850. They then headed west, replacing Cantonment Loring with another fortification at The Dalles. Fort Dalles did little to serve Oregon and California emigrants headed west across Idaho, so Loring's enterprise had only a short term function around Fort Hall. Two other temporary military outposts (Howe's Camp, 1860, and Camp Lander, near Fort Hall Stage Station in 1865) followed Cantonment Loring. Hopefully someday there will be a new sign designating the area. Mr. "Red" Perry, our Indian guide and Shoshone Bannock historical trails manager, has identified Cantonment Loring where he was raised as a child. It is about three miles north of the Fort Hall site. Red found many artifacts such as military buttons, guns, etc. in his youth.



TOUR A FORT HALL HUB OF THE WEST

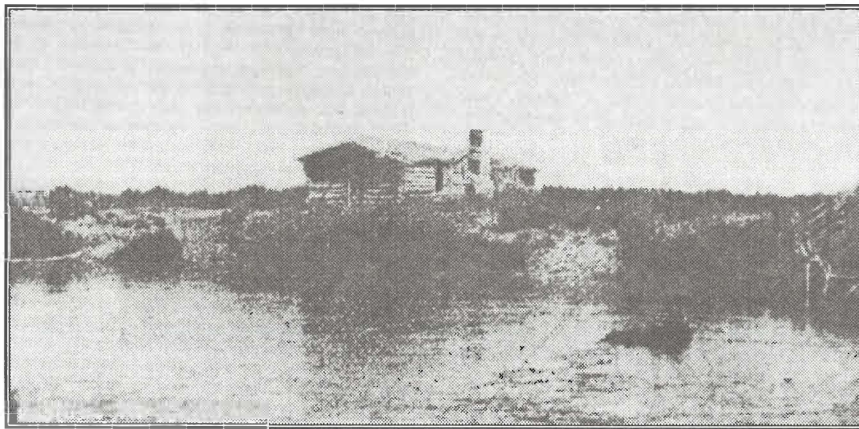


After 1862, when Montana mines attracted a gold rush to the north of Fort Hall, a stage and freight station was needed in the area. A location was chosen in line with Howard Stansbury's Bannock mountain road that ran farther west from Arbon Valley down Bannock Creek to ford the Portneuf river and Spring creek. The road continued towards the Snake River and eventually passed near the Fort Hall site. It traveled on to The Gibson-Meek Ferry near Ferry Butte. The first stage station was built where this freighting road forded the Portneuf River, 1864. Stage service continued there for only a year or so then William Murphy's Portneuf canyon route displaced Howard Stansbury's Bannock Mountain Road. The second stage station was built at Spring Creek where Howard Stansbury's Bannock Mountain Road crosses. There is a photograph of this second station found in Leigh Gittons' book *The Gold Road*. This second station is sometimes referred to as *The Adobes*. The material to build this station was taken from Fort Hall, which had been upgraded to white washed adobe walls by the Hudson Bay Company. Red Perry is aware of this site but the back waters of the American Falls reservoir make it inaccessible most of the time. This second station is about 3 miles south from the Old Fort Hall site. The stage

stations were apparently both built by J. N. Ireland. Grant Stanger can remember this site as a youth. He was born and raised on Horse Island near the site of the first stage station. He can remember a fork in the trail just south of Spring Creek with one branch headed for the Tilden Bridge (The Tilden Road), and one branch headed for the Old Fort Hall site (Original Oregon-California trail and freighting road). This was probably the best place to ford the Snake River since McTucker Creek forms a vast swamp on the west side of the Snake River and if you try to ford further south you would get mired down. The second stage station was used only briefly then was replaced by one at Ross Fork just west of the museum at the junction of Eagle Road

vey: sw 1/4, nw1/4, nw1/4, sect 6. T5S, R33E, Boise Meridian. Ezra Meeker's 1920 monument: NE1/4, NE1/4, section 6 and NW1/4, NW1/4, Section 5 Spring Creek Station: NW 1/4, SW 1/4, Section 18. Cantonment Loring, Section 34, T4S, R33E.

THE FORT HALL RESERVATION was created on June 14, 1867, for displaced Boise Shoshoni Indians. Fort Bridger negotiators insisted on relocating Idaho's Fort Hall Shoshoni and Bannock Indians on a Wyoming reservation, with the tribal chief Washakie, near the Wind River Mountains. Tagi and his Fort Hall associates absolutely rejected that absurdity. They finally arranged to stay on an existing Fort Hall reservation in their traditional homeland. Their reservation headquarters was more than 10 miles east of



Holladay's Fort Hall stage station, two miles from the original Fort Hall and located on Spring Creek, and built by J.N. Ireland. Some of the original logs were used from the fort.

the Old Fort Hall site near an existing stage station. This station served freighters, as well as other travelers, who were now using the shorter route to Montana through the Portneuf Canyon. Even after Utah and Northern Railway service replaced

with Simplot Road. Leigh Gitten's book *Idaho's Gold Road* has a photograph of this station as well.

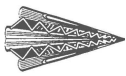
Map coordinates for the Fort Hall Site.

Wyeth 1834: Latitude 43 14', Long 113 35'

Merle Wells 1875 public land sur-

stage lines past Fort Hall agency in 1879, Fort Hall reservation activities maintained that community as a permanent settlement.

The buses proceed north along the freighting road toward Ferry Butte. Spring Creek will be crossed near its



origin. It is one of the largest springs in North America and arises just south of Ferry Butte. We will travel around to the east side of Ferry Butte and to its top for another stop.

(A) 10:00 am - 10:30 am

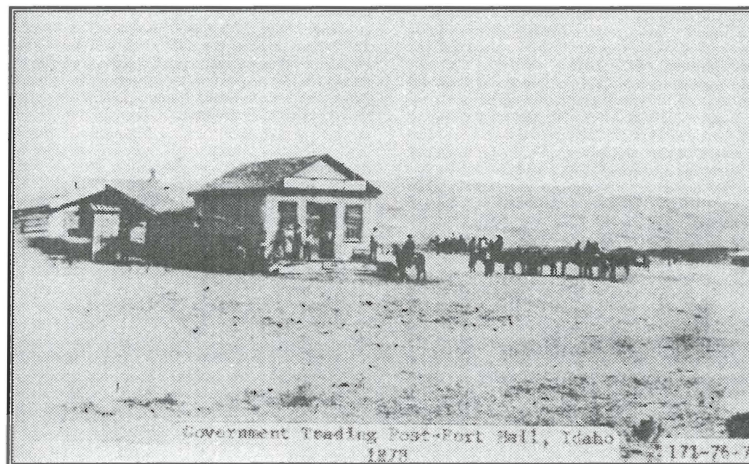
(B) 10:30 am - 11:00 am

You will now see the entire area in "one fell swoop." The view is fantastic and one of Red Perry's favorite spots. This is the place to ask any questions you want, as you can see it all from here. After you come off the Ferry Butte we will head east, on Truchot Road, and cross U.S. Highway 91. You turn right on Bannock Road then cross the free-way. Ten miles due east of this point, over the range of hills, a military post was established on May 27th, 1870 at **LINCOLN CREEK**. This site had more than a dozen buildings and a parade ground. This military Fort Hall survived until February 27, 1883. At this time the Indian wars had ended and a garrison no longer had to occupy that area. Most of its structures were moved to serve an Indian school next to Fort Hall on Ross Fork. This site is at the base of the mountains some 15 miles east of Blackfoot. If you are interested in seeing that site, it can be reached by automobile on the road leading towards the eastern hills out of Blackfoot. The site itself is on the reservation and privately owned and cannot be accessed

without prior arrangements.

The buses will continue southeast until we strike the Gay Mine Road where we will turn towards Fort Hall, the museum, and the trading post. Don't fall asleep, however, as you will be close to the Oregon California trail as it leaves Ross Fork Canyon and follows down both sides of the road and railroad tracks. The traces are clear and worth seeing.

As you pull into the museum, take a look to the southwest towards an old water tower. On this site there was an Indian School and a German Luftwaffe Officer's



*Ross Fork Trading Post, Fort Hall
Indian Reservation about 1878*

prison camp during the second world war. Red Perry can remember the prisoners giving the Indian children apples and talking in German when he was young and attending the Indian School. No, it's not trail history, but it is something you needed to bring you back to modern times after spending a morning or afternoon in "the bottoms" where time stands still.

11:00 - 1:00 pm

Buffalo Barbecue and reception at the Bingo Hall

Remember you can come back on your own to play bingo or shop if you don't have enough time. The Indian museum is also well worth your time and you may want to return for further viewing.

The Fort Hall Centennial Monument is located at the U.S. Highway 91 crossing of Ross Fork Creek just south of the old Fort Hall business district. It was erected in 1933 and is described by Aubrey Haines as "the most massive marker on the Oregon Trail."

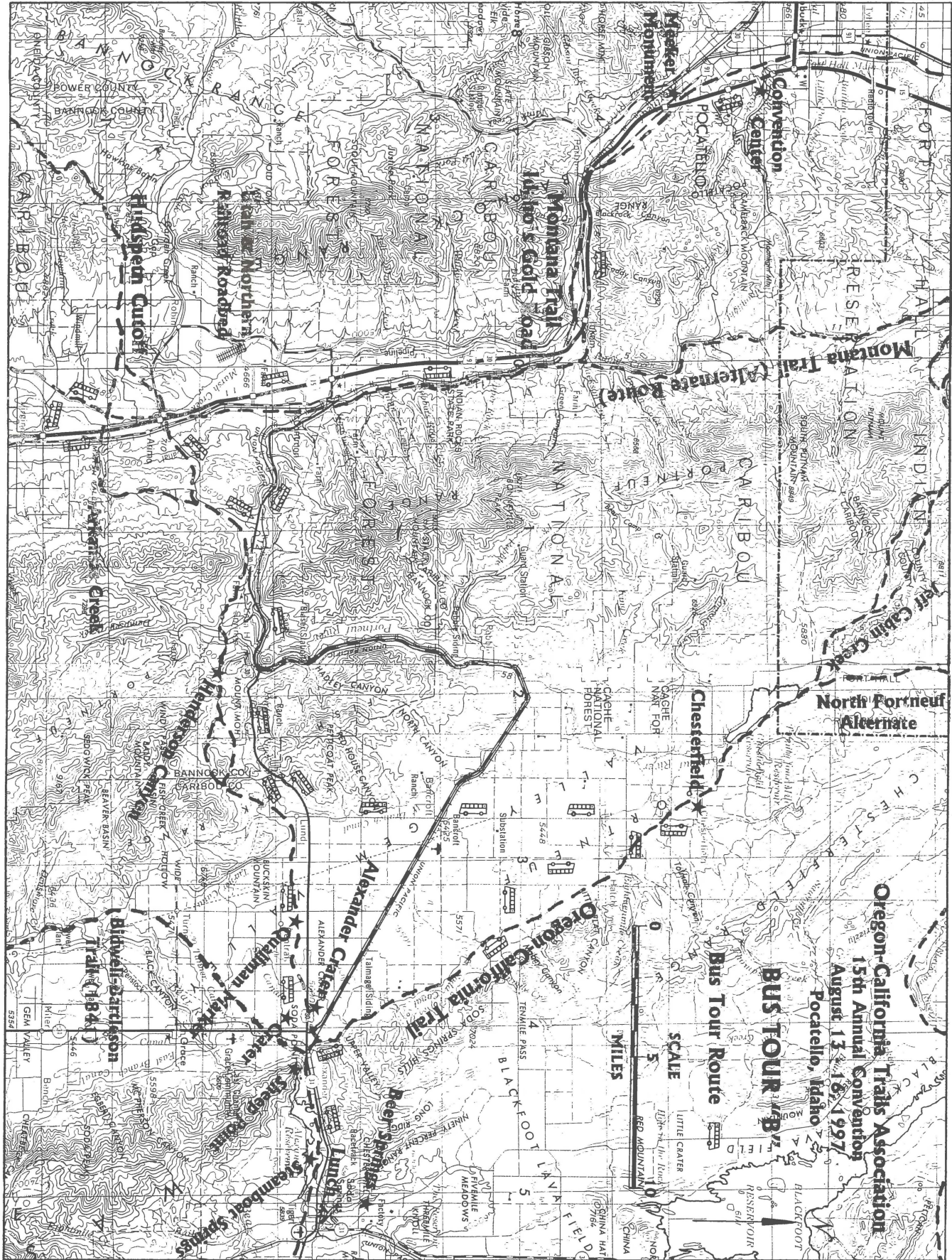
Motel: 1:30 pm

HOPE YOU
HAD
FUN AND
LEARNED
SOME
HISTORY.

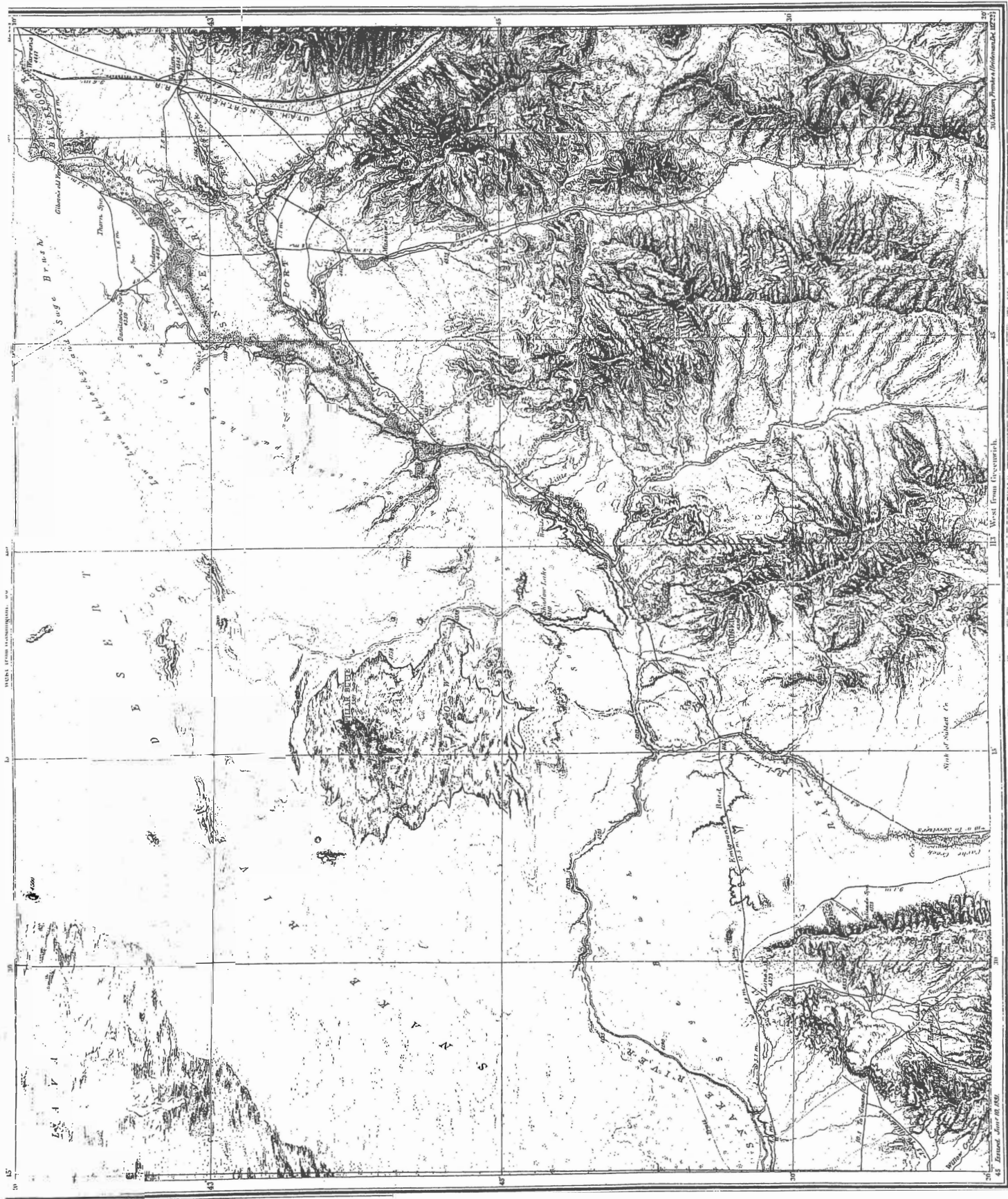




MAP SODA SPRINGS TOUR



MAP/ EXPEDITION



1st Lieut. Geo. M. WHEELER, Corps of Engineers, U.S. Army
J.W. Wood, Topographical Assistants.
Alfred Downing.

Scale 1 inch to 4 miles, or 1:250,000.

EXPEDITION OF 1877 Under the Command of
1st Lieut. Rogers Birnie, Executive Officer
13th Infantry, U.S. Army. 1875. 4th Edition.



versed by the Hudspeth cutoff. In 1849 a group of California bound travelers reached Sheep Point, west of Soda Springs, on July 19th. Members of this group decided to open a new route to shorten the northern and more established route through Fort Hall. The captain of the train was Benoni Hudspeth who was familiar with the area as he had been with John C. Fremont on his 1843 expedition to the Salt Lake area. The guide for the group was John J. Myers. He was an alumnus of the 1843 Chiles contingent that split with a wagon train headed for California near Fort Hall. The Chiles contingent took a different route to California along the Snake and Malheur Rivers. They planned on skirting the Sierras and bringing supplies back to the main party as it approached California. The main wagon train party, led by Joseph Walker, split from the Oregon Trail at Raft River, traveled through the City of Rocks and down the Humboldt River. The travelers actually made better time than the Chiles expedition. They are given credit for opening a wagon road to the Sierras. The wagons were abandoned on the east side of the Sierras near Walker Lake and they traveled with pack animals through the Walker pass into the southern portion of the Sacramento Valley. John J. Myers and Benoni Hudspeth apparently put these previous experiences together and decided there had to be a shorter and quicker route to get from Sheep Point

to The City of Rocks. This led to the Hudspeth Cutoff. They were right in that it was shorter (20 miles as the crow flies), but crows don't fly up and down. It was not an easier route, nor did it save any time, since wagon trains that took the Hudspeth route would find their friends who went on the longer route to Fort Hall already at the City of Rocks when they arrived. Like so many of the route changes along the Oregon California Trail, once established it became the more popular route.

You should now be approaching the Marsh Valley high school north of the town of Arimo. When you look to the left or east you will see the ridge over which the Hudspeth Cutoff comes and then crosses through the city of Arimo. There are also traces and diary accounts that show that some travelers stayed on the east side of this ridge until they reached the Arkansas creek area to the south. In either case they descended to Marsh Creek. The route which turned west first came over the ridge and down to Marsh Creek at about the area of the freeway exit. Though there were at least three crossing spots on Marsh Creek, they were all miserable because of the marshy ground. The first one was directly west of the freeway exit on the Arimo Road. The second one is one quarter mile south on the frontage road and is marked as the Hudspeth Road with a small wooden sign. We will exit to the west, then south along the frontage road, to a third commonly used crossing. The ruts will be visible one quarter

mile west of Marsh Creek where the secondary road we are following starts up the hill. The ruts start at the second gate, a wooden one. The ruts are visible as they ascend the bluff.

8:15 Hudspeth Ruts at the south end of Arimo. (Just a picture stop - Stay on the bus).

John Steele's account in 1850. *"But it was ten in the forenoon when we left camp. Following down the creek a short distance, then turning to the left, we ascended by ravine to the red, ashy summit of a mountain. So visible appeared the action of heat, and so destitute of all vegetation, it seemed but yesterday to have emerged from the earth's flaming center. Descending the western slope and passing a deep, green swamp, at sunset we crossed a sluggish creek (Marsh Creek) and camped, the oxen feeding on a large growth of wild millet."* The buses will continue south to the Hawkins Reservoir road, cross the freeway, then travel north past Arkansas Creek where ruts were recently destroyed by the county in their zest for road building. The guides will point out the Arkansas cutoff route. You will continue north to Highway 30 N. at McCammon and turn east through the canyon. Just past the steel bridge on the right is the area through which the Hudspeth Cutoff makes contact with our bus route.

As you travel east a small bluff is seen in the center of the valley. This point was sometimes called Island Hill as it was surrounded by streams and springs. It was commonly covered with mountain sheep when the early travelers traversed this area. On the right, east of the brown house on the



hillside and at just the spot where you will see an evergreen tree, the Hudspeth ruts are visible. We will not stop because of traffic problems. Almost immediately you will come to a small green spring on the right side of the road. A portion of the trail can be seen coming down to this area in the fence line.

Elijah Preston Howell nooned at this area in 1849 and the next quotation is from OCTA's Emigrant Trails Study Series, No.1. Tuesday July 24th *"...moved on and crossed an other creek(Dempsey Creek), which I suppose is a branch of the first, and after crossing some points of a high ridge on the left , came down to a bend of the cr. Again and nooned and fished an hour or two. There are some fine Mountain Trout here. Some of the men while fishing found the body of a man in the water, thought to be an Indian, but as it had been dead several days they were not certain."* You turn south at the next side road which approximates the trail as you move to the golf course. After the golf course the buses will turn north until they reach the Henderson Canyon road.

8:35 AM - 15 minute stop.

This stop will allow you to view the ruts at the north end of the cemetery on the south side of the creek. The area directly east is Henderson canyon. The Hudspeth route came down this canyon and crossed Dempsey Creek at the golf course to follow the route you just traveled or followed down Dempsey Creek to go around the north of Race Track bluff. Back on the bus and moving north, Dempsey Creek can be seen on the left. This area was usually the camping

site of numerous Indians and the trapper Dempsey was usually in the vicinity.

John Steele in his 1850 diary on Tuesday July 30th, states. *"From the mountain summit we descended into a small valley and stopped for dinner by clear brook. Then across another mountain ridge, descended into the valley of a large creek (Dempsey Creek) , where we found several camps of emigrants, detained by mountain fever. On a ridge near the road we noticed several newly made graves; and thus, on mountain or plain, death seems always near, fever and cholera being the messengers of his will. This afternoon as we passed among low ridges, for several miles we encountered myriads of large, black crickets; the ground was literally covered with them , and every particle of vegetation had been devoured. At times they came in clouds, whizzing through the air like a hail storm."*

The next ride will take you through the city of Lava Hot Springs and the first potty break, with water and cookies, at the State Swimming pool. This area was originally a part of the Shoshone Bannock Indian reservation. The guides will point out the local points of interest. After a 15 minute break the bus will head east on Highway 30 N. to the area where Liger Town was located. This area was named for the famous "Liger Town Incident" which occurred in the summer of 1995. Yes, someone was raising real live lions, tigers, and hybrid wolves in this area. Your tour guides will be full of stories to tell you about this. The buses will pass by the area where a couple kept and lived with over 40 large lions, tigers, ligers, and some 50 hybrid

wolves. They were quartered in the most ramschackled mess of sheds and wire pens that was imaginable. There was a bin in the front where people could dump dead chickens, road kill, or other material which was used as feed for the animals. The fences had holes where the animals could wander down to the creek for water and strays were found in the neighbor's corrals and as far away as Lava Hot Springs near the grade school that you just passed. Needless to say, the area was destroyed and burned after the escaped and entrapped animals were either shot or captured and moved to other areas both in and out of state. The buses will stop briefly on the highway just past the turn off so that you can see the nice clean knoll which is now ready for a house site. Keep your eyes open to see if you can spot any of their offspring in the surrounding area. The buses will stop for pictures only, then continue up the highway to the Fish Creek exit and then turn off to go over to Koester's place where they will turn around and allow you to view the ruts on the west side, and the draw through which the ruts came on the east side of the valley. Many wagons stayed on the south side of the large hill, which is directly south to Egley's place, and then intersected the other ruts about half way up the western slope. We will not stop but just view this area from the bus. After a quick stop, it's off to Fish Creek summit. Do not be mistaken, this is not the Hudspeth route. As you travel to the summit and look south you will see one of the routes.



.....TOUR B SODA SPRINGS.....



Once you reach the summit and start down the east side the buses will stop and point out the route of the Hudspeth Cutoff as it follows the water drainage to the south. This particular area has beautiful ruts but they are hard to get to. This is an area that should be accessed with a roadway and turned into a hiking trail segment for future generations as this particular segment is pristine. At the bottom of the hill the buses will turn east on Crater road, pass through central, see the water tower left over from an old CC camp and cross the Gem-Gentile Valley. As you travel in an eastward direction the trail is about 1/2 mile to the south and then on the north. The buses will continue to the crater where they will stop. Those of you who can should climb to the top. If you don't feel capable of making this climb feel free to stay on the bus. Remember you are on a busy road since the county land fill is just to your south. The view from the crater is spectacular and the guides will give a full account of the area. You can see Sheep Rock, the route of the Oregon Trail, Hudspeth Cutoff, and picture the route of the Bidwell-Bartleson party. The Bidwell-Bartleson party, in 1841, was the first group to try and establish a wagon road to California. By the Grace of God at "Hoot Owl Springs", and due to the fact that they turned south to Pilot peak and not west to Thousand Springs Creek, they missed establishing what would have been a better route to California.

10:10-10:30 AM.

John Bidwell: W. 11th 1841.

"Having traveled about 6 miles this morning the Company came to a halt- the Oregon Company were now going to leave Bear river for Ft. Hall, which is situated on Lewis River, a branch of the Columbia-many, who purposed in setting out, to go immediately through to the California, here concluded to go immediately into Oregon so that the California company now consisted of only 32 men and one; woman and child, there being but one family. The two companies, after bidding each other a parting farewell, started and were soon out of sight,, several of our company however went to Fort Hall to procure provisions, and to hire if possible a pilot to conduct us to the gap in the California Mountains, or a least, to the head of Mary's river, we were therefore to move on slowly till their return. Encamped on Bear River, having come about 12 miles."

John Bidwell and J. John then proceeded to climb the east face of Sedgwick Peak, which is on the west side of the valley, until they reached snow. They apparently misjudged the distance to the snow for they had to spend the night on the hillside. Though they climbed until midnight they did not reach the snow until the next morning and they brought as much down with them as they could.

Imagine this area 50 million years ago. The Bear River was flowing serenely off to the northwest where it met with the Portneuf and flowed through the drainage that we have traveled through all morning. Suddenly there was a burst of molten lava which began flowing along the channel of the primitive river. The lava piled up until there was a 1000 foot thick layer of lava where we are standing. This

lava produced a dam that blocked the Bear River. The river eventually began eroding around the east and south side of this massive dam and changed its direction of flow toward the south where it eventually eroded its way into Lake Bonneville. This additional flow into the great basin was most likely a factor in the overflow and flood with which we are already familiar. The massive lava flows are thought to have reached the area around Pocatello.

Back to the buses and we will cross highway 30 to the gravel pit and a short walk to see the remains of the Oregon California trail and the parting of the Hudspeth Cutoff. Your guide will show you the probable area where the Hudspeth Cutoff originated from the O.C. Trail. This area was signed by Idaho OCTA in 1996. This area deserves better signs and markings as it is a marvelous spot. Arthure Hope has researched and mapped this area in his book Hudspeth Cutoff Idaho's Legacy of Wheels. As of yet there has not been enough interest to permanently save and sign this area. The oldest maps we can find confirm our trail markings. See map pg. 24. Our guides will demonstrate what is there and you can make up your own mind. The following excerpts from various diaries will give you a flavor of what you are looking at.

10:30-11:00 AM.

Interestingly Joel Palmer, in 1845, made the following remarks. Maybe Hudspeth in 1849 was not the first one to use this trail. "Five miles brought



us to where the road leaves the river, and bears northward through a valley. The river bears to the southward and empties its waters into Big Salt Lake. The range of mountains bounding the north side of the river here comes to within a half mile of it, then bears off to the north, leaving a valley of about seven or eight miles in width between it and a range coming from the Lewis river, and extending south towards Salt Lake. The range bounding the south side of the river comes abruptly to the stream at this point, presenting huge and cumbrous masses of basaltic rock, but it is generally covered with heavy timber. **At this point two trails are found: one striking west, across the valley, to the opposite side; the other, which is the nearest and best, follows around the point, hugging the base of the mountain for several miles.** Two and one half miles distant, and immediately beneath a cliff of rocks by the road side, is to be found a soda pool."

Sawyer wrote: "Four miles from Steamboat Springs we came to old crater and the junction of the Fort Hall road and Hudspeth Cutoff. At this point, Bear River which has run nearly north for 250 miles or more, bends short round the mountain and runs back nearly parallel with its former course. The Fort Hall road runs to right and runs along under the bluff, and Hudspeth Cutoff continues nearly straight ahead towards the opposite mountains."

Lord: "Hudspeth left, four weeks since, with a train of 47 wagons, taking this route, and most of the trains have followed. If they could not get through, some would have returned before this."

Sawyer: "There is a kind of basin here, surrounded by high mountains. It is some 8 miles across in the direction of Hudspeth Cutoff and still farther north and south in the direction of Bear Valley."

Charles B. Parke wrote of July 19-25, 1849, "...we left the main road at the bend of the river and bore off to the SW following Meyers and Hudspeth."

John E. Banks wrote, "The earth, as if weary has sunk in hundreds of places. Some deep basins, other chasms 15 or 20 feet deep, 2 or 3 feet wide..."

Gaylord: "The road across runs between two mounds about one mile apart. The valley is a very handsome sight to look at."

Monson (after Stewart, 1962), "...the 'Pikers' and Hudspeth had to fill a large crack in the ground, in an ancient lava flow, with large boulders, then pile branches and earth on top so they could cross."

John Steele: "...Turning from the Fort Hall road, and following Hedpath's cut-off, we struck out into a wide plain, beyond which could be seen a chain of snowy mountains. Across this plain were chasms, in places about ten feet wide, and of unknown depth, radiating from the extinct crater of a volcano, about three hundred yards in diameter, and fifty feet deep, the glazed sides perpendicular. We camped in the midst of this plain, but owing to the absence of wood and water, there was a lack of the usual good cheer."

Elijah Preston Howe 1849: "...We went with the largest croud, and took the left hand. Bear River bore off short to the left. Our road led across the valley toward the southwest. We passed some deep narrow fissures with rock faces-the plain seeming to have been split from some violent convulsion, and not far off, on the left(right) of the road an old crater of a volcano." Elijah not the editor was correct.

The next stop will be at the highway maintenance shops to

read the State of Idaho signs which detail several events including a massacre in this general area. The probable grave site is to the south west and will be pointed out by the guides. The route to the graves is also the route of the Bidwell-Bartleson party, and probably is on a southern route of the Hudspeth Cutoff as wagons sought to avoid the crevices and holes in the rugged lava ridges through which you just came. This route also served as a freighting road from Utah when the gold mines opened at Caribou Mountain north of Soda Springs. The Southern Hudspeth route would have gone on the south side of the crater we just visited and on to the Fish Creek divide. A review of the 1873 general land office maps demonstrated that this route was part of the Soda Springs Road.

We will head for Soda Springs for lunch and a potty break at the city park **(11:45)**. You will hear about the settlement of Soda Springs, the establishment of Fort Connor, the story of the wagon box massacre, and other topics of local interest. The discussions will be given by Norm Tolman, Cleve Morgan, and Janet Tolman. Norman has a wonderful set of local pictures which he will talk about. You must then leave and walk to the geyser by **1:00 o'clock PM** since the geyser is released at that time. There are toilets in the city park and at the geyser. The buses will leave and meet us at the city cemetery which is just west of the geyser. If it is difficult for you to walk about 2 city blocks, you can ride over



TOUR B SODA SPRINGS



with the bus. Don't miss the geysers since some 700,000 gallons of mineral water is forced out by CO₂ gas in a very short time and to a 80 foot height.

Soda Springs was a well-known landmark on the Oregon California trail which passed along the Bear River and split into three segments at Soda Point (Sheep Rock). Ruts can be seen in many places along the Bear River, including the north side of Soda Point reservoir, in the Soda Springs golf course, and in the Historic Park area just west of town. The mineral springs and various deposits were remarkable to the early pioneers and almost every diary devoted one full page to the description of this fascinating area. Visitors to this area are struck and often disappointed by the fact that it has changed so much. Hooper springs 5 miles to the northwest, a conservation park 5 miles to the northeast, and Sulfur Canyon east of Soda Springs are areas which give the best sense of what the area was like when the emigrants were here.

The following descriptions of the trail diaries is the best way to imagine how the area must have seemed.

John Hudson Wyman in 1852 gave the following description which is recorded in his diary "A Doctor On The California Trail":

"July fourth. This was a very fine pleasant morning(.) After leaving Ashlie Creek(11) some three miles we passed over a long hill,(12) though not very bad and came to Bear River val-

ley again and kept down this valley in sight of the river until we arrived at the Mineral Springs, (13) where we found a trading shanty(14) kept by some Americans, and numerous Indian Wigwams scattered in all directions.(15) Thes(e) Springs are the greatest Natural curiosities that I ever saw. We encamped here for the night. The first springs we came to were on and elevated tabled of white lime like schist rock elevated say 15 or 20 feet above the surrounding plain, upon the summit of which was small crater 6 feet in diameter and say five feet deep. Just a few feet from this was a spring of water boiling from a small mound the size of a Hamper basket strongly impregnated with Oxide of Iron lime and carbonic acid gass if any thing else I am unable to detect it, this one as well as three other small ones on this eminence were about 98° in temperature.

Just above the last named Mound and to the right about 3000 yards is the Kettle Spring, the top of which is three feet from the level and near 4 feet in diameter at the mouth widening out to some 6 feet (sic) or more, from the top or brim it is 18 inches to the water which is constantly in agitation from the escape of Carbonic Acid gass. The water looks as though it were boiling. This water is cold and of a strong metallic pungent taste, resembling Still beer more than any thing else, and just to the right of this a few paces is another small one boiling up mixed with a fine red earth, looking like red paint. the agitation of the water keeps it well mixed. About 1 mile below may be found several Springs of the same character. 1/2 mile lower down, is What is known by name of Steamboat Spring. You can see the water boiling up at a considerable distance, out of solid rock, the water of this spring is 100* and of the same character as the others, indeed all of these Springs are alike in character, differing only in Strength(.)16

The Mountains around are very high and rugged being Capped with snow and thier sides decked with Cedar and pine. The rocks forming these Ms. Are Trap and Basalt. You can find scattered all around this region an abundance of Scoria and Valcanic rocks(.) The Valley just here between the Mountain and river is intersperced with numerous Cedar groves of the most beautiful kind(.) near the Steamboat Spring are banks of fine Yellow Ocher Natural (material ?). About 3 Oclock in the evening the wind blew a hurricane and about 5 it rained quite hard, and very cold(.)Within in (sic) sight of us at the same tine(sic) we could see a snow Storm amonge the mountain tops, this looked superbly grand on the 4 of July, but was not quite so pleasant to our feelings physically. White frost and ice last night(.)17 These Springs and surrounding scenery presents a degree of interest beauty and grandure that the combined Continents of the Whole World Can`'t excel."

John Steele's diary states:

"Monday, July 29. With the dawn we were again on our journey, and about noon, after crossing a deep, clear, cold creek, we reached the famous Beersprings."

John Steele's 1850 diary describes an interesting story.

"...Among these springs we found an encampment of Canadian Indians, with whom, much to our surprise, we saw a middle-aged white woman. Her blue eyes and light hair contrasted strangely with the swarthy complexion, black hair and eyes of her husband. We were not greatly astonished to find white men, like Baker and McDonald, living with Indians, and adopting their habits; but to me it seemed impossible that any white woman could ever, voluntarily, take up such a life, and at first I supposed she must have been a captive. She, how-



ever, assured Dr. Callaman that her mode of life was purely a matter of choice and affection. Her husband, a French and Indian half blood, had always pursued the Indian life in its widest range, and with woman's devotion and love, she had abandoned kindred, home, and civilization, and sharing the danger and privation of his uncertain camp, had wandered with him more than twenty years.

She said they had roamed from Hudson's Bay to the Gulf of Mexico; like the birds, going south in winter, and north in summer. A number of Indians traveled with them and took charge of a large herd of horses which they owned. Her native tongue was French but, besides several Indian dialects, she spoke English and Spanish. She said that they made it a point to visit these springs as often as possible, owing to the medicinal properties of the water. No wonder they wist to linger by these fountains, under the cool shade of juniper and cedar, in the broad, green valley, and unsurpassed grandeur of mountain scenery.

The settling of Soda Springs actually begins with Colonel Patrick E. Connor. He organized the California volunteers and petitioned the army Headquarters to move east to fight the confederates. Rather than grant his request the army brass sent him to Utah to control the local Indian uprisings. In October 1862, the commander erected Camp Douglas in Salt Lake City. He then planned a campaign which culminated in the massacre of Shoshoni Bannock Indians north west of Preston, Idaho. This massacre occurred on January 28th, 1863, at the junction of Battle Creek with the Bear River. There were some 368 Indians killed and the volunteers lost 22

men. More than two and a half times more Indians were killed in this southeastern Idaho battle than fell at either Sand Creek or Wounded Knee.

At the same time another part of the story was being played out at Weber canyon near Ogden, Utah. A group of Mormon dissidents, known as "Morrisites", was organized into a religious sect and their prophet was Joseph Morris. He believed the pure truth as delivered by Joseph Smith had been corrupted, and conceived the design of affecting a grand reformation in the church. His home was near the Weber River, some thirty miles north of Salt Lake City. He assembled a considerable communal following. Some 500 people were collected on the Weber River at Kingdom Fort in the spring of 1862. A feud arose and the Nauvoo Legion was ordered out by Brigham Young. This group, along with volunteers from the surrounding area, attacked the Morrisite's camp on June 13, 1862. Ten of the Morrisites and two of the Mormons were killed. A white flag was displayed by the Morrisites on the third day. Supposedly Burton, a Mormon militiaman, shot and killed Joseph Morris. Many of the Morrisites were taken back to Salt Lake City where they were charged with various crimes before Judge Kinney. Several were jailed for prolonged periods of time. Governor Harding was sent to replace Judge Kinney by the federal government. He in turn took the Morrisite's side. He pardoned those Morrisites who were still under arrest. The Morrisites were beleaguered by the sur-

rounding Mormon community and they drifted to the new Salt Lake military fort, Fort Douglas.

In May of 1863 the now famous General Connor decided to set a military fort at Soda Springs to protect the emigrants who were traveling the Oregon California trail. Not surprisingly he took eighty families of Morrisites, some 160 people, along with him to settle the Soda Springs area. Another 150 Morrisites were taken to Carson City, Nevada and dispersed. The Soda Springs group settled what was to be known as lower Soda Springs which was near the junction of Soda Creek and the Bear River. The site of the community is partially under the reservoir. This community was called Morrictown or Soda Springs. A one square mile military reservation was laid out adjoining the town to the east. Its southern boundary followed the course of the Bear River. The post, Camp Connor, was officially established by Captain Black's order no. 1 on May 23, 1863. Captain Black and the men of Company H would garrison the lonely Soda Springs post until their enlistments expired nearly a year and a half later. They built the military post and a log house for each family. The hard work was made easier by an occasional open air dance held on tarpaulins laid over meadow grasses near the river. One such dance took place on July 20, after Lieutenant Shoemaker had joined a certain Neils Anderson and fifteen-year-old Mary Christopherson in marriage. Mary's jaw had been shot away during the fight at Kingston Fort in Weber Canyon, and for the rest of her life she would cover her lower



face with a handkerchief whenever she met a stranger. This marriage, perhaps the first in Idaho Territory, would produce eight children, including the first white child to be born in Soda Springs. He was Abe Anderson, the author of George Goodhart's book *Trails of Early Idaho*. The fort was under the command of Captain David Black and his Company H of the Third Infantry. While the Fort was being built, General Connor moved on to meet with the Indians in the Fort Hall area, where he was not popular, and then proceeded to Eagle Rock eight miles north of Idaho Falls and had a ferry built. He hoped that the miners traveling to the Montana mines could take a shorter, safer cut-off from Soda Springs to Idaho Falls and he sent a troop to establish this new route.

Brigham Young sent Mormons to colonize the "Upper Soda Springs" area in 1869. Many of the Morrisites left the area, as it was hard to grow crops in the high mountain valley. Those who remained spearheaded the anti-Mormon campaign in Idaho a decade later. Others moved to the west and along the Bear River. These areas are now marked on present day maps as the Gentile Valley.

1:00 PM.

Back to the Trail. After lunch at the park, you will walk through the city center and watch the Soda Springs geyser in action. The buses will be parked south of the cemetery. After the geyser has finished, you should go to the cemetery and take a look at the Wagon Box grave, and the grave of Mary Anderson and her husband Neils who were

the first married couple in Morristown. She was the lady who had her face damaged by a cannon ball in Weber Canyon.

1:20PM.

The buses will load and then travel to Main Street, turn north and cross the railroad tracks. On the right you will see the site of the old Idanha Hotel, which Norman Tolman has pictures of, and which burned down. The bath houses were off to the left along Soda Creek. The buses will turn east past the city park on the left. The buses will then head east past the old ZCMI mercantile store, to the corner where Dr. Kackley's house is still standing, on 3rd East. He was one of the early physicians in the Soda Springs area and he never saw a thyroid he didn't want in a pickling jar. You turn on 4th East South, cross the viaduct, main street, and travel to 4th South which is the route of the Oregon California trail as it proceeds through Soda Springs.

The Wagon Box Massacre:

The area of the wagon box massacre will be pointed out near the sewage treatment plant at Spring Creek. You will already have seen the grave site in the city cemetery. The book *Tosoiba* (Sparkling Waters) gives the following account.

This incident occurred in the summer of 1861 and is told by George Goodhart, one of the four trappers who came upon the scene shortly after the tragedy. Mr. Goodhart's account is as follows: "We camped on Soda Creek about two hundred yards above where the wagon road crossed the creek, on the south side. We turned

our horses over towards Bear River, and they fed up along it that night. The next morning Bill Wilburn and John Taung went out to bring our horses into camp. When they came back, they told us they saw a lone emigrant wagon camped on Little Spring Creek at the old wagon crossing, so we caught our saddle horses and rode up there. We found that the emigrants had all been murdered.

We looked them all over and decided to send a message to some emigrants that were camped at a little knoll south of what is now known as Davisville. I was selected to carry the message. When I told them what had happened, they said: "They were a family of our own train. We were waiting for them to catch up. The reason they were behind was that their horses had strayed away from the others and they had to hunt them up. They told us to go ahead, as they believed they would find the horses and catch up by night."

They hitched onto a light wagon and three men and two of the women got in and came back with me. We all decided that the best thing we could do was to bury them in their own wagon box. for we had no lumber to make a coffin. We transferred their things to the wagon of the other emigrants. We went and got the dead emigrants' horses and hitched them to their wagon, then hauled the bodies in it to the place of burial. We took them out and laid them down on the ground. Then we took off the wagon bed and placed it in the bottom of the grave after it was dug.

We laid the father and mother side by side and placed the baby in its mother's arms, between her and its father. We laid a little girl with her feet up by the side of her mother on the outside; the oldest boy next to her, with his feet between the father and mother; the next smallest boy by the side of him, his feet up along the out-



.....TOUR B SODA SPRINGS.....



side of his father; a little boy next to the baby, we laid in about half-way up along the side of his father, with his head a little below his father's hips.

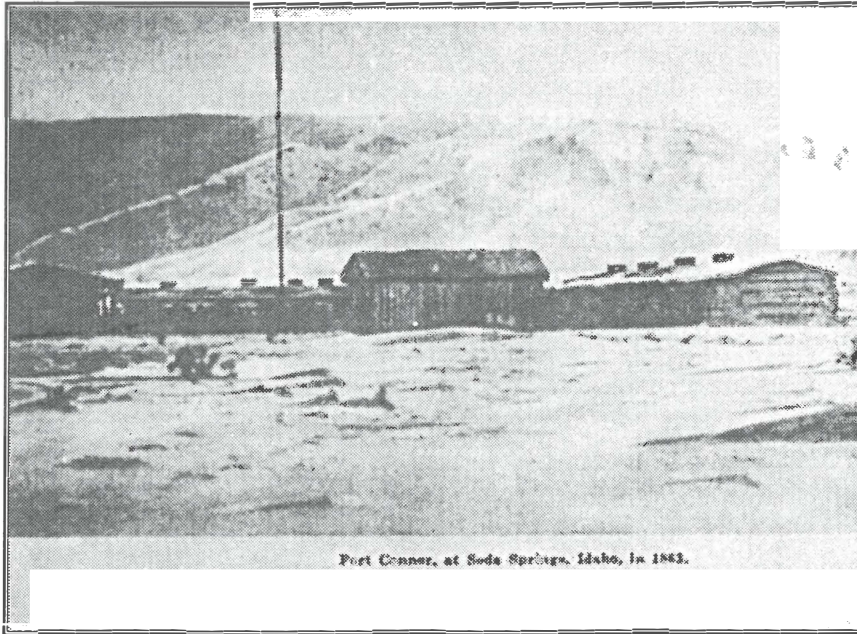
We then covered them all up with quilts, and took the upper sideboards and sawed them so they would fit across the wagon box. We put some across over the old folk's faces and some over the children's faces at the foot. Then we got some willows from Soda Creek and cut them so as to cover the whole length of the wagon box. We then spread

quilts over them, covered them with dirt, and set four formation rocks, one at each corner. This grave is now in the Soda Springs cemetery.

The emigrants tied the running gears of the wagon behind theirs, and we then bid them goodbye. They thanked us for our kindness and asked us to look after the grave when we were around there....Their names I have forgotten"

That evening at Johnny Grant's camp, Mr. Goodhart told the men about the massacred emigrants. "I think the murderers came upon them when they were sound asleep, and killed the father. It looked like the mother had grabbed her baby and started to run. I think her screams woke the children. She was found dead on the ground, her baby in her arms. The oldest boy was about a rod from the wagon. The next oldest boy was behind lying on his face with a broken arrow in his breast. I think he broke the arrow when he fell as the

broken piece was under him. The girl was lying about three feet from the mother. The little boy next to the baby was in bed with his throat cut. I think they cut his also the father's throat



Fort Connor, at Soda Springs, Idaho, in 1862.

when they were asleep. The mother was stabbed in the breast. It looked like the baby had been stabbed above the ear in the head.

This terrible thing may have been done for revenge. I think the Indians had stolen the horses and had cached them the night before. The emigrants told us that the man was a brave man. I think that when he found the horses cached, he must have taken a shot at the Indians, and taken the horses by force. I think the Indians had followed them all day and murdered them while asleep. I think there were only two Indians as there was only one shot with an arrow. We examined the wounds and were satisfied that the same knife did all the stabbing. They took nothing but the father's gun.

As we travel along this route towards the bluff, you will probably be near the site of Fort Connor. Recent housing excavations have found numerous relics, which along with the description of the location,

make it the likely site. The buses will make a brief stop at the Mormon Church to look over the area which was the original Morrisite settlement

and view the ruts which cross the field. While you are here a discussion about the Wagon Box Massacre will be given. Maybe you can tell where the fort is from the picture in the book *Tosoiba* on page 53. It is suggested that one of the buildings in the field was used as a school house.

1:50 PM. Buses will proceed to the highway and head west. The buses will

pass the state highway signs which denote the area of Fort Connor. At the golf course, we will travel down a lane to visit the area of Steamboat Springs. If the water is low, the site of the spring might be visible. We will search the area for trail ruts. Watch out for golf balls and stay off the golf course as golfers are wild.

2:20 PM. Board the buses, go around the hill to the west side, and there is a boating park. The buses will swing in to this area and you can see the trail ruts, or at least the remaining ruts, of an old improved Highway 30 N., according to the Soda experts who have reviewed the information about this area carefully. If we have time a picture stop will be made through the bus windows. Then off again for Alexander Point where the



.....TOUR B SODA SPRINGS.....



buses will take to a dirt road for a short trip to show you where the original Oregon California trail heads to the north.

Joel Palmer's 1845 journal described this area as we noted, but it is used again to emphasize that the original Oregon California Trail went around the south end of the north point of the mountain and not over the mountain spur as so many maps demonstrate. This is opposite of the large Sheep Rock point on the south.

"August 5. We traveled about nineteen miles. Five miles brought us to where the road leaves the river, and bears northward through a valley. The river bears to the southward and empties its waters into Big Salt Lake. The range of mountains bounding the north side of the river here comes to within a half mile of it, then bears off to the north, leaving a valley of about seven or eight miles in width between it and a range coming from Lewis River, and extending south towards Salt Lake. The range bounding the south comes abruptly to the stream at this point, presenting huge and cumbersome masses of basaltic rock, but it is generally covered with heavy timber. At this point two trails are found: one

striking west, across the valley, to the opposite side; the other which is the nearest and best, follows around the point, hugging the base of the mountain for several miles. Two and one half miles distant, and immediately beneath a cliff of rocks by the road side, is to be found a soda pool. A little spring of cool soda water runs out at the base of the rock, and a basin of eight or ten yards in extent, and about two and one half feet high has been formed. Inside of this, is a pool of water;— the material composing the bank around, is of white color. In a few miles travel, we crossed several spring branches. We then directed our course through the plain for some eight or nine miles, to where we encamped. Our camp was located near a spring branch: ..."

The 1877 military map (page 24) demonstrates the end run route. This coincides with the findings on the ground which you have seen today.

NORTH TO CHESTERFIELD

After leaving the mountain point, the dirt road continues in a northwesterly direction along the base of the Soda Springs Hills before entering the Gem Valley. We have searched for the spring that Joel Palmer talked about but

there is nothing left except an irrigation ditch at about the area where the spring was noted to be. The water was too brackish to drink. The trail remnants and Idaho OCTA markers can be seen on both sides of the road after about 1^{1/2} miles. If you are lucky enough to have Norman Tolman as a guide he might be able to point out an ice cave along the way. It is out in the lava bed and was not only a refreshing find for the emigrants but was used as a cold storage area by the nearby settlers in this area. We won't stop as the ground is too rough and dangerous.

Byron N. McKinstry in 1852 described the 2^{1/2} mile spring.

"...camped by some beautiful springs of pure water. Grass in a slough fed from mineral springs tolerably good. I searched in vain for more Beer Springs. Made 19 miles."

Bruce McKinstry feels this was just 2 miles past the point of the mountain. The mileage would make it more likely to be Eight Mile Spring. The bus will continue on a series of roads which follow the trail along the east side of the agricultural

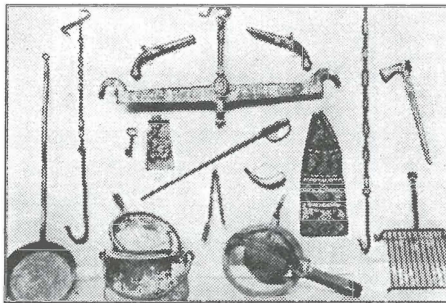




cropland until we reach Ivan's road, turn left and return to old Highway 30 North. On to Bancroft. By this time the buses will be hot and you will have to use the air conditioners which are shut off on the dirt roads. Turn north at Bancroft across the Union Pacific Railroad tracks and head for Chesterfield. At Chesterfield we will split into two groups. One will go to the Tithing House and Tithing Barn. The other will go to the museum. After an appropriate time you will switch places.

CHESTERFIELD HISTORIC DISTRICT is listed in the National Register of Historic Places. In 1879, Chester Call and nephew Christian Helson, established a ranch here for the grazing of horses. Chester persuaded some of his relatives to relocate from Bountiful, Utah, to the area, and by 1882 a number of families were living in the vicinity. An informal congregation of the Mormon Church was established in 1883 and was formalized as a Ward in 1884. Desiring a more organized settlement, church leaders from Utah designated a townsite, and directed the laying out of a town grid on high ground. Note the width of the streets patterned after Salt Lake City. The town was called Chesterfield after an English location and in honor of Chester Call. The Chesterfield Foundation, formed in 1979 to acquire and preserve the townsite, is actively working to conserve and restore the more than 40 buildings in this National Register Historic District. Good examples of early log, frame, and brick structures remain, including

perhaps the best preserved Mormon Tithing House and barn, an early school, meeting house, and general store. The



church is open by appointment and contains a collection of artifacts and photographs of early pioneers and activities. Remnants of the trail have been destroyed by agricultural development. The trail goes through the Portneuf reservoir to appear again on the north side. The trail then splits as one portion turns west to cross over Jeff Cabin Creek to Big Springs, and one segment continues straight north to strike the Lander Road west of the Portneuf near Queedup Springs. The two trails then strike directly west to cross the mountains and rejoin the Jeff Cabin Creek segment at Ross Fork Creek. The Lander Road and the northern Oregon California Trail segment to Big Springs is the segment that will be covered on the walking tour. The areas just described are on the reservation and can only be accessed with special permission from the Indian commissioner for historic trails (Mr. Robert 'Red' Perry). You should spend some time in the museum, in Chesterfield, and view to the west and north. To the Northwest lies Mount Putnam, named after the captain who established the Military Fort Hall in 1870 on Lincoln Creek. The trail skirts

the northeast flank of this mountain which is just west of the reservoir. This mountain was visible from the Fort Hall bottoms and served as a landmark on the Fort Hall trip on Thursday. Mount Putnam is on the reservation and access is limited by permission only.

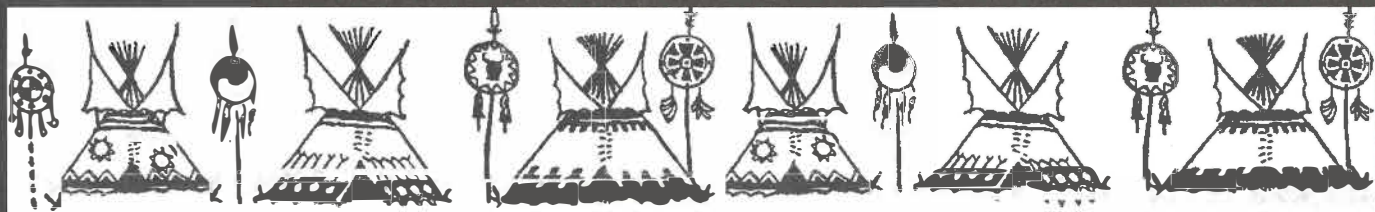
3:30-3:45. The buses will head north towards Mount Putnam and the Chesterfield reservoir, and then south along the Portneuf River and its various tributaries. As you pass through this farm area, you will see a great deal of wheat and seed potatoes. This is a good area to grow seed potatoes since it is a high elevation and the viruses which invade the potato do not grow as well. The seed from this area is shipped all over the western United States. You are headed for Lava Hot Springs, on the old road, and will hear the stories about Whiskey Mike, irrigation systems, and Haystack Mountain. I am certain you will be tired and ready for a nap, but those of you who wish, can catch up on your questions during the ride home. When we get to McCammon, the guides will show you the area where Murphy's first toll bridge was placed across the Portneuf as well as the Harkness Barn.

WE HOPE YOU
HAD A WORTHWHILE
TRIP.

4:30

Back at the
Quality
Hotel.



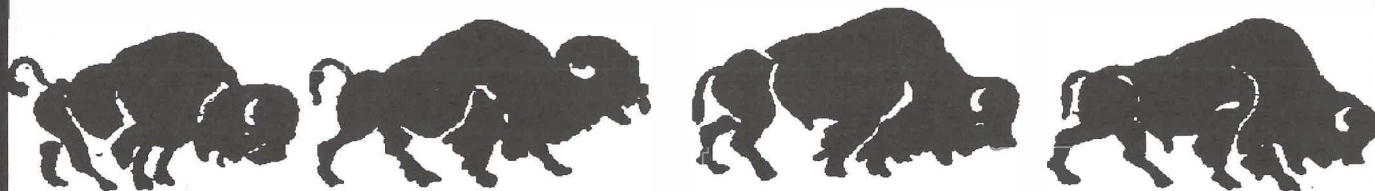


Parting of the Ways

Southeast Idaho's Guide
To The Trails of Our Forefathers



Tour C
Massacre Rocks

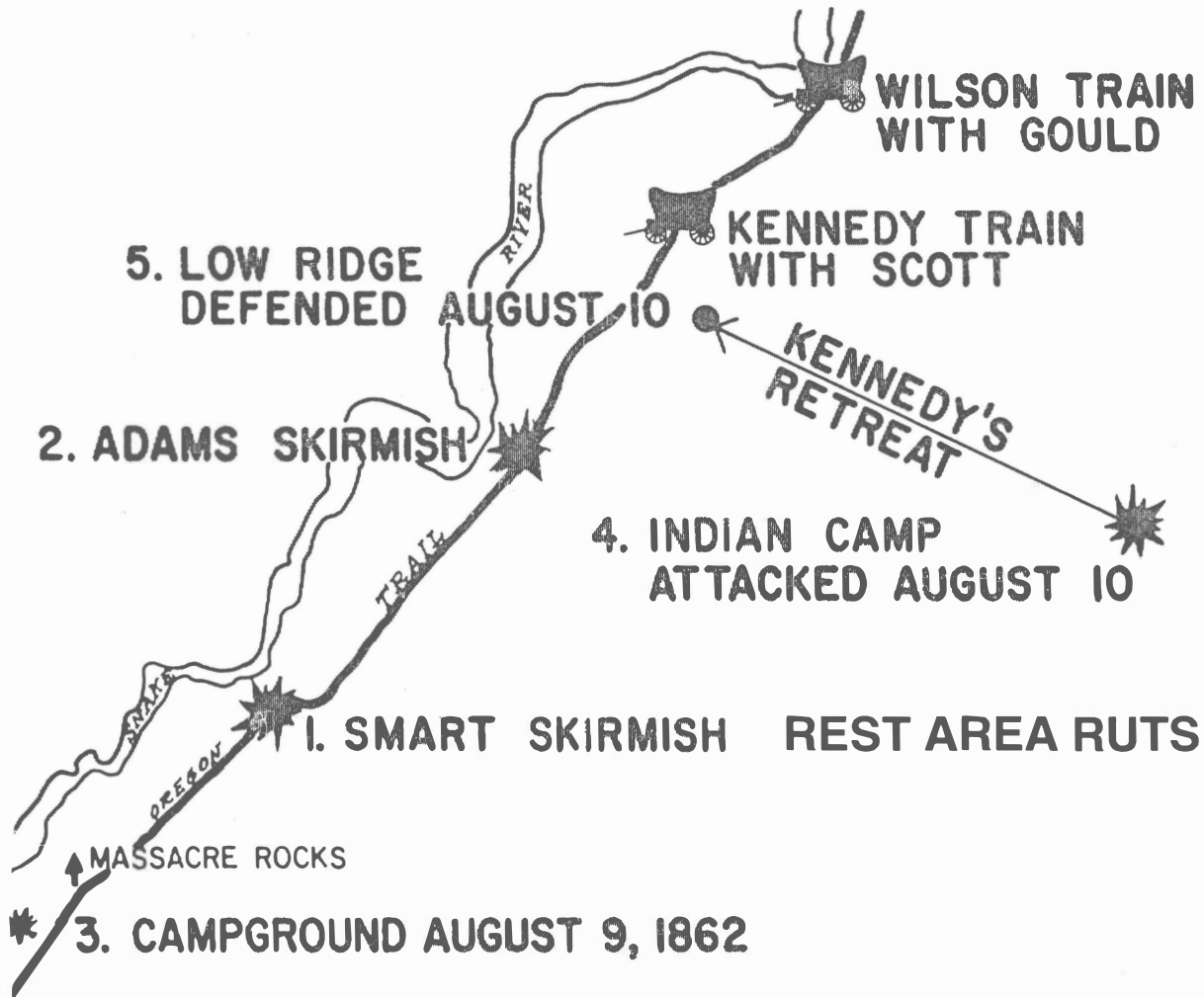


Massacre Rocks

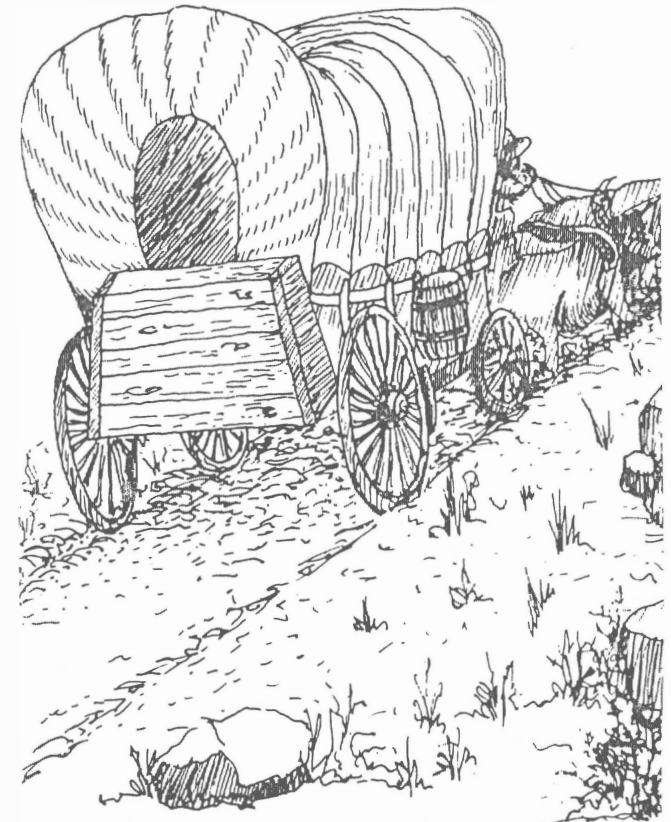
Historical Leaflet



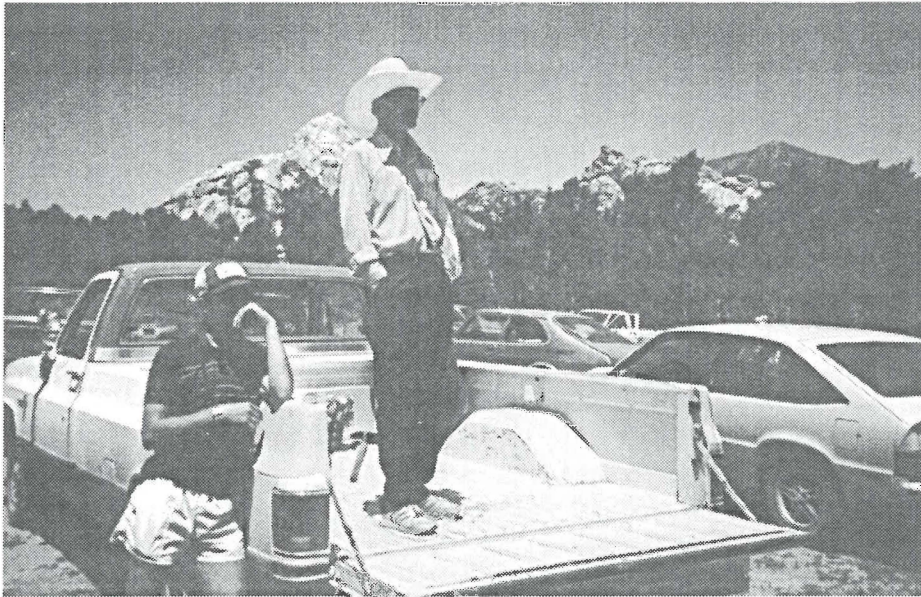
HISTORICAL LEAFLET - MASSACRE ROCKS



0 1/4 1/2 1 2
SCALE: 1" = 1 MILE







Merle Wells, Idaho Historian and one of the Original OCTA Founders, gets ready to talk about massacres in Southeastern Idaho at City Of Rocks.

Massacre site which will be visited later.

"Friday, August 8, Traveled eight miles, went down a steep bank and came to Portneuf River where we ferried on two large skiffs fastened together and poles laid across, took two wagons at a time, paid a dollar and a half apiece. Here we saw some Shoshone or Snake Indians, there were four or five Mormon wagons here trading, they sold flour to some of the train for ten dollars per hundred. Charley bought a dozen onions, traded some caps for them, they sell them for two cents apiece, they are brought from Salt Lake. We had onion soup for supper, which was very good. The ferry-men were quite gentlemanly fellows for this part of the world. We took lunch after we crossed the river, then came five miles and camped on a high bank in the sage brush, had to bring water up a very steep bank some distance from the creek.

Saturday, August 9, Left our camp early, came over hard country all of the forenoon. Noon on the creek in the dust again. This morning we saw Salmon River Mountains away off as far as we could see. We are in sight of THREE Buttes, they are forty-four miles from the road. Traveled over rather hilly ground. Camped in a valley near a spring that comes out of the bank, had a good many mosquitoes.

Sunday, August 10, Traveled five or six miles when we came to Snake River, followed it up two or three miles where we came to the American Falls, it is quite a sight, it falls over rocks, there are two or three little rock islands in it which makes it a second Niagara. We nooned there so had time to examine it closely, some of the men caught some very nice trout. We staid till two o'clock then traveled till about four or five when we from the back of the train saw those on ahead all get out their guns. In a short time the word came back that a train six miles

MASSACRE ROCKS TOUR C

JUNCTION OF THE OREGON CALIFORNIA TRAIL.

Refer to tour map C (p-39).

The buses will leave, from the west side of the Quality Hotel, at **7:30 am.** sharp on Friday and Saturday. Your bus will be marked as Massacre Rocks, Coldwater Hill, Register Rock, or Indian Springs. You must have a ticket marked Massacre Rocks Tour and check the schedule at the registration center for your bus assignment. Any trades or changes must be made on an individual basis **and the registration desk notified.**

Once the buses are loaded, and the drinks safely on board, the buses will head north then west on the freeway towards Twin Falls. You will leave the freeway on exit 58 near the Simplot and F.M.C. phosphate plants. The bus will follow the same route as the Fort Hall Tour for a short distance so that you will be able to pick up

the Lander Road and the South Fort Hall Cutoff as they cross the Portneuf. The information in the Fort Hall tour may be of interest if you did not read it previously. The map will get you started on today's route. The trip will backtrack on the Fort Hall route until you reach Siphon Road. The buses will then turn west and cross the Portneuf about one mile south of the Portneuf overlook that we visited yesterday. As you cross the river you will see a pumping station which was constructed to push water onto the agricultural land on Michaud flats. The Lander Road and Oregon California south alternate trails will be about one mile north of the road we follow west.

The diary of Jane Gould, a young mother traveling on the Lander road, describes the Portneuf area and then gives information about the 1862



TOUR C MASSACRE ROCKS.....



on had been attacked by the Indians and some killed and that was cause enough for the arming, in a short time we were met by two men, they wanted us to go a short distance from the road and bring up two dead men to this camp five miles ahead. Albert unloaded his little wagon and sent Gus back with them and about forty armed men from both trains to get them. We learned that a train of eleven wagons had been plundered of all that was in them and the teams taken and three men killed. One was Mr. Bullwinkle who left us on the 25th of last month at the crossing of Green River, he went on with this Adams train, was intending to wait for us but we had not overtaken him yet. He was shot eight times, his dog was shot four times before he would let them get to the wagon. They took all that he had in the wagon except his trunks and books and papers. They broke open his trunks and took all that they contained (he had six) it is supposed that they took six thousand dollars from him, tore the cover from his wagon it was oil cloth. He had four choice horses, they ran away when he was shot. The harnesses were found on the trail where it was cut from them as they went, it was a nice silver mounted one. The Captain had a daughter shot and wounded severely, this happened yesterday. This morning a part of our train and a part of the Kennedy train went in pursuit of the stock, they were surrounded by Indians on ponies, two killed, several wounded, and two supposed to be killed, they were never found. One of those killed was Capt. Adams' son, the other was a young man; in the Kennedy train. Those that were carried to camp were those killed this morning. Mr. Bulwinkle and the two others were buried before we got to the camp. There were one hundred and fifty wagons there and thirty-four of ours. Capt. Kennedy was severely wounded. Capt. Hunter of the Iowa City train was killed likewise an Italian. We camped near Snake River.

We could not get George to ride after the news, he would walk and carry his loaded pistol, if there was any shooting going on he wanted to help. (George 10 years old was son of the author- the pistol was a muzzle-loading affair.)

Monday, August 11, The two men that were brought up were buried early this morning with the other three, so they lie five men side by side in this vast wilderness, killed by the guns by the guns and arrows of the red demons. The chief appeared yesterday in a suit of Mr. Bullwinkel's. On the battlefield some of them had the best kind of rifles, some of them Minnie (?) rifles. We did not get started till late, traveled twelve miles without stopping at noon, came up several steep hills, over one creek with three little falls, one above the other. Camped on Raft River with the other trains."

Hamilton Scott's diary states the following.

"August 7. Eleven miles brought us to a branch of Snake River which we had to ferry costing us one dollar and fifty cents per wagon. Drove one mile more and camped making twelve miles. I gathered some very nice currents this evening. We will have some pies. We are now opposite Fort Hall eight miles distance.

August 8. Drove about eighteen miles very dusty roads."

You will travel west until you reach the Arbon Valley Road. You are now near the Howard Stansbury Bannock Mountain freighting road which came from Utah in the south and joined the Oregon California trail system. This freighting road was the first road to carry freight from Salt Lake City to the gold mines north of the Salmon River and then to Bannack City and Virginia City in Montana. The

large peak seen in the southwest is Bannock Peak and marks the southwest corner of the reservation. The Arbon Valley road, which you will be traveling on when the bus turns south, parallels the Stansbury Freighting road until you reach the freeway and turn west crossing Bannock Creek. The freighting road went straight north over the bluff and crossed the Portneuf just east of the original Oregon California Trail Portneuf crossing. The freighting road continued to cross Spring Creek and then on to the fords and ferries (Gibson-Meek) along the Snake River. These numerous fords made this road treacherous. The Howard Strausburg Freighting Road lost its popularity to the Portneuf River route (The Gold Road) which was opened in 1863 when Murphy opened a toll bridge across the Portneuf River at McCammon. This new route then went up Rapid Creek or Big Bend Creek until they reached the Ross Fork route east of the present Fort Hall.

The Original Fort Hall route of the Oregon California Trail came up on the bluff near the spot where Bannock Creek empties into the reservoir. This is now known as the Rainbow Beach area and can be reached from the next freeway exit. All of the trails (Lander Road, south alternate of the Oregon California Trail, Fort Hall route of the Oregon California trail), come back together on top of this bluff and traveled together from that point on. In about 5 miles, at the private boating area of Seagull Bay, the trail returned to the river and continued towards American Falls.



The trail is north of the freeway about one mile. The trail stays close to the old river bed and under the reservoir. It cannot be traced until you get below the dam.

8:15

You will travel until you reach the American Falls exit and then follow the new cutoff route around the city on the east side. As you pass the grain elevators, on the south side of the road near the railroad tracks, you can look to the north and see an old grain elevator in the reservoir. This was the site of the original city of American Falls. The city was moved to its present location in 1925 when the first American Falls dam was built. The water storage was started in 1926 and flooded out numerous ranches which were situated east of American Falls along the Snake River. Your bus will turn west to Oregon Trail Street and then follow this street through the golf course until you reach Falls Avenue—continue on this avenue to the forebay of the American Falls dam. There will be a stop to view the forebay and Oregon Trail monument.

8:45 LEAVE

Imagine what the area looked like in earlier times as you read the following diary accounts.

Henry M. Judson- August 9, 1862.

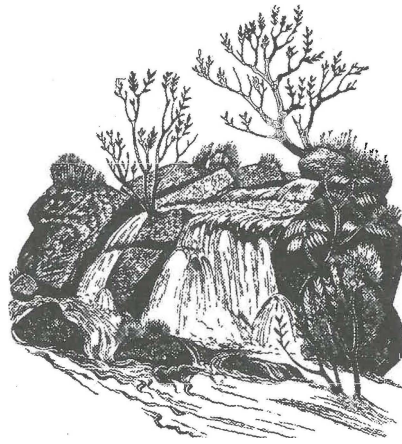
"so dusty at a distance we come unexpectedly upon the Falls which deserve more than a passing notice- Above the fall the river is about a half mile wide and narrows through huge piles of volcanic rocks to a quarter of a mile-The whole fall is probably 30 ft but no one

place exceeds 10 feet descent. The water tumbles promiscuously over rocks a perfect foam for an eighth of a mile and glides smoothly away- A huge rock near the middle divides the stream like Niagara and taken together the fall bows in the same way Sheppard who has seen both says the is equal in beauty and grandeur to the falls of St. Anthony in Minnesota."

The basaltic material, that starts at this area, flowed from the Great Rift to the north. The Big Southern Butte, the other Buttes, and Craters of the Moon give ample evidence that there was plenty of volcanic activity. These flows covered the entire Snake River plain from the north to the south. The lava pushed the Snake River to the south and produced an ancestral American Falls Lake above Duck Point which lies to our west and just east of Massacre Rocks State Park. This occurred 72,000 years ago. The ancestral lake covered an area larger than the present one, and may have reached as far as downtown Pocatello. The American Falls Reservoir 'lake beds' contain a lower fluvial member and an upper light-colored clay member deposited under water of a perennial lake. The flood plain and lake margin sediments contain a unique assemblage of Pleistocene mammal fossils, including Bison latifrons, camels, short faced bears, ground sloths, horses and mammoths. They overlie an older sequence of lake beds known as the Raft Formation. Early reports concluded that

the American Falls Lake existed at the time of the Lake Bonneville flood and was drained catastrophically by it (Malde, 1968). Recent geological studies favor the view that a flood plain and fluvial complex had developed on the American Falls lake beds by the time of the Lake Bonneville Flood (Hearst, 1990).

As you leave the falls, you will see a marker in the south west corner of the park, but in the interest of time we will pass up a stop there. It indicates that the trail passed this area. The trail route continues west past the cemetery to the ravine just



west of the land fill, and if you have time to visit this area on your own you will find some nice ruts. Three ruts on the east side of the ravine can be traced to the bottom and a single route can be seen exiting up the west side. Once the trail reaches the top it is lost again in the agricultural fields until Pipeline Park where a deep rut can be found exiting from the river and heading across the farmed area towards the village of Neeley. The access road is just west of the new housing project area which the buses will pass on the frontage road as they travel to the Neeley exit. At the Neeley exit we will reenter the freeway and continue west. As you look to the river on the right, you will see the Eagle Rock area. You will see the remains of the ancient lava dam previously described.



TOUR C MASSACRE ROCKS



Eagle Rock can be seen in the middle of the river. This marks the spot where the trail exits from the river and crosses the freeway to the south side. The ruts can be seen behind the house on the right side of the freeway. About now you will see the rest area and the buses will pull in to let you walk 0.7 miles to the south side of the freeway near the probable site of the massacre. When you return, the buses will transport you to the bathroom facilities and you will be on your way to Register Rock for water and cookies.

9:00 AM - 10:15 AM.

Our next stop has limited bathroom facilities.

MASSACRE ROCKS

These large basalt rocks that mark Massacre Rocks State Park will be seen in the westerly direction. These were ceremonially named to advertise that a serious documented massacre did occur in this area in 1862, and was done so by an American Falls business man. The actual massacre occurred in the canyon to the east of the rest stop observation area or in the canyon to the west of this area. The diaries tell it best.

Hamilton Scott's diary continues: "August 9. Passed the American Falls on Snake River. This is one of the natural curiosities. The water falls forty or fifty feet over rocks and makes a great roaring noise. When we stopped for dinner there was a man came riding back and told us the Indians were then robbing a train about four miles ahead and they wanted assistance. Some of the men started immediately the rest hitching up without assistance. Some of the men started immediately the rest hitching up

without finishing our dinner and drove on as fast as we could punch our teams along but before we got there the Indians had driven the emigrants away and had taken all their stock and provisions, clothing and everything. They had gone leaving the empty and naked wagons even taking the covers off the wagons. It was only a small train of eleven teams. There were not less than two hundred Indians that made the attack. There were only twenty five men in the train and a few women. They killed one man and wounded another in the arm and seriously wounded one woman who was shot in the neck. We took them in and hauled their wagons to a suitable camping place about four miles away. We will make suitable arrangements to take them along with us. Here we found a horse train of about twelve wagons that was attacked at about the same time that the other train was. Eight of their horses were stolen and two of their men killed. The next morning Sunday, August 10 Captain Kennedy with thirty five armed men started in pursuit of the Indians to recover the stolen property. When about nine miles from camp a band of Indians came on their horses meeting the party. The Indians at once raised a white flag. One of the boys shot at them. The Indians immediately raised a Warwhoop and began circling our boys. They fought them for about three miles killing two of our company and wounding several others. Captain Kennedy mortally wounded, shot through the side just above the hip bone. Tom Newman and one other missing supposed to be killed. There is now four or five trains camped here.

August 11. We have buried five men side by side. We think it is not safe to go back to hunt the other two men for fear we lose more. Newman was seen to fall in the battle. We hitched up and drove thirteen miles and camped on Raft River. Captain Kennedy was very poorly. The loss of property and money was today estimated to be fif-

teen thousand dollars.

Note: The first train of eleven wagons had sixty five head of cattle and twelve head of horses saving only one horse."

A different description is given in a letter written by John C. Hilman to a friend in St. Louis. In this letter he explains in detail this trouble with the Indians.

The letter is as follows:
Snake River, August 11. 1862
Mrs. Bronson
Dear Friend:

On the 8th of this month I wrote you and sent the letter by a Mormon to Chandler c., Salt Lake to be mailed.

That was the first opportunity I got of sending a letter since the upper crossing of the Platt. I little thought when I wrote you on the 8th that an occurrence was to take place next day and the day following, and which will long impress itself upon my mind, and that we were in the very midst of a great danger and seemed to be almost entirely unconscious of it. I will relate what happened as nearly as I can: On Saturday about 5 p.m. I was riding ahead of the train a mile or so in search of grass and a camping place at which we might remain over Sunday. On looking up the road ahead of me I saw a horseman coming towards me in a hasty manner.

This was a rare thing to see any person coming eastward, and especially in so hasty a manner. On his approaching me, I discovered that it was a man belonging to our wagon, and who had left us on the previous to overtake a friend of his who he learned was in a train two days ahead of us. The first thing he said to me was 'My God, John, the Indians have massacred a train and robbed them of all they had and they are only a short distance from us.' I at once became conscious of our extreme danger and



turned back to inform the train and bring up the wagons which were lagging behind and I expected an attack to be made at any moment. Learning that two ox trains were ahead of us and going to camp at or near the battle field, we pushed on to overtake them.

In an hours driving time we came to the place where the horrible scene took place, but found the Indians had run off the stock, taking the provisions, clothing, etc. of the train, but left the wagons which the ox trains ahead of us had taken and gone on in pursuit of grass. I found quite a quantity of blood, and fragments of such things as emigrants usually carry with them, and it was evident that the Indians had done their hellish deeds in a hasty manner and left.

The place selected by them for the attack was the best on the road and not far distant from the road which turns down to Salt Lake, which I learned is 175 miles south of us. Here we pushed on endeavoring to overtake them, but only got a short distance on account of the darkness and were obliged to camp on the very ground where the Indians had a few hours previous, made ring with their pandemonium like shouts, and red with the blood of innocent men and women. We at once put out a strong picket guard on the surrounding hills, got a hasty supper in the dark, staked out mules in the sage brush and hoped the night would be a short one. Nothing happening, we pushed on at daybreak for the ox teams and grass, which we found in a camp five miles distant, and here we camped during the day.

I found three men killed and several wounded, one woman mortally wounded and the wagons which the Indians had left. Two of the men killed were from Iowa City, A.J. Winter and an Italian whose name I did not learn. The other man was from New York City, Bulwinkle was his name and it is said he had some \$6,000.00 which was taken from him. All were buried here but the affair did not end here.

Some thirty men from the two ox trains and the trains attacked the previous day, started out in pursuit of the Indians and their stock. After traveling some seven miles in the direction in which the Indians went they came suddenly upon them and a fight immediately commenced. At the first fire three fourths of the white men ran and the red men pursued, and after a running fight of some three miles, the Indians ceased their pursuit.

In this fight, three of the whites were killed and five severely wounded, one I think mortally. After we learned of the fate of the last party the greatest excitement prevailed in camp and a small party went to their assistance to recover the dead and wounded, one of which was not found and one had been scalped, the first scalped man I ever saw. Late in the evening both parties returned and two more ox trains came into camp making now women two hundred wagons and 400 men and 300 women and children.

This morning we all started together after burying the dead and came 13 miles to Raft River where we all camped for the day, and where I am writing this.

Here the road forks, one for Oregon and Washington, and the other for California.

Truly Your friend
John C. Hilman

p.s. The Indians I have alluded to were Snakes, and it is thought were in large force.

List of killed: A.J. Winter, Iowa City, Masemo Lepi, St. Paul, Minn., Charles Bulwinkle, New York City, George Sheperi, Iowa City, George W. Adams, Iowa City, Italian, name unknown.

Missing and supposed to be killed: William Motes, Thomas Motes, Thomas Newman.

Wounded: Captain Kennedy; Miss Elizabeth Adams, Thomas Bradford, James Crawford, T.I. Adams, John Walker, I.I. Cassady, E.O. Sullivan, John Miller, John Patterson, Ephram Taylor.

August 12. Miss Adams the lady who was wounded in the fight with the Indians died last night and was buried this morning. Some of the trains take the California road this morning. We keep the Old Oregon Road. Drove eighteen miles camped on a creek."

Jane Gould's diary continues:

Tuesday, August 12, Capt. Adams; daughter died this morning from the effects of her wound, was buried in a box made of a wagon box. Poor father and mother lost one son and one daughter, all of his teams, clothing, and four thousand dollars, is left dependent on the bounty of strangers. We only traveled half a day, camped on a creek, had the best of feed. Two or three other trains staid also. We have just heard that there has been a train waylaid on the Oregon road. There are two trains going to California that started for Oregon. Lou wished. In the evening we took in Mrs. Ellen Jones (?) one of the ladies of the plundered train, her husband goes in the wagon just ahead of us. She was married the morning that she started for California. Not a very pleasant wedding tour. Camped in the sage brush.

Thursday, August 14, Left out camp early to enter the kanyon but it was farther than we supposed, only got to the mouth of it at noon. Here we found some parts of wagons and yokes chains of emigrants that had probably been plundered last year. We found pieces of paper that had pieces (?) or prices (?) in concerning the war, so it could not have been longer ago. After going up the kanyon about four miles we came to wagon that had been stopped. There was a new harness or parts of one, some collars and close by we saw the bodies of three dead men top of the ground, they had been dead two or three weeks. Somme one had been along and thrown a little earth over them, but they were mostly uncovered again.



TOUR C MASSACRE ROCKS



One had his head and face out, another his legs, a third his hands and arms. Oh! It is a horrid thing. I wish all the Indians in Christendom were exterminated. We did not get through the kanyon and were obliged to camp in a kanyon with the mountains on every side.

Friday, August 15, We were aroused this morning at one o'clock by the firing of guns and yelling of Indians answered by our men, the Capt. Calling 'come on you red devils.' It did not take us long to dress for once. I hurried for the children and had them dress and get into our wagon, put up a mattress and some beds and quilts on the exposed side of the wagon to protect us. The firing was from the willows and from the mouth of the correl. There were two other trains with us, there are one hundred and eleven wagons of all and two and two hundred or more men. The firing did not continue long nor do any harm. Our men shot a good many balls into the willows but I presume they were not effectual. We sat and watched and waited till morning yoked the cattle and turned them out with a heavy guard and several guards to clear the bushes, cooked our breakfast and started. There were ball holes through two or three wagon covers and the filly (?) of a wagon in the Thompson train. Two men felt the balls whiz past their faces, they found an arrow near the mouth of the correll. We had only gone half a mile or so before we saw eight or ten of them come out of their hiding places on ponies and to our camping place to see, I suppose, if they had lamed or killed any men or cattle. The Capt. Had plenty of scouts out and an advance and rear and side guards. We nooned in a little valley but kept our eyes open to all that might be hidden in the bushes and behind the rocks. Camped by the side of a mountain, near us on one side was a creek with willows on it, on the other a deep gulch made by the rain. The Newburn and Thompson trains camped and

correlled with us the Captains stationed picket guards in the ditch and on the sidehill. In the night we were all startled by the bark of the kiota which sounded very much like the Indians when they attacked us last night. The alarm gun was fired which awakened us all, after a while we concluded it was the wolves and went to bed. Most of the train slept under the wagons, set up flour sacks and all manner of stuff. We hung up a cotton mattress and some quilts and slept in the wagon. It is not an enviable situation to be placed in not to know at night when you go to bed whether you will all be alive in the morning or not. Came in sight of the City of Rocks."

At the Massacre Rocks exit we will turn left to the west end of the Massacre Rocks State Park to the site of the famous Register Rock. The state park ranger will point out the area where Aubrey Haines felt the bodies were buried after the massacre. He has found no traces of graves in the area and there is diary evidence to suggest that the bodies were buried in the Rock Creek crossing area. We will stop and serve refreshments.

10:25 - 10:45 AM.

You are now at the mouth of Rock Creek or what one of the diaries called Fall Creek. The crossing must have been near the old highway bridge and the route out of this area was north west of the park. We will have a short stop and you can ask the Park Ranger who will be one of our tour guides about the location of the graves. The trip will then begin again in a westerly direction along the frontage road. As you move west along the river you will see a large lava flow on the North side of the river. This is part of the lava from the Great

Rift that existed in the valley floor between the Snake River on the south and the Craters of The Moon National Monument some 50 miles to the north. During the flooding of Lake Bonneville this large lava dike forced all the water that flowed out onto the plains back into the Snake River channel. This flooding water scoured out a deep valley that is now known as Lake Channel, but it can only be seen on the north side of the river beyond the visible cliff. As this great rush of water came back into the river, it created an interesting area that can be seen on the other side of the river and Lake Walcott Reservoir. This is Bonanza Bar and a great deal of gold was placer mined out of this area where the scouring waters of Lake Bonneville dumped its load.

Virginia and Clair Ricketts became interested in the north side alternate ruts, which they were aware of, at Jerome some 70 miles to the west. They were able to follow these ruts back to the area north of Lake Walcott. This of course is interesting information since most of us consider the south side of the Snake River as the Oregon California trail. We know that the Wilson Price Hunt party used both sides of the river as they traveled in this area. There are diary references to the fact that there were emigrants seen using the north side alternate according to the report of Medorem Crawford. No diaries have yet been located of anyone using the northern route. It's likely that travelers could have forded the river near the Fort Hall area, if the water was low, as it most likely



was by August when they arrived. The north side of the river is a veritable storehouse of Indian artifacts and arrowheads.

Oh, we're almost at Coldwater Hill where the wagons left the Snake River. The buses will continue on the frontage road and you will see the ruts leading to Coldwater Hill on the west. The Lander Road dugway is on the south side of the ridge and you will eventually see the same ruts on the top side when we visit the rest stop later today. We will continue on the frontage road for the next 5 miles. We will be heading due west but the trail heads in a south west direction past the small hill in the middle of the dry farm area with an antenna on top. The trail was headed away from the mouth of Raft River, where it empties into the Snake River, as it would have been too wet to ford easily. This leg of the trip will take us to the Raft River where we will turn south. When you reach the small group of houses on the corner you will be crossing the trail. There is a Trails West marker in the fence line that can be spotted by sharp eyes just after you pass the dairy. It is just north of the bridge and is marked as C1 of the Trails West series. The buses will continue to Lyle and Carol Woodbury's farm, and some way or other, we will find a way to get everyone across Lyle and Carol's farm and the Raft River to the parting of the ways. The Trails West group has done a marvelous job of mapping and marking the California route from here to the Sacramento Valley and have a guide book available in the OCTA book room.

11:00 AM - 1:00 PM Lyle and Carol Woodbury's

Lyle and Carol have owned and protected this portion of the trail since 1958. They found a curious display of rocks west of Raft River, but not knowing for certain what they represented they moved the rocks to a fence line. Lyle wisely photographed the surrounding geography and paced off the area thinking it might be significant. Later they learned this was a grave site and with the help of a new, and old photograph, and Lyle's trusty pacing they replaced the rocks to where they were originally. Randy Brown and Idaho OCTA were helpful in carrying out this project. The 1993 centennial wagon train stopped at this spot and an OCTA sign was erected with the following message. It is a must to read and understand this message as it sums up the massacre story and confirms the parting of the ways.

RAFT RIVER

On or about September 20, 1843, a California-bound emigrant party consisting of twenty-five people and six wagons approached the Oregon Trail crossing of Raft River.

Before they reached this point, however, they turned south and established what became the main route of the California Trail to the Humboldt River via the Raft River valley and Goose Creek. They were led by mountain man Joe Walker who was familiar with the route having taken it, in reverse, when he returned from California in 1834.

In 1844 the route was used by the Stevens Party which apparently was guided through this area by Isaac Hitchcock, a former fur trapper. On September 13 Jim Clyman enroute to Oregon wrote: "Last night contrary to

our expectations we came to a brook with a broad valley of fine grass this brook is called cassia (Raft River) and is the place where Mr. Hitchcock left our rout and went South with 13 wagons in company for California."

Eventually this place, the Oregon Trail crossing of Raft River, became the established point of departure from that trail for California emigrants and for Oregon emigrants who planned to take the Applegate Trail. This split in the trails was heavily used during the gold rush, but was partially superseded in 1849 and in later years by use of the Hudspeth and Salt Lake cutoffs. This "parting-of-the-ways", however, was never entirely abandoned and in fact enjoyed a rebirth of popularity when the Lander Trail was opened in 1859.

On August 1, 1850, Byron McKinstry wrote:

"... The Oregon road takes up the bluff and follows the course of the (Snake) River while we keep to the left and follow the creek (Raft River) nearly to its source. I notice some fishing this morning and with some success. Crossing the creek we followed up the bottom, the creek on our left for 5 or 6 m., the bottoms narrow, the bluffs low but rocky and almost perpendicular."

Graves were noted at this place by several passing emigrants.

Goldsborough Bruff in 1849:

"...we reach'd Raft River, forded it, and just over on our right, a grave. (Just where the Oregon trail turns off right, over basaltic cliffs.)- " To the Memory of Lydia Edmonson who died Aug. 15. 1847, Aged 25 years."

On August 11, 1862, J.S. McClung noted the death of Elizabeth Adams, age 26, of Marion Co., Iowa, who had been mortally wounded during the incident at Massacre Rocks. On August 12 he wrote:

"she was buried near Raft river- by the



TOUR C MASSACRE ROCKS.....



side of G W Sanders from Kekuk Iowa who died here July 27th 1862 aged 33 year. near here I noticed the grave of Miss Hays who died 1852. at this place the road forked the left hand leading to calafornia"

While the identity of these graves may never be known with absolute certainty they may indeed be those of Edmonson, Sanders, Miss Hays, or Elizabeth Adams. Whoever they are, the American pioneers buried here deserve to be remembered, and their final resting place commemorated and preserved for all time.

Since this sign was designed Carol Woodbury has discovered a second grave about one mile south which fits the following description.

Goldsborough Bruff 1849. This description starts at about the place where the first graves were marked.

"Rested on hour, and at 2PM rode on again. In one mile from the ford, another grave: (covered with blocks of basaltes)

In Memory

of

R.N. Rubey

who died Aug 13

1846. Aged 32

There is some question as to what should be called the "true" parting of the ways. Is it in the valley bottom of the Raft River, as just described and confirmed by Byron McKinstry 1850, or up on the bluff where it is now marked? You will have the chance to explore both areas and then you can enter the historical discussion.

Byron McKinstry : "Aug. 1st 1850, Thursday pleasant and warm. Raft River I find to be a creek not more than two rods wide with at this place narrow marshy bottoms widening above and below, scattering willow and alkali

ponds and sloughs, along its banks. We are some 3 or 4 miles from the (Snake) river. The Oregon road takes up the bluff and follows the course of the (Snake) river while we keep to the left and follow the creek (Raft River) nearly to its source.

Here at last was the real "parting of the ways" where Oregon bound emigrants continued west while California-bound emigrants turned directly south. This was an important and much used camp site. Many wagon companies divided here, some going to Oregon, the rest to California. Because this took some time the valley surrounding the junction was full of wagons at peak periods of travel. The level terrain permitted them to disperse as widely as they wished. I noticed some fishing this morning and with some success. Crossing the creek we followed up the bottom, the creek on our left for 5 or 6 m. the bottom narrow, the bluffs low but rocky and almost perpendicular."

Carol will show us some ruts in the vicinity of the new grave (R.N. Rubey) as well as some names registered on the rocks above. Be careful if you climb up to the rocks, as it is quite a rough and difficult climb.

WE WILL PLAN ON A TWO HOUR STOP THEN BACK ON THE BUS. IT WILL BE CLOSE TO NOON SO PLAN ON A LATE BOX LUNCH AT INDIAN SPRINGS 2PM. THE NEXT STOP WILL BE THE REST-STOP FOR THE BATHROOM AND YOU CAN LOOK AT THE RUTS ON COLDWATER HILL.

1:15 - 1:45 PM. Arrive at Coldwater rest area for bathrooms and ruts.

Pay attention to the new \$100,000 Kiosk. The buses will drop you off at the rest rooms and you can either walk down to the ruts area on the east end

of the rest area, or the buses will wait and drive you down to view the top of Cold water Hill and the Lander Road dugway which was visible on the western trip. Now you are off to the picnic area just south of American Falls known as Indian Springs. This is the area where the Indians were encamped when the Oregon California trailers went after them to try to get their goods back. The Indians were successful in defending their camp. The travelers were again put to route after 2 more were killed and one was missing.

2:00 PM - 3:00 or 3:30 PM. Indian Springs. Catered Lunch.

INDIAN SPRINGS

This serene spot does not look like the scene of a battle but it was. The Indians were better prepared than the wagon trains and they saw the oncoming thirty- five men from the wagon train. Have a good box lunch.

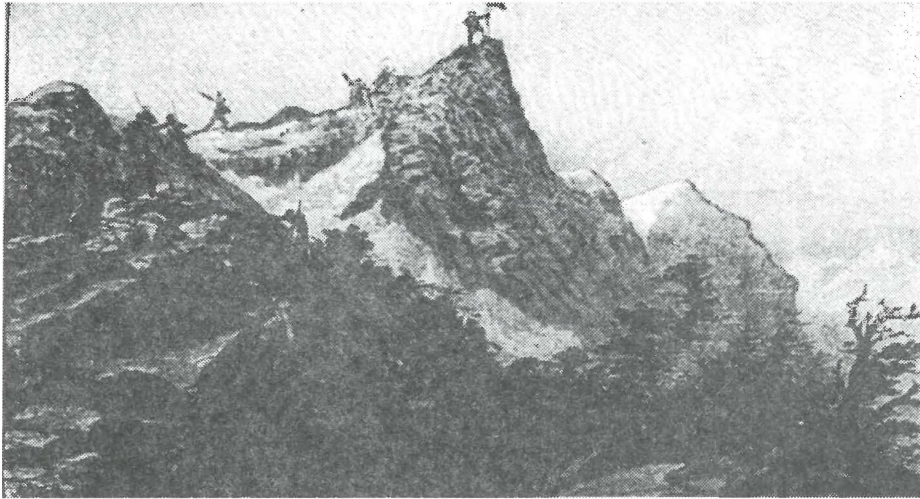
While we are here you will be privileged to hear a talk by Merrit Thornhill. His family had owned this spring for many years until he sold it last year. He has a marvelous arrowhead and artifact collection as well as a great knowledge of the massacre and the surrounding cold and warm springs, where the Indians camped. We hope you have had a fun day and learned something new about the trail.

4:00 - 4:30

Back at the

Quality Hotel.





HIKING - (See map pg. 8)

TOUR D Friday August 15th 1997

This tour will leave promptly at **7:30 am.** from the south side of the Quality Hotel. You should get on the bus marked walking tour (D) and labeled as BIG SPRINGS. We do not advise shorts on this hike since some of it will be through sagebrush. I suggest some strong jeans such as levis. Hiking shoes are important since the ground is rough and it's easy to turn an ankle with sneakers. We will have water, but your own water bottle or canteen is always indicated in this dry hot climate. Heat stroke strikes before you realize it and the symptoms are difficult to spot before you get in trouble. We don't mean to frighten anyone because the bus will not be far away and you will be able to decide when you have had enough walking. The entire walk will be about 4-5 miles and mostly down hill. If you are in reasonably good shape and practice a little before you get to Pocatello you should do well. The altitude will be at 5,000 feet so you won't quite have the oxygen to

breathe that you would have at lower altitudes. Your tour guides will be Larry and Kathy Shiflet. They are members of Idaho OCTA from Boise, Idaho. (See map p-8).

After leaving the motel the bus will head in a northern direction towards Fort Hall so that all the landmarks that you see and learn about on Thursday's tour should be visible until you reach the Fort Hall exit and head east. As soon as you cross the railroad tracks you will see ruts on the left side of the bus. After a few miles they cross over to the right and head for Ross Fork Canyon. As you travel eastward Mount Putnam will be visible south of Ross Fork Canyon. You may remember that this mountain was named after the commanding officer at the Lincoln Creek military post built in 1870. He was a Captain in the U.S. 12th infantry. There is a military cemetery 8-10 miles north near the site of the Lincoln Creek Post. This area is on private land, as well as the reservation, and requires special permission to see it.

There is a road from Twitchell Meadows, where we will be today, which leads through dry canyon to Lincoln Creek. This road was used by later emigrants who were on their way to the Montana mines. You will see the exit of this route on your hike today.

The bus will leave the ruts and trail, which continues along the railroad tracks through the canyon, and follow the Gay Mine Road through Lone Pine Canyon. You will see the ruts again as we near the old Gay Mine. Dry canyon continues to the northeast as you cross the tracks. This mine is now closed and the Indians are considering using the area as a solid waste repository. The Indian tribe is also trying to get control of the old railroad track which would allow access to another section of trail, in the Ross Fork canyon. The bus will then take you to the divide between the Portneuf and Ross Fork Creek drainage's. The bus will return to Twitchell Meadows and wait for you there. Your tour guides will take the time to explain the surrounding geography and trail systems. The original trail followed the Portneuf to Jeff Cabin Creek, then around the north flank of Mount Putnam to Big Spring, and Twitchell Meadows area. This route appears to get its name from an old trapper's cabin that was in the general area where this canyon route left the Portneuf River. There is also an alternate route through Bear Canyon which is even higher on the mountain's flank. A third and better route of the three continued north along the Portneuf River for several



TOUR D HIKING



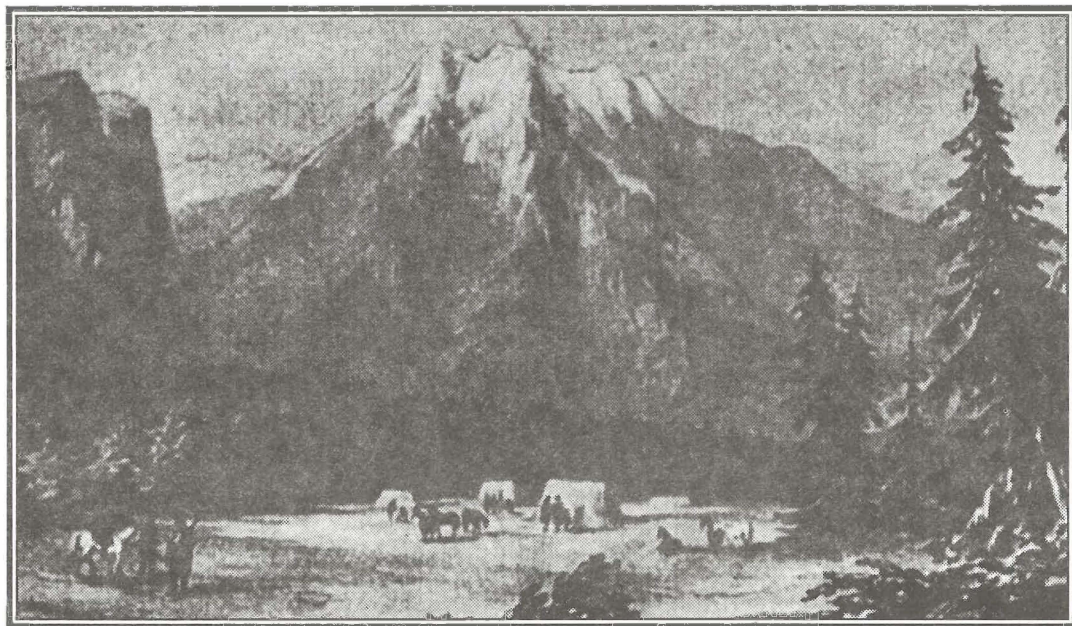
miles and then headed northwest to intersect the Lander Road just east of Queedup Springs. This is an Indian word for diarrhea. Do not drink the alkaline water or you will soon have the quick step. This route appears to have been the route with the most traffic. Standing on the summit, You will be able to see that it was a gentle route. You will follow the Oregon California Trail, Lander Road to Twitchell Meadows. The Twitchell Meadows and Big Spring area are significant sites which are mentioned in most diaries. After your visit, I believe you will see why. This is one of the areas where Frederick W. Lander situated a work camp in 1859 and many diarists mention seeing him along with many Mormon laborers and their equipment (Lone Pine Canyon). "Red" Perry feels this is the site of one of the hunting camps used by Nathaniel Wyeth's men during the time they were building Fort Hall. While you are at Big Spring you will see what was

used as a meat cooler. The ruts are obvious as you start the down hill trek to Twitchell Meadows. It is doubtful that many people have hiked this trail since it was last used.

Once you reach Twitchell Meadows you will rendezvous with the bus and there will be water and cookies. The bus will then be available to take you across the two branches of Ross Fork Creek and up the mountain road to the area of Big Springs. As you cross the Ford you should look to the right and you will see the dugway which was made by Lander's crew to intersect the Oregon California Trail. There are numerous camp sites along the Ross Fork Creek, which are off to your left, as you ascend the hill. The bus will let you out where there are obvious pristine trail ruts leading towards Ross Fork Canyon to the west. You will then take the trail off to the left, which will lead back to the Big Spring area. You will be able to walk a short distance up either the

Jeff Canyon route or the Bear Canyon route. You will not see much in the way of ruts as both of these trails have been graded, but it will be important to get a feel for the approaches. While you are in this area don't let your guides forget to show you the MEAT COOLER. After you have looked around as much as you and your guides feel is appropriate you can head back to the area of the bus, and I would suggest that you take some time to hike the trail headed to the west. It is too far to walk all the way to the canyon so don't go more than one half mile as you have to come back to the bus at the appropriate time. Board and you will start back to Fort Hall and then home for an early nap so you will be ready for the barbecue at the Fort Hall Replica. If you have extra time the bus can drive you over to Queedup Springs, the Lander Road, and the northern Portneuf route where it leaves the Portneuf River. If you go, the military road just east of Queedup Springs can be seen headed north to Lincoln Creek. You have just hiked a trail segment not frequently seen or walked by many people.

WE HOPE YOU
ENJOYED YOUR TRIP
AND THAT THIS WILL
ADD TO YOUR
KNOWLEDGE OF
THE TRAILS
IN THIS AREA!



Although the pioneers faced many hardships along the way — they also had some of the best views in the world. We hope you found one!



MAP WAGON ROAD



PRELIMINARY MAP

of the
Central Division
Department of the Interior
Pacific Wagon Roads.

Ft. Kearney South Pass & Honey Lake

WAGON ROAD

Surveyed and worked under the Direction of
F. W. LANDER, Supr.
by
W. W. WAGNER, Eng.

1037-5B.

Scale
1 inch = 10 miles
F. W. Lander, Supr.
W. W. Wagner, Eng.

- ROUTES
Surveyed and transmitted
F. W. Lander 1857
J. F. Mulhoney
J. L. Ingler
W. W. Wagner
F. W. Lander 1858
W. W. Wagner

F. W. Lander
Supr.



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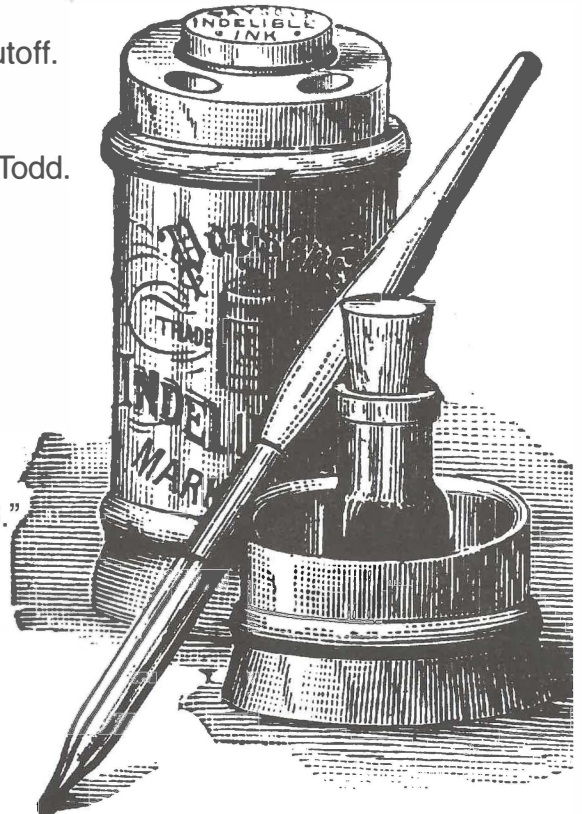
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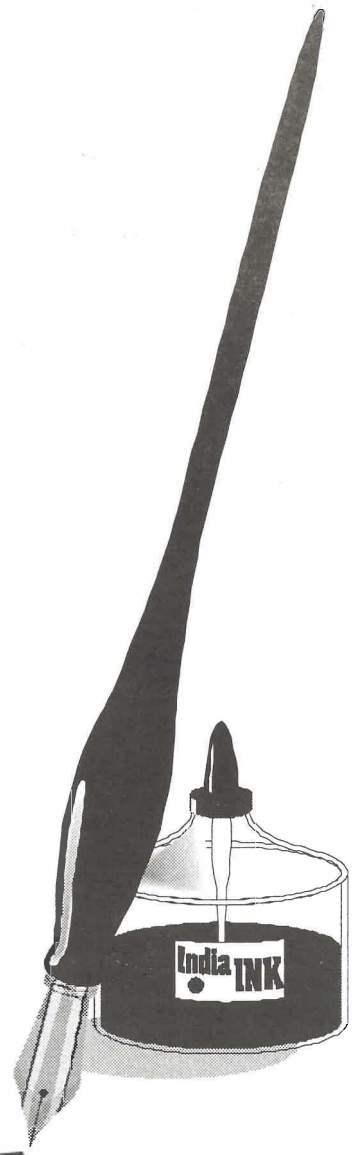
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NOTES



Here We Have Idaho

(General Version)

Official Idaho State Song by Enactment of 21st and 33rd Sessions of Idaho State Legislature.

Verses by ALBERT J. TOMPKINS

Music by SALLIE HUME-DOUGLAS

Chorus by MCKINLEY HELM

1. You've heard of the won - ders our land does pos - sess, Its beau - ti - ful

2. There's on - ly one state in this great land of ours, Where i - deals can

val - leys and hills; The maj - es - tic for - ests where

be re - al - ized; The pi - o - neers made it so

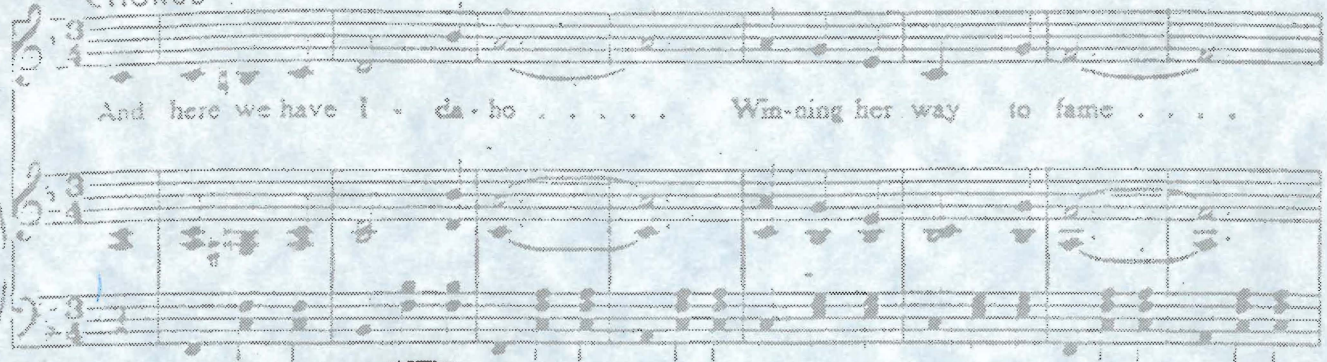
na - ture a - bounds, We love ev 'ry nook and rill.

for you and me, A leg - a - cy we'll al - ways prize.

OFFICIAL IDAHO STATE SONG

xxvii

CHORUS



And here we have I - da - ho Win-ning her way to fame

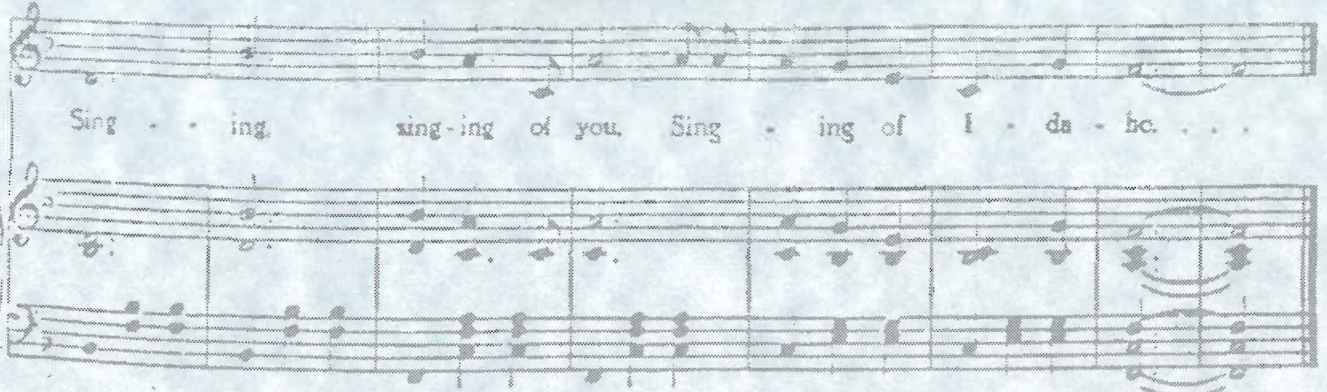


Su-ver an' good night here, And ro-mances in her name. . . .



Sing All our lives thro', we'll go

a tempo



Sing . . ing . . . sing-ing of you. Sing . . ing of I - da - ho. . . .