

# ***THE FIRST OVERLAND EMIGRANTS TO CALIFORNIA***

~~~~~

**A BIDWELL - BARTLESON PARTY TRAIL GUIDE  
FROM SODA SPRINGS TO SILVER ZONE PASS**

~

by  
**Roy D. Tea**

**UTAH CROSSROADS  
OREGON-CALIFORNIA TRAILS ASSOCIATION  
FALL FIELD TRIP  
SEPTEMBER 25, 26 & 27, 1998**

## TABLE OF CONTENTS

|                                  |                         |
|----------------------------------|-------------------------|
| FOREWORD.....                    | 2                       |
| QUOTATIONS .....                 | 2                       |
| USING THIS GUIDE.....            | 2                       |
| HISTORICAL BACKGROUND.....       | 3                       |
| SODA SPRINGS TO CORINNE.....     | 4 - 10                  |
| CORINNE TO SILVER ZONE PASS..... | 11 -18                  |
| DAILY MILEAGE.....               | 19                      |
| MAPS.....                        | (1) to (14)             |
| INSIDE COVER.....                | JOHN BIDWELL            |
| INSIDE BACK COVER.....           | BENJAMIN & NANCY KELSEY |

## FOREWORD

The Bidwell-Bartleson Party of 1841 even after 156 years still has not received the full acknowledgement for their accomplishments. They proved that overland travel to California was feasible and possible even with wagons. With a experienced and knowledgeable guide they would have established the wagon road to California that could have been used by the thousands of future emigrants. Dr. Doyce B. Nunis, Jr. in his book *The Bidwell-Bartleson Party, 1841 California Emigrant Adventure*, states in the introduction page 3:

"John Bidwell has been hailed by his principal biographer as the 'Prince of California Pioneers.' That appellation is well deserved, for it was earned by six decades of important contributions to the development of his adopted state. From the very outset of his arrival in Mexican California, November 4, 1841, he began to make his mark on the future thirty-first state in the Union. While clerking for John A. Sutter at Bodega Bay, his first job in - California, Bidwell commenced a lengthy letter to a Missouri friend, Elam Brown. As he later wrote to historian Hubert H. Bancroft in 1884, 'I promised items of our journey and of the country here &c.' He categorically stated, 'I never wrote it for publication. . .[but the letter] happened to get into the hands of a printer in Missouri.'"

And thus Bidwell's diary was read and carried by westward travelers, becoming the first overland emigrant "guide."

NOW is the time to recognize the Bidwell-Bartleson route and place it on the the OCTA Trail Map as the first overland trail to California.

## QUOTATIONS

Quotations throughout this guide were excerpted from the following sources:

Doyce B. Nunis, Jr., ed. *The Bidwell-Bartleson Party, 1841 California Emigrant Adventure: Documents and Memoirs of the Overland Pioneers*. Western Tanager Press, 1991. [John Bidwell, James John].

The two primary diaries used in this guide are the John Bidwell diary and the James John diary. The James John diary was not discovered until the twentieth century and was first published in 1991 in Doyce Nunis's book. These two diaries complement each other. Other documents relating to the emigrant party are also used.

J. Roderic Korns and Dale L. Morgan, eds. Revised and updated by Will Bagley and Harold Schindler. *West From Fort Bridger: The Pioneering of the Immigrant Trails - Across Utah, 1846-1850*. Logan: Utah State University Press, 1994. [E.G. Beckwith, Edwin Bryant, James Clyman, Edward Kern, Heinrich Leinhard, James Reed, J. Quinn Thornton].

## USING THIS GUIDE

The maps and directions in this book should be used only for orientation and planning purposes. Modern explorers should consult detailed maps such as those published by the U.S. Geological Survey.



## HISTORICAL BACKGROUND

Prior to the year 1841, only a few emigrants had made the westward journey overland to Oregon and California. The formation of the Western Emigration Society in 1841, however, permanently changed this situation with the **first planned overland emigration**. Organized in western Missouri to help overland emigrants prepare for the journey westward, the Western Emigration Society influenced the large migration that followed in the 1840s.

John Bidwell had migrated to western Missouri from New York in search of adventure, and his ambitions coincided with the aims of the Western Emigration Society. After a meeting with mountain man Antoine Robidoux, who painted an attractive picture of California, Bidwell was determined to head westward. The party that he traveled with was the first planned overland company to emigrate to California.

The emigrant company was organized on 18 May 1841 with John Bartleson elected as captain. Bartleson would not go with the company unless he was made captain. They were almost completely ignorant of the route west to California, but, fortunately, they were able to travel to the Rocky Mountains with a party of Jesuit missionaries guided by Thomas F. "Broken Hand" Fitzpatrick. From Soda Springs, Idaho, to their destination in California, they were left to their own resources. Having been advised by Fitzpatrick to travel south of the Snake River drainage and north of Great Salt Lake, they entered present-day Utah and became the first emigrants with wagons to travel across northern Utah.

They abandoned their wagons in eastern Nevada and continued on to California. With a little better reconnoitering to the west of Lucin, Utah, a trail could have been blazed to the head of the Humboldt River near Wells, Nevada, along the present alignment of the Southern Pacific Railroad. The route traveled by the Bidwell-Bartleson party across Utah could have become the California Trail instead of the trail later established through the City of Rocks, Granite Pass, Goose Creek, Thousands Springs Valley and south to Wells, Nevada.

Edward M. Kern, Talbot's topographer with the Fremont party going to California, recorded seeing the Bidwell-Bartleson wagon tracks on October 31, 1845. Clyman coming east on the same trail in 1846 apparently neither saw nor recorded any evidence of the Bidwell-Bartleson passing. On August 5, 1846, the Bryant-Russell party encountered evidence of the Bidwell-Bartleson party ten miles southwest of Donner Spring. No other reference is made to the trail by the Harlan-Young, Hoppe-Lienhard, and Donner-Reed parties who traveled this portion of the trail into Nevada this same year. In later years, wagon trains traveled across Park Valley, following close to the railroad after it was built in 1869. These wagon trains probably traveled some sections of the Bidwell-Bartleson trail.

This book covers that portion of the Bidwell-Bartleson trail from Soda Springs, Idaho, south along the Bear River to Great Salt Lake, west and south past Donner Spring, south around Pilot Peak, and west through Silver Zone Pass into Nevada. Because of the length of the trail, the tour is divided into two parts: Soda Springs to Corinne and Corinne to Silver Zone Pass.

Because nine (9) wagons leave very little trace on the fragile desert floor, the maps at the end of this pamphlet show the probable trail route. This route was determined by emigrant journal mileage and their description of springs, etc, which helped confirm their campsites. The existing emigrant trail through Park Valley and south to Donner Springs was probably established by the Bidwell-Bartleson Party and later traveled by others. The trail from the Donner Springs area west into Nevada was followed part way by Edwin Bryant and presumably to Big Springs by the following wagon trains in 1846.



## SODA SPRINGS TO CORINNE

*The tour starts at the JUNCTION of Main Street and US 30 in Soda Springs, Idaho. Soda Springs is located in southeastern Idaho, 165 miles north of Salt Lake City.*

Located on the Oregon Trail, Soda Springs has been known since pioneer days for its mineral salt springs, one of which was named Beer Spring. Alexander Reservoir now covers most of these springs. Writing in his journal from the **10 August campsite 1841**, (see **map # 1**) John Bidwell described the springs:

"The day was fine and pleasant; a soft and cheerful breeze and the sky bedimmed by smoke brought to mind the tranquil season of Autumn. A distance of 10 miles took us to the Soda Fountain, where we stopped the remainder of the day. This is a noted place in the mountains and is considered a great curiosity--within the circumference of 3 or 4 miles there are included no less than 100 springs, some bursting out on top of the ground, others along the banks of the river. The water is strongly impregnated with Soda, and wherever it gushes out of the ground, a sediment is deposited, of redish color, which petrifies and forms around the springs large mounds of porous rock; some of which are no less than fifty feet high--some of these fountains have become entirely dry, in consequence of the column of water which they contained, becoming so high, as to create sufficient power by its pressure, to force the water to the surface in another place, in several of the springs the water was lukewarm--but none were very cold--The ground was very dry at this time, and made a noise as we passed over it with horses, as though it was hollow underneath. Cedar grows here in abundance, and the scenery of the country is romantic. Father De Smet, with 2 or 3 flat head Indians, started about dark this evening to go to Fort Hall which was about 50 miles distance."

Travel west on US 30. At 1.2 miles are two historical signs on the left that explain about Soda Springs and Colonel Patrick Edward Connor. Continue west to OREGON TRAIL STATE PARK (2.7 miles).

Enter Oregon Trail State Park and note the trail ruts on the right and left of the road. Return to US 30.

Continue west to the JUNCTION (2.5 miles) with a road on the left, turn left to an Idaho highway maintenance station. By this station are two historical signs: one sign describes the separation of the Bidwell-Bartleson party, and the other sign describes the volcanic eruptions which changed the course of the Bear River 28,000 years ago.

On the road by the Idaho highway maintenance station, travel south 0.5 miles to a concrete dam on the Bear River. Note the channel depth of the Bear River as it flows west and then south.

The Bear River heads in Utah's Summit County in the Uinta Mountains, flows through Wyoming's Uinta County, Idaho's Bear Lake, Caribou and Franklin counties, and Utah's Cache and Box Elder counties along a meandering 350-mile course to empty into Great Salt Lake at Bear River Migratory Bird Refuge, 90 miles from its source. The Bear River is the largest river located entirely inside the Great Basin, its flow being exceeded only by the Green and Colorado rivers. At intervals along its course, dams impound and divert the waters for industrial and agricultural purposes.

Michael Bourdon, a twenty-one-year-old French Canadian fur trapper of the Hudson's Bay Company, is given credit for naming the Bear River in 1818 while trapping in the area. The Indians had names for the river--"Quee-yah-pah" for Tobacco Root Water, and "Gull-yah-pah" for Tobacco Water. These names refer to the color of the river in its lower reaches.

The name Michael Bourdon gave to the river refers to the numerous black, brown, and grizzly bears found in the region at that time.

Return to US 30. Continue west to the JUNCTION (1.0 miles) with a gravel road on the left.

*Pioneer burial site.* This road is rough and is not recommended for passenger cars. Travel south on this gravel road 0.5 miles to a fenced area where fifteen unknown pioneers are buried. Return to US 30.

Continue west to the JUNCTION (0.9 miles) with SR 34.

*Oregon Trail ruts.* Turn right onto old US 30. At 0.2 miles turn right, and continue east 0.5 miles to the mounds of dirt that block the road. On the left a fence ends. Park and walk past this fence about three hundred feet to view the Oregon Trail ruts in the sagebrush near the railroad fence. This is west of the location where the Bidwell-Bartleson party and the De Smet party separated, the Bidwell-Bartleson party going south and the De Smet party going northwest. John Bidwell described this separation:

"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 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 Ft. 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."

Return to the junction of US 30 and SR 34.

Travel south on SR 34 to the town of GRACE (5.0 miles). Turn right onto Center Street.

Travel west on Center Street. At 1.5 miles cross the Black Canyon of the Bear, where the Bear River has cut a deep channel through the black volcanic rock. This channel becomes deeper downstream as the Bear River cuts through the end of the volcanic rock and flows into the valley.

Continue west to the JUNCTION (3.0 miles) with the Hegstrom road.

Turn left onto the Hegstrom road, continue to a bend in the road, then turn right and continue to the JUNCTION (2.0 miles) with Gentile Valley road.

Travel south on Gentile Valley road to the JUNCTION (1.9 miles) with Ralph Hanson road.

**August 11 campsite (map # 1).** Travel east then south on Ralph Hanson Road, and at 0.9 miles stop on top of a hill, about four hundred feet from a house at the end of the lane. This is the 11 AUGUST CAMPSITE of the Bidwell-Bartleson party. Look west to the mountain and its two peaks and you will see where John Bidwell and James John saw snow on 11 August. John Bidwell described the scene:

"I, in company with another man [J. John], went some distance below the camp to fish in the river; fished sometime without success--concluded we could spend the afternoon more agreeably, the day was uncomfortably warm, could find no copses of willows these we did not

like to enter on account of the danger of falling in with bears, we concluded to ascend the mountain, where, were two spots of snow in full view, in order to enjoy the contrast between a scorching valley, and a snowy mountain."

After midnight, Bidwell and John found a place to sleep under a stunted fir tree. In the morning, they discovered quantities of shaggy hair. This had been the lair of grizzly bears. They reached the snow that morning, and, after putting some in a handkerchief, they hurried down the mountain back to camp where they were chastised by one and greeted with joy by the rest of the party.

Return to Gentile Valley road.

Continue south to the JUNCTION (3.3 miles) with Thatcher road and the **12 AUGUST CAMPSITE** ( see **map 2**). Turn right onto Thatcher road, and travel south past the Thatcher Ward building to the JUNCTION (7.3 miles) with Cleveland road. Travel south on Cleveland road to the JUNCTION (6.0 miles) with 13400 North. Turn left and travel east on 13400 North to the JUNCTION (0.8 miles) with SR 34. At this point, you can see the Oneida Narrows to the south. The Oneida Narrows is where the Bear River cuts through the mountains and where, downstream, a dam has been built to form Oneida Narrows Reservoir.

The **13 AUGUST CAMPSITE** was on the river (see **map 2**) by the narrows. James John wrote the next day:

"This morning we passed by a hot spring near the encampment it is constantly boiling and smoking and is strongly impregnated with soda. We traveled about 15 miles today over hills and mountains and encamped on a small brook about 4 miles from the river."

This hot spring can be seen on the left side of US 34, just after entering the highway.

Travel southwest on SR 34, paralleling the Bidwell-Bartleson route, to the JUNCTION (11.0 miles) with Mail Route road, a gravel road on the right. There is a power substation by this road. Turn right onto Mail Route road and travel 3.6 miles down Battle Creek Canyon to the junction with a paved road.

Turn left onto this paved road and travel 0.9 miles, then turn right onto the next road and travel 0.5 miles, then turn left onto 1600 West and travel 0.3 miles, then turn right onto 6400 North and travel 1.0 miles to the JUNCTION (6.3 miles) with US 91.

Turn left onto US 91 and travel south a short distance to a creek which crosses under US 91. This is Battle Creek, and the field to the right is the location of the **14 AUGUST CAMPSITE** on Battle Creek (**map 3**), four miles from the Bear River. Continue south to the JUNCTION (4.2 miles) with a gravel road on the right.

Turn right onto this gravel road and travel 0.2 miles to a fork in the road. The stream at the fork is Battle Creek. The Bear River Massacre took place in the area from the mouth of the ravine to the north and south to the Bear River. The battle occurred on 29 January 1863 between a band of Northwestern Shoshone Indians and soldiers from newly founded Camp Douglas in Salt Lake City, commanded by Colonel Patrick Edward Connor. The battle was prompted by harassment of overland travelers, settlers, and miners by the Indians, whose traditional lands were rapidly being preempted by the whites. Approximately 250 Indian men, women, and children were killed, along with fourteen soldiers. Many soldiers were afflicted by the extremely cold weather. There is a monument to this battle on the east side of US 91, just north of the Bear River bridge.



Travel down the left-hand fork (west). Note the deep ravines on the right as you travel the next 4.0 miles. These ravines caused the emigrants to travel in almost every direction. One mile from the fork the road changes from gravel to pavement. Continue on the pavement 0.3 miles to the second fork in the road. Take the left-hand fork, a gravel road, and travel 1.1 miles to the junction with a paved road.

Turn left onto the paved road and travel 1.7 miles to the junction with an east-west road. Turn right onto this road and travel 1.3 miles to the junction with 3200 West. Turn left onto 3200 West and travel south 4.6 miles to the junction with 3600 South. Turn right onto 3600 South and travel 0.5 miles, past a railroad track, to the junction with SR 84. Turn right onto SR 84 and travel 1.0 miles to WESTON (11.5 miles).

The **15 AUGUST CAMPSITE** ( **map 3**) is located just south of Weston on Weston Creek, three miles from the Bear River. Bidwell and John both described the scene. John Bidwell wrote:

"Continued our journey over hills and ravines, going to almost every point of the compass, in order to pass them. having come about 15 miles, we encamped on a small stream proceeding out of the Mountains at no great distance from us. But we were surprised to see it become perfectly dry in the course of an hour, some of the guard said there was plenty of water in it about midnight."

James John wrote:

"today we did not travel for perhaps not more than 8 miles on a straight line but the way was rough and winding and hilly we encamped on a small branch about 3 miles from the river that is from Bear river."

Travel south on SR 84 from the east-west road (3600 South) to the UTAH-IDAHO BORDER (2.6 miles). Crossing the border, Idaho SR 84 becomes Utah SR 23. The Bidwell-Bartleson party traveled south along the west side of the Bear River through today's Cornish, Trenton, Amalga, and Newton.

**CORNISH:** A farming community. In 1907 the Railroad changed the name from Cannon to Cornish, the name of the Vice President of the Union Pacific Railroad at that time.

**TRENTON:** A small agricultural community, settled in 1870. The early Mormon bishop, suggested the name of his former hometown, Trenton, New Jersey.

Travel south on SR 23 through Cornish to the JUNCTION (5.7 miles) with SR 142.

Turn left onto SR 142 and travel east 1.5 miles through Trenton to the junction with a road heading south. As you travel towards the junction, SR 142 bends southward and then eastward.

Turn right at the junction and travel south 1.9 miles to the junction with a road on the left. Turn left and travel east 1.5 miles to the junction with a road on the right. Turn right and travel south 1.8 miles to the **16 AUGUST CAMPSITE** (6.7 miles), on the left by the Bear River near the town of Amalga (**map 5**). James John described the campsite:

"Today we travelled about 10 miles and encamped on the bank of Bear river near a place called Cash valley."

**AMALGA:** A small agricultural community, first settled in 1860. When the Amalgamated Sugar Company built a sugar beet processing plant there, the name was changed to Amalga. It is

now the site of Cache Valley Cheese Factory, which is reputed to be the largest maker of Swiss cheese in the world. Cheese making is one of the valley's most important industries, conducted by some five large firms which utilize locally produced milk.

Continue south 1.3 miles to the junction with SR 218. Turn right onto SR 218 and travel 4.0 miles west, then 3.0 miles northwest to NEWTON (8.3 miles).

**NEWTON:** Newton was an out growth of Clarkston, a community to the north. It was a farming community originally called New Town to separate it from Clarkston. The name was soon shortened to Newton. In 1871 construction began on the first storage reservoir in Utah and is now called the Newton Reservoir, located just north of the community. Just south of Newton is the Cutler Reservoir which is formed by the water backed up by the Bear River Cutler Dam.

**CUTLER RESERVOIR:** Cutler Reservoir is just south of Newton and occupies some 6,000 acres, extending behind the dam for eight or ten miles and creating a popular lake for boating as well as shallow marshes for game birds.

Their vision blocked by Little Mountain and unable to see where the Bear River crossed the mountains to the west, the Bidwell-Bartleson party traveled along the north bank of the Bear River until they came to the Narrows, and then crossed what is now called Long Divide.

Travel through Newton to the junction with SR 142. Turn right onto SR 142 and travel northwest 1.3 miles to the junction with a gravel road on the left. Turn left onto this gravel road, and travel 1.0 miles to the junction with a northeast-southwest gravel road. Turn left onto this curving gravel road, and travel west 5.2 miles over Long Divide to the junction with 2800 West. Turn left onto 2800 West and travel south 1.8 miles until the ROAD BENDS (9.3 miles) westward. The **17 AUGUST CAMPSITE** ( **map 5**) is about one mile to the southwest on the banks of the Bear River.

James John described the river and the falls:

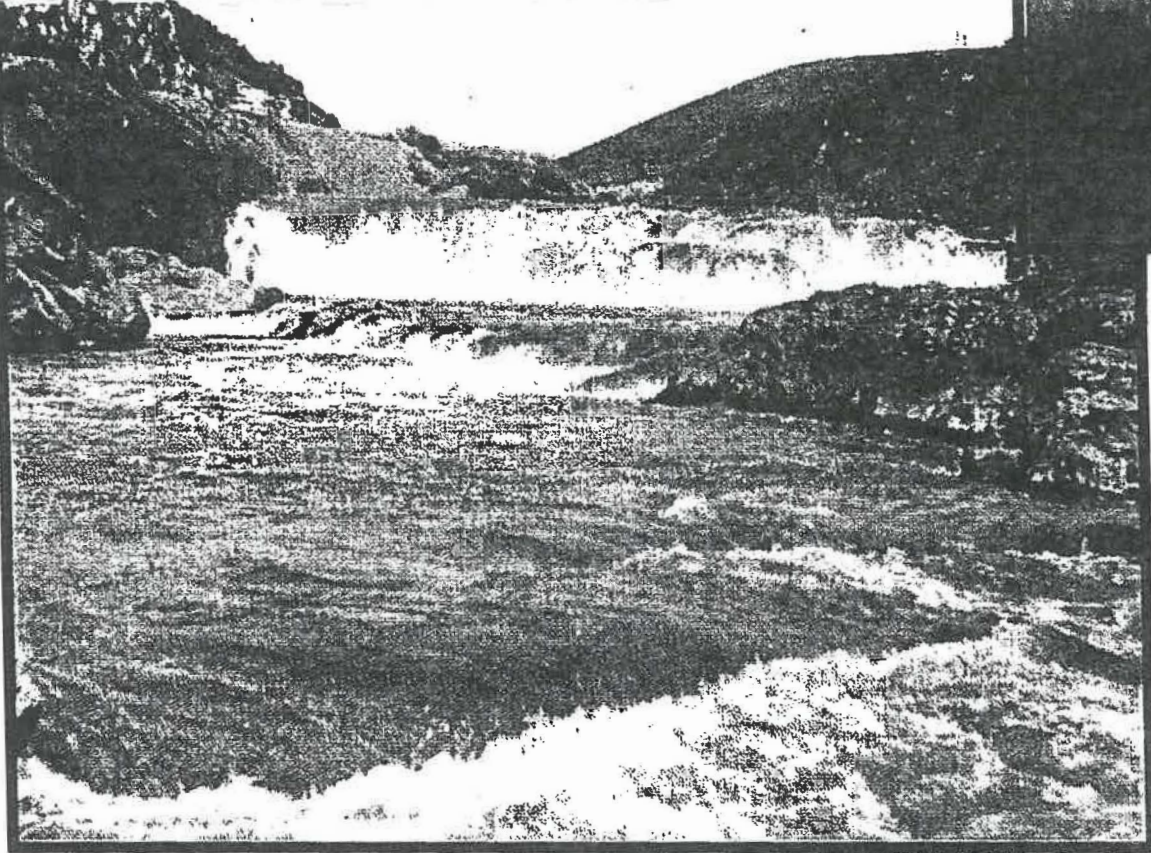
"Today we travelled about 20 miles and encamped in Cash valley on the bank of Bear river 2 miles blow the falls of that river here the river runs through a deep cut in the Mountain [Gates of the Bear] which is narrow and nearly perpendicular and about 300 ft high."

**CUTLER DAM:** Cutler dam built just below the falls of the Bear River impounds Bear River and its Cache Valley tributaries in a large lake known as Cutler Reservoir occupying some 6,000 acres. At the dam is a power plant and also the source of the West Side Canal, which supplies Bear River water to Box Elder county farms. The UP RR cuts through these narrows on the south side of the dam.

**FIELDING:** A farming community first settled in 1893 and named for Joseph Fielding Smith, then President of the Mormon Church. There is some irrigated land, large areas of dry farms, and grazing land on neighboring hills. When the country was first reconnoitered in 1877, it was covered with sage to the height of a man's head while riding a horse.

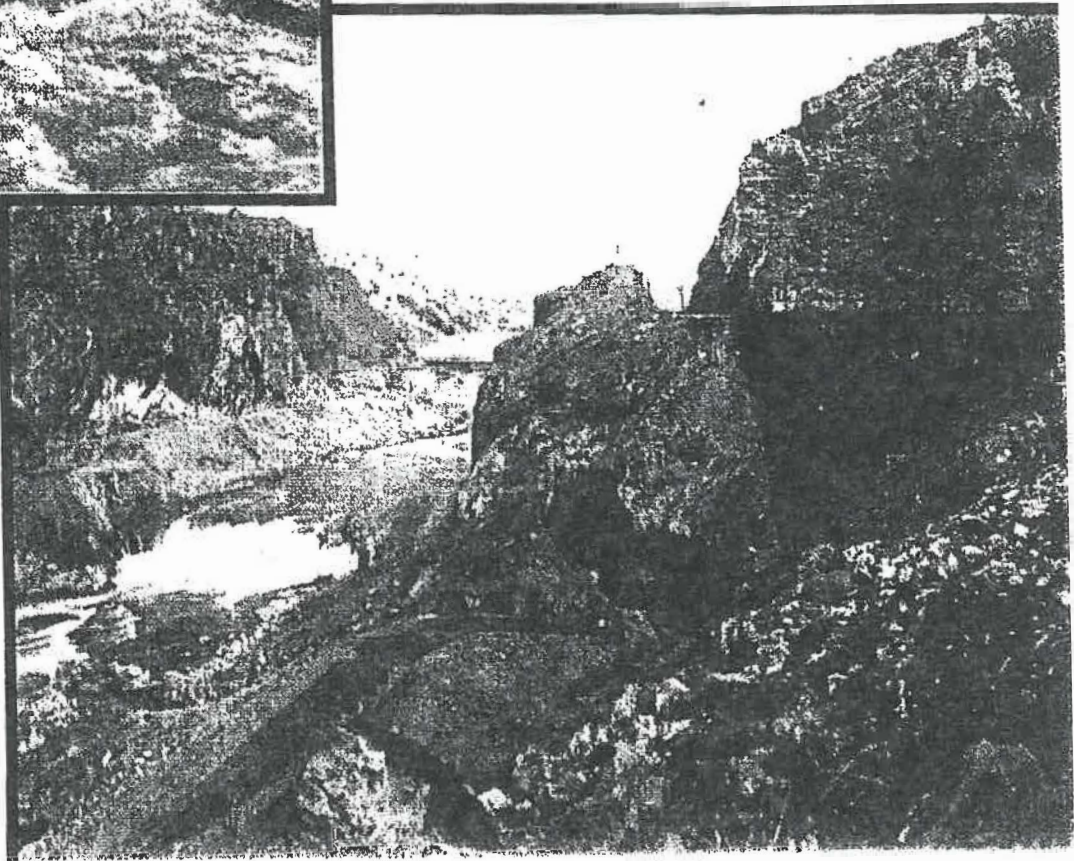
Travel west through Fielding to the MALAD RIVER (2.5 miles).

The Malad River drains south from Idaho into Utah and joins the Bear River just north of Corinne. Donald Mackenzie, a French Canadian trapper for the Hudson's Bay Company, is given credit for naming the river. He and his men became ill after eating beaver meat. "Malade" is French for "sick." Frémont called the river "Roseaux." Though narrow, this river was a big obstacle for early travelers because of its steep high banks and muddy bottom. The main crossing was Rocky



The falls in the canyon, must have been 20 to 30 feet of drop. Note - foot bridge in upper center. History tells us Jim Bridger canoed down the Bear River and ended up on the shores of the Great Salt Lake.

This is a C.P.S. photo of the east end of Bear River Canyon. U&M Branch, U.P.R.Y. Note - canal tunnel in center of picture, falls, and the coffer dam. The railroad went through the canyon at about the same time as the canals were being built, railroad on the ~~left~~ *Right*.





Ford, southwest of the town of Plymouth. This ford had been used for centuries by the Indians, and was used later by the mountain men and overland emigrants.

Continue west to the JUNCTION (0.5 miles) with SR 13.

*Rocky Ford (Private Property).* A portion of this optional tour is on private property, and permission is required. Turn right onto SR 13, and travel north 3.0 miles to the junction with 19200 North on the left. A sign reading "Belmont Springs" is at this junction. Turn left onto this road, and travel west down a hill, crossing the Malad River. On the left is a hot springs resort called Belmont Springs or Uddy Springs. Continue west 1.0 miles from SR 13 to the junction with a gravel road (6000 West 19200 North). Turn right onto this gravel road and travel 0.5 miles to an unmarked gravel road on the left, in the Malad River bottoms.

This road is on private property, and permission is required to proceed. The owner lives on the NW cor. of 6000 W 19200 N. Travel west on this gravel road 0.3 miles, under an I-15 overpass structure, to some corrals. Park and walk about two hundred feet north to the Malad River crossing. This natural crossing is called ROCKY FORD, so named because of a layer of small rocks in the bottom of the river.

Return to SR 13 past the hot springs. John Bidwell described these hot springs:

"Traveled but a short distance, when we discovered that a deep salt creek prevented our continuing near the river. In ascending this stream in search of a place to cross it, we found on its margin a hot spring, very deep and clear. The day was very warm and we were unable to reach the river, encamped on this salt creek and suffered much for water, the water being so salt we could not drink it, distance 15 miles."

James John also described these hot springs:

"[T]his four noon we came to a muddy deep creek which we could not cross without going nearly a half days journey up it and consequently we travelled about 5 miles today and came down on the opposite bank and encamped there is a number of hot salt springs on the banks of this creek some of them are nearly as hot as boiling water."

Travel south on SR 13 through Riverside to the **18 AUGUST CAMPSITE** (6.6 miles). The emigrants camped by the Malad River on the left (**map 5**). This site in a direct distance, is five miles from the 17 August campsite but they traveled 15 miles to get there. The Bidwell-Bartleson party traveled down the west bank of the Malad River, through today's Riverside, Garland, and Tremonton.

**RIVERSIDE:** On the west bank of the Bear River is a farming community, which was laid out in 1893 under the supervision of the Bear River Canal Company and the Corinne Mill, Canal and Livestock Company. The prosperous Bear River Valley was occupied by struggling dry farmers and homesteaders before the waters of Bear River came winding down the canal in the early 1890's. Hundreds of people then filed on homesteads. Utah pioneers had learned how to put water on their land, but those who came into the valley, especially a German colony from Illinois, damaged their farms by too much water and too little drainage; alkali salts rose to the surface, and some lands were abandoned. Proper drainage helped overcome the over-irrigation.

**GARLAND:** Essentially a twin city with Tremonton. Together they constituted the trading center for a large agricultural area raising grain, corn and at one time sugar beets. Garland had one of Utah's largest sugar factories but the sugar beet industry in Utah has since been abandoned with most sugar beet growers converting to other crops.

**TREMONTON:** Tremonton is the commercial capital of a widespread agricultural region. In its vicinity are thousands of acres of productive dry and irrigated farms, devoted to the raising of grain, alfalfa, etc. Tremonton was settled in 1888 and experienced a boom during the early 1900's when the town site was laid out. Today many residents commute to work at the Thiokol plant near Promontory, 20-odd miles away.

Continue south on SR 13 through Garland and Tremonton to **BEAR RIVER CITY** (10.3 miles), and the junction with 6400 North.

**BEAR RIVER CITY:** Bear River City was initially settled by Scandinavian Mormon converts who were assigned to live in this area by their church. Their first homes were dugouts. Dry farming in Utah had its beginning here in 1863 when the settlers experimentally planted wheat on non-irrigatable sagebrush land and were rewarded with a fair crop. The community received its name from the nearby river.

In Bear River City, you will find a Jim Bridger Monument, a cobblestone structure bearing a bronze plaque, which honors the frontiersman who came this way by boat to the Great Salt Lake.

Turn right onto 6400 North, and travel west, crossing the Malad River and then a railroad track, to the **JUNCTION** (2.6 miles) with 6800 West. Turn left onto 6800 West, and travel south to the **JUNCTION** (4.0 miles) with SR 83. The area to the south and to the east is where the Bidwell-Bartleson party traveled some twelve to thirteen miles in a triangular route looking for Great Salt Lake and fresh water for themselves and their livestock. John Bidwell described this search:

"Started early, hoping soon to find fresh water, when we could refresh ourselves and animals, but alas! The sun beamed heavy on our heads as the day advanced, and we could see nothing before us but extensive arid plains, glimmering with heat and salt, at length the plains became so impregnated with salt, that vegetation entirely ceased; the ground was in many places white as snow with salt & perfectly smooth--the mid-day sun, beaming with uncommon splendor upon these shining plains, made us fancy we could see timber up on the plains, and wherever timber is found there is water always. We marched forward with unremitted pace till we discovered it was an illusion, and lest our teams should give out we returned from S. to E. and hastened to the river which we reached in about 5 miles. A high mountain overlooked us on the East and the river was thickly bordered with willows--grass plenty but so salt, our animals could scarcely eat it; salt glitters upon its blades like frost. Distance 20 miles."

Continue south on 6800 West to the **JUNCTION** (1.0 miles) with an unmarked east-west road. Turn left onto this road and travel east to **CORINNE**, 3.5 miles, location of the **19-20 AUGUST CAMPSITE** ( **map 6**). The party remained here for two days while they explored the surrounding country. They were ten miles from Great Salt Lake.

**CORINNE:** Corinne dreams in the sun, like an old man remembering his youth. The once roaring, fighting, hilarious rakehell town has little to show for its riotous past. A handful of houses, a few weather-stained business buildings, a church, and a school, are all that remain of city of more than 2,000 people. A discerning eye can trace the boundaries of the old city, but the men who dreamed and slaved to make it a great railroad and steamboat center have long since gone. It is hard to imagine that this little farming village was once the gentile stronghold, once aspired to become the capital of Utah, once had hopes of becoming a great agricultural center, and was once so wild it had to hire an "outlaw-tamer" to rid itself of undesirables.

Upon the completion of the railroad in 1869, Corinne became the headquarters for thousands of freighters plying their goods north to Montana.

In 1871 a stern-wheeler steamboat was built to navigate the Lake it was called the City of Corinne. It hauled machinery to and ore from the mines south of the Lake. The second boat, The Kate Connor was launched shortly after.

The adventures did not pay. In 1872 diphtheria epidemic swept the community. Hundreds died, people deserted the City. The final straw that broke Corinne's back was when the Lucin cutoff trestle was built across the middle of the Great Salt Lake in 1903.

Even Corinne's old enemies admit that the town did much to establish the commercial status of Utah. Failure dogged all of its ambitions, but it was the first gentile town in Utah, had the first gentile school, was the home of the first political party to oppose the Mormon People's Party, and was the first to put steamboats on Great Salt Lake. It is now just a sleepy little farming community.

## CORINNE TO SILVER ZONE PASS

Before traveling westward to Kelton, Lucin, Donner Spring, and Wendover, *be prepared*. After twenty-five miles of paved road, you will be traveling on gravel roads into desolate desert country. Food, water, and gasoline are available in Park Valley, seventy-eight miles from Corinne, and in Wendover, eighty-five miles from Park Valley.

*The tour starts at the OLD CHURCH in Corinne.* Corinne is located sixty-five miles north of Salt Lake City.

Travel north to the junction with SR 13. Turn left onto SR 13, then turn left onto SR 83, and travel west to the JUNCTION (14.2 miles) with SR 102.

**August 21-22 campsite ( map 6).** On SR 102 travel 1.7 miles to the northeast until you come to a spring and a house on your right. This is Connor Springs, the 21-22 AUGUST CAMPSITE. John Bidwell wrote:

"S. 21st. Marched off in a N.W. direction, and intersected our trail of Thursday last, having made a complete triangle in the plain."

James John wrote:

"21st Travelled about 12 miles and came to a large salt springs where we camped. 22nd. Stayed in camp on account of our oxen straying. We found them towards evening. The men who went to Fort Hall, 7 in number, returned today. They obtained some provisions but could get no pilot."

Travel west on SR 83 to the JUNCTION (3.5 miles) with a road on the left. This is Lampo Junction, and just north of here is Thiokol's Wasatch Division, an industrial facility devoted to research, development, and manufacture of solid-propellant rocket motors. Occupying more than one hundred brightly colored buildings, the Thiokol plant is the largest of its kind in the world. Interestingly, Thiokol's plant, whose rocket motors are used to launch NASA's space shuttle, is within sight of another transportation landmark-the completion of the nation's first transcontinental railroad.

Turn left at Lampo Junction and travel west 6.7 miles on the paved road. Take the right-hand fork up the hill past railroad cuts and fills to where the pavement turns left. The road to the left



goes south 1.2 miles to GOLDEN SPIKE NATIONAL HISTORIC SITE. The Golden Spike National Historic Site marks Promontory Summit, the place where the Union Pacific and Central Pacific railroads met on 10 May 1869, to form the nation's first transcontinental railroad.

The culmination of the nation's dream to unite the east and west coasts brought major changes to the country. The new railroad provided the first practical means of round-trip travel. New opportunities for commerce brought buffalo hunters, who depleted the great bison herds that roamed the plains; it was not long before the bison, and the Plains Indians who hunted them, virtually disappeared. The railroad also advanced the settlement of Nebraska, Wyoming, Colorado, Utah, Nevada, and California, as immigrants in search of fertile farmland rode the rails west by the thousands.

A visitor's center straddles the summit's viewing area where two replica locomotives--Jupiter and Engine 119--face each other as they did at the 1869 joining of the rails. Each year on 10 May, the joining of the rails ceremony is reenacted for the public. Travel back 1.2 miles to the bend in the pavement.

Travel west on the gravel road past a summit down to CEDAR SPRINGS (4.8 miles), on the left. From here is seen the vista of Great Salt Lake that Bidwell saw from their **23 AUGUST CAMPSITE ( map 7)**.

John Bidwell described the view:

"At evening we arrived in full view of the Salt Lake, water was very scarce. Cedar grows here both on the hills and in the valleys, distance 20 miles."

James John also described the view:

"Camped at night at a small spring where we did not get half enough water for the animals. We are near the Salt Lake and frequently travelled over plains covered with salt which is good for use."

With the exception of the Dead Sea, Great Salt Lake is the saltiest body of water on Earth. Occupying a large part of northern Utah, the lake is seventy-two miles long and thirty miles wide, but only ten to thirty feet deep. The only crossing over the lake is the 102-mile Southern Pacific Railroad cutoff between Ogden and Lucin.

Centuries ago, the northwestern quarter of Utah was covered by Lake Bonneville, a great fresh-water lake ten times the size of Great Salt Lake. Covering more than twenty-thousand square miles in Utah, Nevada, and Idaho, the lake was one thousand feet deep where Great Salt Lake now lies and nine hundred feet deep at the site of Salt Lake City. Lake Bonneville left a distinct shoreline that is still visible. The lake broke through its barrier at the outlet, Red Rock Pass, north of the Battle Creek campsite in Idaho, and with a change in climate the huge lake fell below its lowest outlet and shrank to today's Great Salt Lake. Depending on the water level, Great Salt Lake's salinity varies from 15 to 25 percent, at least six times saltier than the ocean.

A few of the islands in Great Salt Lake are inhabited by wildlife. The largest island, Antelope Island, named by John C. Frémont in 1845, provides a refuge for about five hundred American Bison. Antelope and Rocky Mt. Sheep have been re-introduced recently to Antelope Island, which is now a state park.

Great Salt Lake rose over twelve feet between 1967 to 1983, covering I-80, Saltair beaches, the roads to Antelope Island, and wildlife refuges. Road grades were raised, dikes built, and

pumps installed to pump the high water into the Great Salt Lake Desert. The lake has since receded.

The Great Salt Lake Desert, west of Great Salt Lake, is part of the bed of ancient Lake Bonneville and is composed of clay washed into the huge lake thousands of years ago. At the Bonneville Salt Flats, a low place in this basin located east of Wendover, Utah, salt has been deposited over time. The water from the pumping project was pumped into another low place called the Newfoundland Basin. The water covered approximately eight hundred square miles of the Great Salt Lake Desert with salt water, which has since evaporated, leaving a salt crust averaging about six inches thick and covering the Donner-Reed trail.

Follow the unmarked gravel road as it turns northwest to a FORK (9.6 miles) in the road, on the right.

**August 24-25 campsite (Private Property).** This tour is on private property, and permission is required (contact the Foreman at the ranch house). This road goes northeast to the 24-25 AUGUST CAMPSITE at Salt Wells ( **map 7**).

James John described this campsite:

"This morning we were detained by the oxen straying. Did not get them till about 12 o'clock. Travelled about 10 miles and camped near a number of salt springs not far from the Lake. These springs are deep. Some of our horses would have drowned had we not seen them in time. There are also extensive plains here which border on the Lake."

Return to the unmarked gravel road. Continue west on the left-hand fork of the gravel road to MONUMENT POINT (4.7 miles), where Great Salt Lake, the railroad grade, and the Bidwell-Bartleson Trail meet.

Continue northwest to the "Locomotive Springs" SIGN (4.2 miles). South 1.5 miles is the Locomotive Springs State Waterfowl Management Area. The Bidwell-Bartleson party missed these springs, forcing them to travel a longer distance and establish a camp without water to the northwest. Locomotive Springs is southeast of Kelton. The springs pour out their waters from the center of a large flat, creating thousands of acres of marsh land, wild hay fields, and sloughs. Thousands of brant, snipe, and ducks frequent the marshes, which are protected as a migratory bird refuge.

Continue west at the Locomotive Springs sign. As you travel west, the road switches to the old Central Pacific Railroad grade. Travel along this grade to the old town site of KELTON (10.3 miles). There are several Bureau of Land Management interpretive signs placed next to the railroad grade that outline the area's railroad history.

KELTON was established as a railroad town. Water was piped in square, hollowed-out-timber pipes from a spring to the northwest and used for the steam locomotives. Originally on the Central Pacific Railroad as a stage and freighting station, Kelton served as a major junction for stage and freight lines from Idaho and Oregon. After the Lucin Cutoff was built across Great Salt Lake, the town of Kelton died. It had an early name of Indian Creek. The settlement was named after a Mr. Kelton, a local cattleman. The cemetery and old Central Pacific roadbed are all that remain today.

Turn right and travel north from Kelton to the JUNCTION (8.5 miles) with paved SR 30. Turn right onto SR 30 and travel to MILEPOST 66 (1.1 miles), at the junction with an unmarked gravel road on the left. East of this point 2.5 miles is the **26 AUGUST CAMPSITE** ( **map 9**). John Bidwell described this campsite:

"Traveled all day over dry, barren plains, producing nothing but sage, or rather it ought to be called, wormwood, and which I believe will grow without water or soil. Two men were sent ahead in search of water, but returned a little while before dark unsuccessful. Our course intersected an Indian trail, which we followed directly north towards the mountains, knowing that in these dry countries, the Indian trails always lead to the nearest water. Having traveled till about 10 o'clock P.M. made a halt, and waited till morning distance about 30 miles."

Turn left onto the gravel road, and travel north 0.8 miles to a junction, then travel left through a gate 1.4 miles to a locked gate. Northwest of this gate, you can see the meadows at Tenmile Springs. This is the **27 AUGUST--4 SEPTEMBER CAMPSITE ( map 9)**. The Bidwell-Bartleson party stayed at this campsite longer than any other site on the trail. John Bidwell described the reasons for this long rest:

"Daylight discovered to us a spot of green grass on the declivity of the mountain towards which we were advancing. 5 miles took us to this place, where we found to our great joy, an excellent spring of water and an abundance of Grass-here we determined to continue, 'till the route was explored to the head of Mary's River and run no more risks of perishing for want of water in this desolate region."

James John also described this campsite:

"Started early and travelled about 5 miles, camped. Plenty water and grass here. We remained several days. Some Snake Indians camped near us and came out and traded some berries for powder and buffalo and bullets. The Captain, and an other man named Charles Hopper, left camp on the 30th for the purpose of finding Mary's River. There is neither rain nor, I can here discover, of the season of the year. We have had no rain since we left the Platte River."

Return to SR 30. Turn right onto SR 30, and travel south to a ranch road on the left and the "Morris Ranch" SIGN (4.3 miles).

*Location of 5 September campsite (Private Property).* This campsite is located on private property, and the owner (1993) does not want to be disturbed. The ranch house is about one-half mile below the hill amongst the cedar trees. This is the **5 SEPTEMBER CAMPSITE (map 9)**.

Bidwell and John both describe the campsite. John Bidwell wrote:

"Grass having become scarce, we concluded to move on a little every day to meet Capt. B. & H. Traveled about 6 miles and encamped by a beautiful Cedar grove."

James John wrote:

"Left the camp that we came to on the 27th of August and went about 6 miles, camped in a cedar grove near a spring of water and in sight of the plains which border on the Salt Lake. Captain Bartleson and Mr. hopper have not yet returned."

Travel west on SR 30 through Park Valley to the **PALMER TWINS SERVICE STATION** (6.6 miles).

**PARK VALLEY:** Park Valley was settled in 1869 The heavy growth of trees along Dove creek and the view of the valley inspired the name. In 1841 the Bidwell-Bartleson party brought the first wagons though the valley, and in the 1869 the first railroad was built. The rich grass in the valleys supported large herds of cattle, though scarcity of water always counterbalanced fertility of the soil. More lively days came with mining excitement in the late years of the century. A vein



of gold was struck, and everything was hustle and bustle. A small five-stamp mill was erected and money was turned out at the rate of \$500 per day.

In 1914 a group of Russians moved in to colonize the valley, but successive years of drouth forced abandonment of their project in 1920. In 1937 a range rider, hunting coyotes, fell with his horse down a thirty-foot well abandoned by the Russians. Horse and rider landed right side up. The horseman managed to throw his lariat out of the well and was drawn up by a companion; it took forty-eight hours to extricate the horse.

**September 6 campsite (Private Property).** This campsite is on private property, and permission is required. There is a gravel road south of the Palmer Twins Service Station. Travel south and east on this gravel road 5.0 miles. You will come to some trees at Baker Spring, the 6 **SEPTEMBER CAMPSITE ( maps 9 & 10 )**. John Bidwell described this campsite:

"We travelled about 10 miles a day in a southwest direction and camped on a small brook. Today we killed some rabbits and an antelope. Game being scarce here we were compelled to kill oxen."

Return to SR 30. Continue west to **ROSETTE** (4.5 miles). Directly south of Rosette seven miles is the **7-8 SEPTEMBER CAMPSITE ( map 10 )** which is not readily accessible..

**ROSETTE:** Rosette is a small ranching community. The first postmaster, named it Rosette in 1871 for the wild roses growing in the area. Many of the original settlers were Swiss.

Continue southwest to **MILEPOST 37** (17.8 miles). You will see an emigrant road which crosses the highway from northeast to southwest. The Bidwell-Bartleson party is believed to have pioneered this road.

Continue southwest to **ROSEBUD SPRINGS** (4.2 miles) to an unmarked gravel road on the right. Turn right onto the gravel road and travel west 1.3 miles, then travel right at a fork 1.0 miles to a locked metal gate. The buildings behind this gate comprise a Bureau of Land Management camp. This is the **9 SEPTEMBER CAMPSITE (map 10)**. John Bidwell wrote:

"The part of the Company that remained yesterday, went on and overtook the 2 wagons. [Benjamin Kelseys wagons] Capt. Bartleson & Hopper returned, bringing Intelligence that they had found the head of Mary's river-distant about 5 days travel, distance traveled to day about 12 miles S. W. direction. The Indians stole a horse-day cool." Return to SR 30. "

Continue southwest to a **HISTORICAL MARKER** (3.5 miles), on the left. Travel 7.0 miles until you come to a slight bend in the road. South of this bend a little way is the **10 SEPTEMBER CAMPSITE (map 11)**. James John wrote:

"This morning the Indians were dismissed and we gave them some powder and lead balls which appeared to satisfy them for their service. We travelled about 14 miles today and then camped near the foot of a mountain with neither water nor grass for our animals."

Continue southwest to the Grouse Creek **JUNCTION** (14.0 miles). Turn left and follow the southeast unmarked road 1.2 miles to the trees at Owl Springs. This is the **11 SEPTEMBER CAMPSITE (map 11 & 12 )**. James John described the campsite:

"We started early, travelled about 14 miles to the southwest, and found water and grass here and we camped for the night."

The following day, the first wagons were abandoned. John Bidwell wrote:

"Mr. Kelsey left his wagons and took his family and goods on pack horses, his oxen not being able to keep up: distance to day about 12 miles."

James John wrote:

"This morning left two wagons belonging to B. Kelsey, their oxen being worn down by fatigue. They were compelled to leave their wagons and pack their belongings on horses and mules."

Continue southeast 0.1 miles to the junction with a road that goes southwest. Travel 0.3 miles on this road to where a wagon trail crosses to the southwest. This trail was probably established by the Bidwell-Bartleson party traveling from the spring. Continue southwest 0.9 miles to the JUNCTION (2.5 miles) with the Lucin/Wendover road.

Travel south on the Lucin/Wendover road 3.3 miles to the old Central Pacific Railroad grade and a historical sign. Continue southwest to where the road crosses the Southern Pacific Railroad tracks [UP RR now] . On the south side of the railroad, and east of the road crossing, is LUCIN (5.4 miles).

LUCIN was a small railroad community on the west side of the Great Salt Lake Desert. It was staffed by employees of the early Central Pacific and South Pacific Railroads. Today the railroad crosses the Great Salt Lake instead of skirting the northern shore. The town died in 1936. Then from 1937 to 1972 retired railroad workers resettled the site. The name Lucin comes from a local prolific fossil bivalve (*Lucina Subanata*).

Continue south to the SUMMIT (5.8 miles) of the hill. Some where south east of here was the **12 September Campsite ( map 12 )**. Before the railroad came the springs from the Pilot Range ran down the slope. At one of these streams The Bidwell Party Camped. The springs in the mountains were captured by the railroad and put in a aqueduct and carried to the Railroad at Lucin. The exact location of the spring or stream is unknown. James John wrote:

"We travelled about 10 miles today southwest and camped at a excellent spring near a large plain covered with salt partly surrounded by high mountains."

Continue south on the Lucin/Wendover road. A wagon trail crosses the road at 4.2 miles from the northeast and then crosses again going southeast. This trail probably was established by the Bidwell-Bartleson party. At 8.9 miles there is an abandoned house on the right. Continue southeast then south to SHIBLEY SPRINGS (13.2 miles), on the left. This is the **13 SEPTEMBER CAMPSITE ( map 13)**.

Continue south to the TL BAR RANCH (4.5 miles), where Donner Spring is located by the dead trees. A kiosk has been placed to honor the early explorers and emigrants who visited this spring. Continue southwest to the JUNCTION (4.7 miles) with the Hall Springs road.

Turn left onto the Hall Springs Road and travel west to HALL SPRINGS (0.6 miles). The Bidwell-Bartleson party had dinner here on 14 September. James John described the stop:

"We started early this morning and passed a number of good springs, took dinner at one of them." [Halls Spring].

Return to the Lucin/Wendover road. To the west is 10,700-foot Pilot Peak named by John C. Frémont. PILOT PEAK is in Nevada, close to the Utah-Nevada border. The peak was a landmark to all emigrant parties moving west in this part of the country. Explorers, mountain men,

trappers, and Indians also used the peak as their guide. It could be seen from great distances as emigrant parties crossed the Great Salt Lake Desert.

As quoted by Creer (1947), J. C. Fremont said:

"To the friendly mountain, I gave the name of Pilot Peak."

James John continues:

... "We traveled on the border of the salt plain until night. The same plain that we traveled on yesterday, leaving it to the left and the mountains to the right. These plains border on the salt lake. In the evening we left the salt plain, turned our course to the west, crossed the mountain through a gap [Bidwell Pass] and could find no water. We traveled until ten o'clock at night and could find no water and was obliged to camp without water or grass."

Continuing on the main road for 5.0 miles past the fence on the Utah-Nevada border, until you see carsonite markers on the left hand side of the road. This is the trail which parallels the road just on the left (south) until the road crosses the trail where a white marker is on the right side of the road.

Somewhere in this vicinity ten miles southwest from Donner Springs, Edwin Bryant noted a wagon trail and wrote in his journal:

"After travelling about ten miles we struck a wagon-trail, which evidently had been made several years [before?]. From the indentations of the wheels, where the earth was soft, five or six wagons had passed here. The appearance of this trail in this desolate region was at first inexplicable; but I soon recollected that some five or six years ago an emigrating expedition to California was piloted out by Colonel Bartlettson, Mr. J. Chiles, and others, of Missouri, . . ."

It is assumed that since the Edwin Bryant pack party followed the Bidwell-Bartleson Wagon Trail that the following wagons did also, thus creating a permanent trail for us to follow today.

Continue south and at 1.5 miles look westward where you will see a low pass, recently named Bidwell Pass. This pass we named in honor of **John Bidwell** of the Bidwell / Bartleson Party that passed this way on Sept. 14, 1841.

On the summit of this low pass are two markers, one brown [Donner Reed] and one white [Hastings Trail].

Edwin Bryant wrote about following the 1841 Bidwell wagon tracks:

"Following this old trail some two or three miles, we left it on the right, [Bryant meant that the trail left them on the right as he was following the Clyman-Fremont trail to the Southwest] and crossed some low and totally barren hills, [Bidwell Pass] which appear to have been thrown up by the action of volcanic fires at no very remote period of geological history. They are composed of a white, imponderous earth, resembling ashes, intermingled with fragments of scoria, resembling the cinders from an iron-foundry, or a blacksmith's furnace." [If you travel through this area west of Bidwell Pass notice the white earth.]

West of Bidwell Pass 7.5 miles is the **14 SEPTEMBER CAMPSITE (map 14)**. John Bidwell wrote:

"Traveled about 25 miles and stopped about 9 o'clock at night, in the middle of a dry plain, destitute of water."

James John continued in his diary:

"15th. This morning we left the camp at daylight. Traveled 4 miles in the gap of another mountain [Silver Zone Pass] and found a little water but not half enough to water the animals. Pased the mountain [and] traveld through a plain about 8 miles and came to water and grass at the foot of a large mountain [Big Springs at Johnsons Ranch]. Here we encamped."

Four miles west from the 14 September campsite is a small spring in Silver Zone Pass, also used by the 1846 Emigrants. Apparently this spring was not dug open enough before the Bidwell Party passed through in 1841. About fifteen miles further west is Big Springs, the **15 SEPTEMBER CAMPSITE**, at the foot of the Pequop Range. This is where the Bidwell-Bartleson party abandoned the rest of their wagons, pack their necessities on oxen, mules and horses before continuing on to California.

To finish this tour continue south from the Bidwell Pass area on the Lucin Wendover road, over Leppy Pass, down the other side of the mountain to the mud flats, to the JUNCTION (12.0 miles) with a curved paved road. The paved road heading east goes 3.0 miles to the Bonneville Salt Flats. The paved road heading south goes to the JUNCTION (1.4 miles) with I-80. At this point you are 117 miles west of Salt Lake City and 3 miles east of the Utah-Nevada border.

## DAILY MILEAGE

### THE FIRST EMIGRANTS TO CALIFORNIA 1841

**B=** Bidwell journal    **J=** Johns diary    **D=** Dawson mileage only

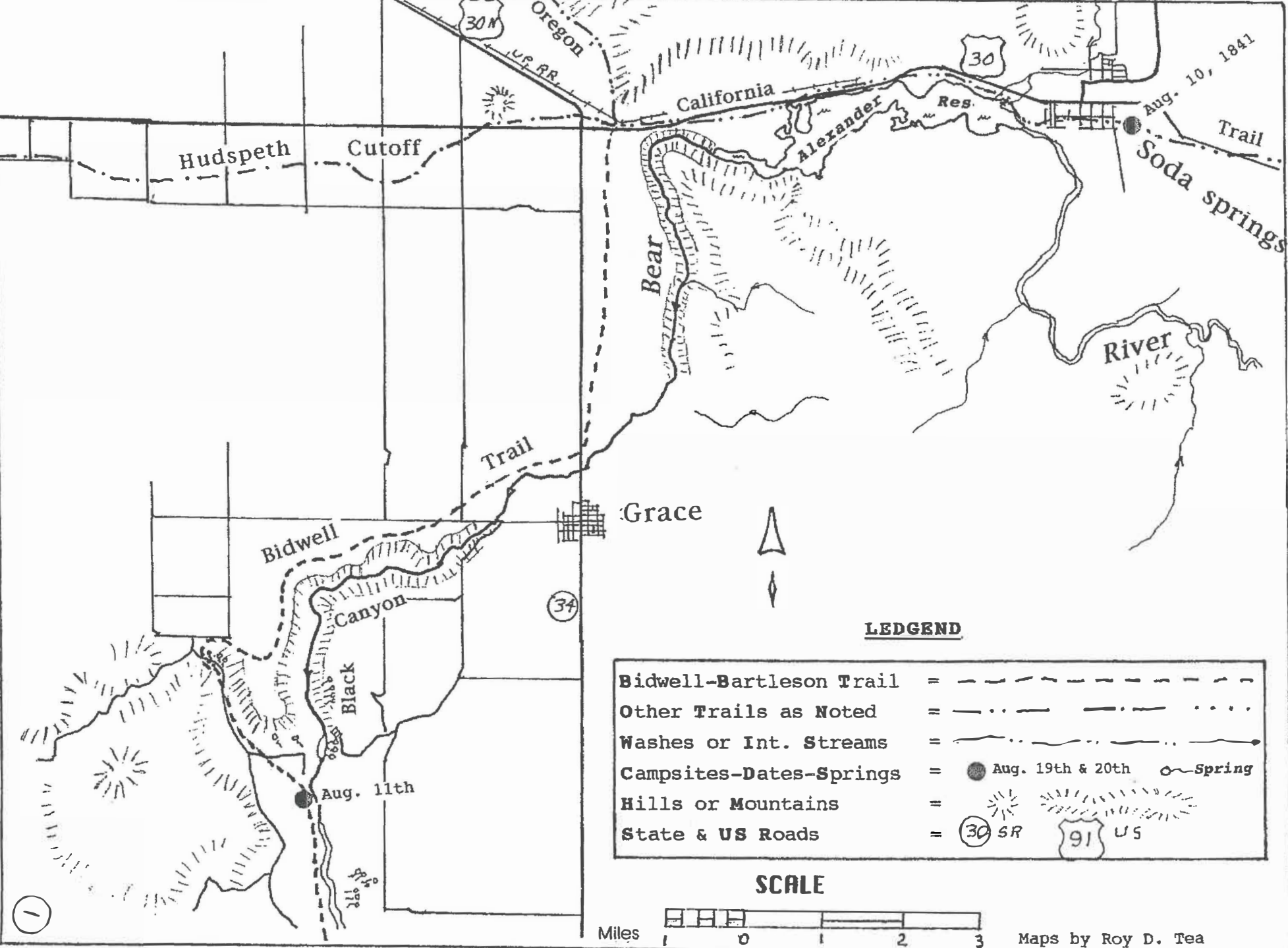
| <b>DAY</b>          | <b>B</b> | <b>J</b> | <b>D</b> | <b>AVERAGE</b> | <b>CAMP SITE</b>         |
|---------------------|----------|----------|----------|----------------|--------------------------|
| <b><u>AUG.</u></b>  |          |          |          |                |                          |
| 10th ---            | 10       | 10       | 12       | 10.7           | Soda Springs             |
| 11th ---            | 12       | 14       | 20       | 15.3           | Below Grace Power PL.    |
| 12th ---            | 4        | 4        | 5        | 4.3            | N.W. Thatcher Mtg. Ho.   |
| 13th ---            | 10       | 10       | 12       | 10.7           | Narrows                  |
| 14th ---            | 14       | 16       | 18       | 16             | Benida, Battle Creek     |
| 15th ---            | 15       | 8 *      | 14       | 14.5           | Weston Creek             |
| 16th ---            | 12       | 10       | 8        | 10             | Bear River, Cache Valley |
| 17th ---            | 16       | 25 **    | 15       | 15.5           | N.E. of Fielding         |
| 18th ---            | 15       | 5 *      | 18       | 16.5           | Garland                  |
| 19th ---            | 20       | 16       | 18       | 18             | Corinne - Bear River     |
| 20th ---            | 0        | 0        | 0        | 0              | " " "                    |
| 21st ---            | 10       | 12       | 15       | 12.3           | Connors Spring           |
| 22nd ---            | 0        | 0        | 0        | 0              | " "                      |
| 23rd ---            | 20       | 26       | 18       | 21.3           | Cedar Springs            |
| 24th ---            | 10       | 10       | 12       | 10.7           | Salt Wells (Holmgren)    |
| 25th ---            | 0        | 0        | 0        | 0              | " " "                    |
| 26th ---            | 30       | 35       | 25       | 30             | North East of Kelton     |
| 27th ---            | 5        | 5        | 5        | 5              | Tenmile Spring           |
| 28th to 4th         | 0        | 0        | 0        | 0              | " "                      |
| <b><u>Sept.</u></b> |          |          |          |                |                          |
| 5th ---             | 6        | 6        | 9        | 7              | Cedar Grove (Morris Rh)  |
| 6th ---             | 7        | 10       | 9        | 8.7            | Baker Spring             |
| 7th ---             | 7        | 6        | 8        | 7              | Dove Creek ?             |
| 8th ---             | 0        | 0        | 12 ***   | 12             | Rosebud Spring           |
| 9th ---             | 12       | 12       | 0        | 12             | Rosebud Spring           |
| 10th ---            | 15       | 14       | 15       | 14.7           | Dry Point                |
| 11th ---            | 15       | 14       | 15       | 14.7           | Owl Spring               |
| 12th ---            | 12       | 10       | 12       | 11.3           | Mountain Spring          |
| 13th ---            | 15       | 15       | 18       | 16             | Shibley Spring           |
| 14th ---            | 25       | ?        | 20       | 22.5           | Pilot Peak Valley        |
| 15th ---            | 15       | 12       | 15       | 14             | Big Spring (Johonson Rh) |

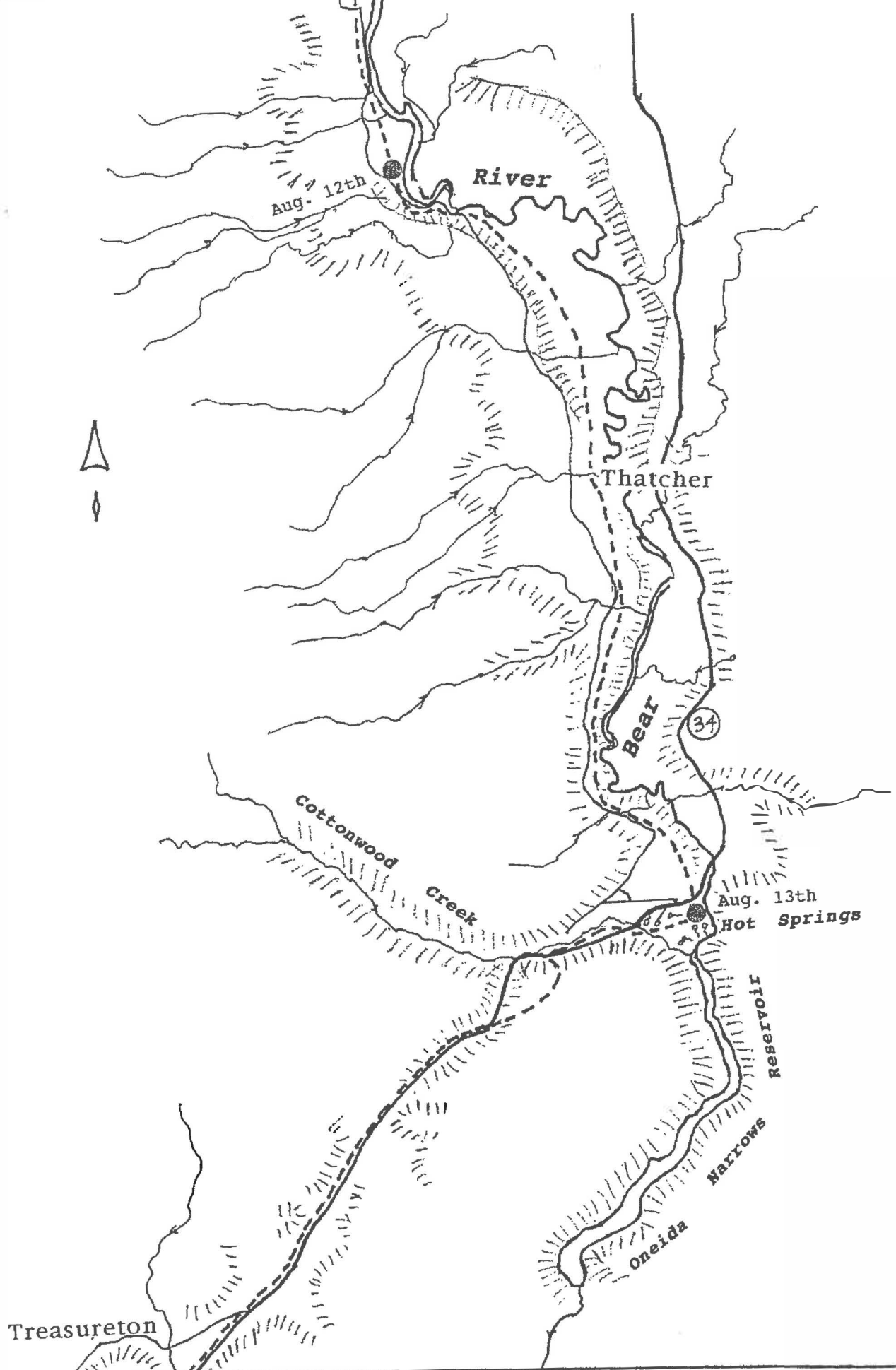
\* = Not total for day - straight line from camp to camp - partial.

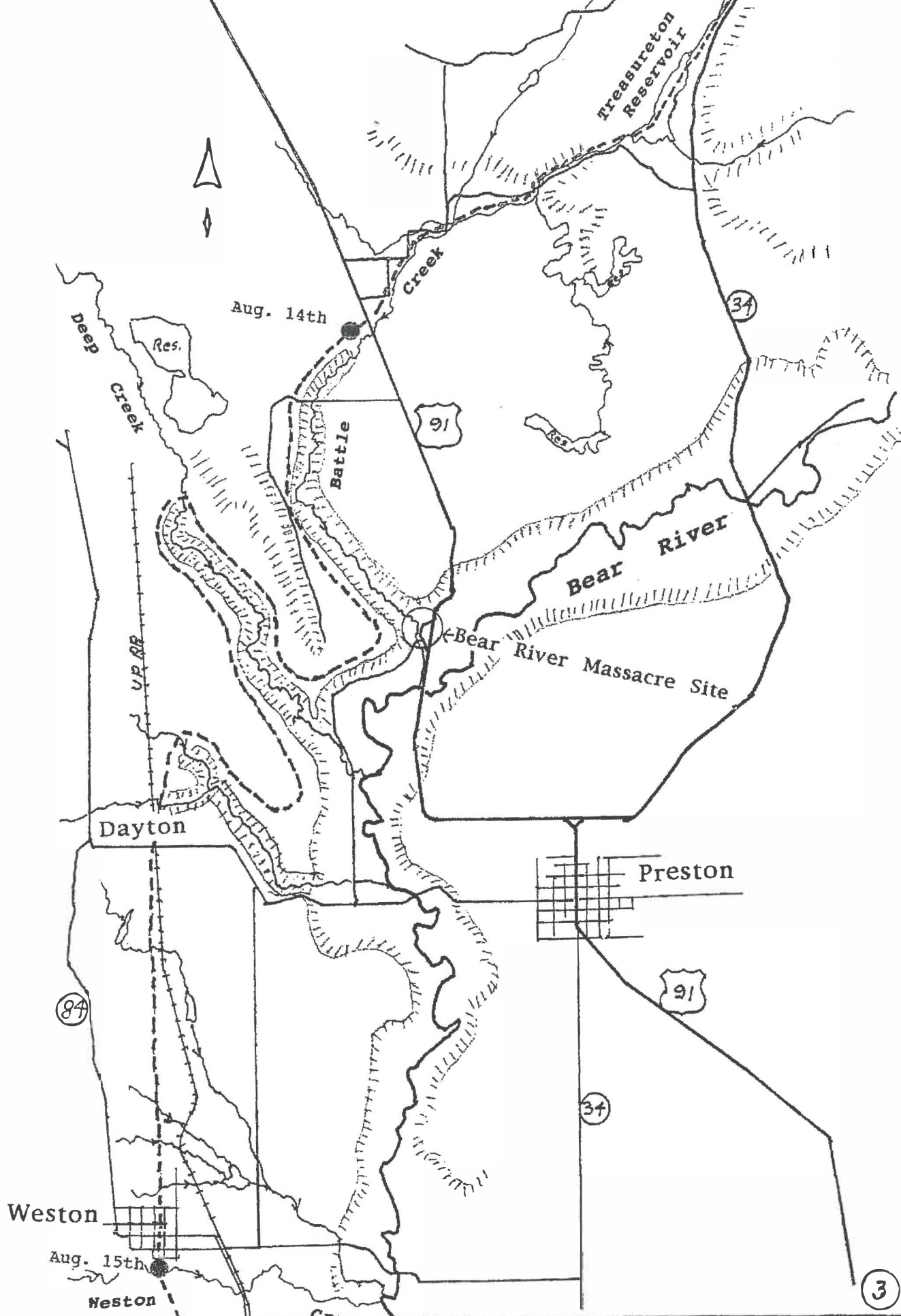
\*\* = Left out of calculation - high.

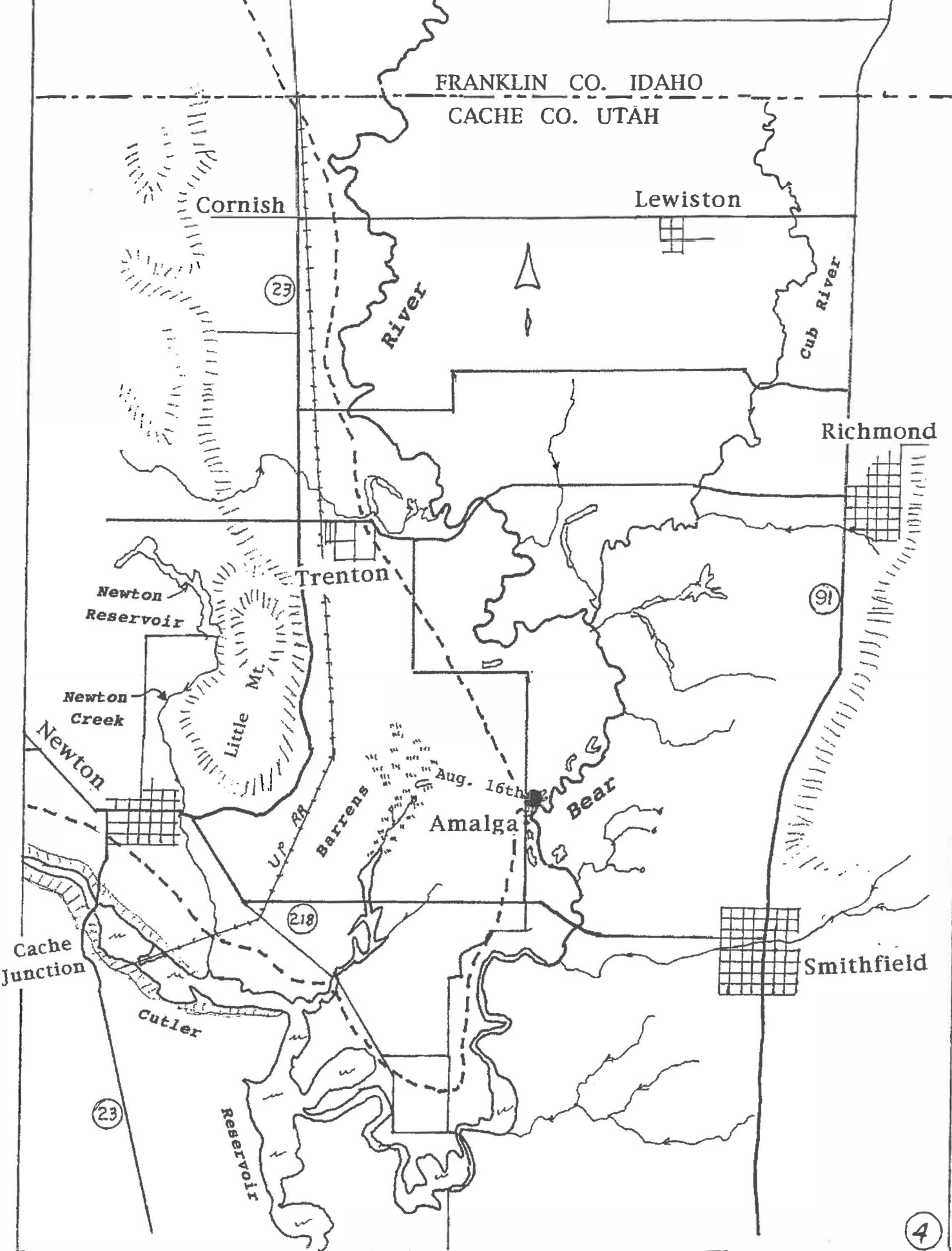
\*\*\* = Dawson & Kelsey's moved on by themselves.



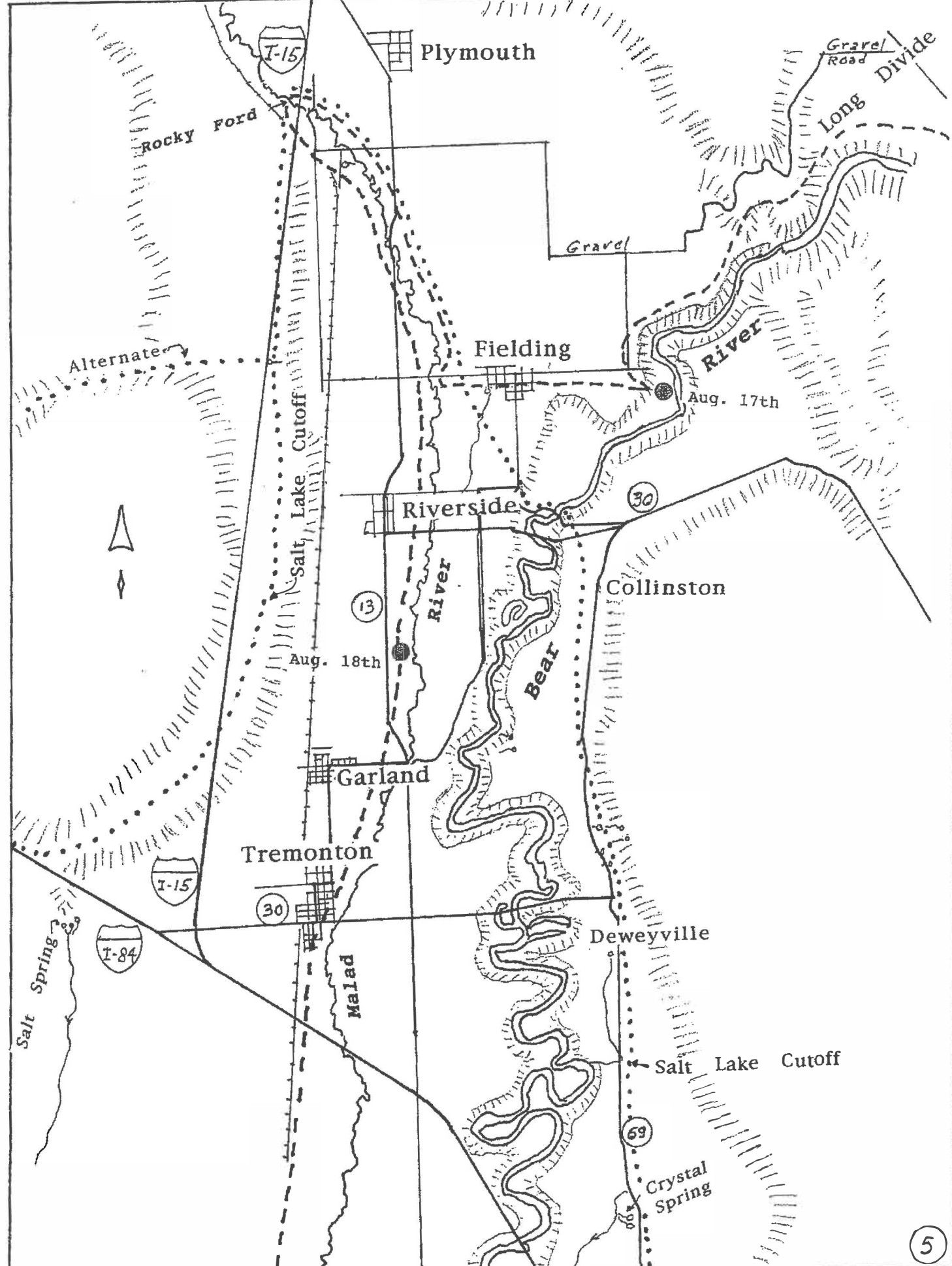




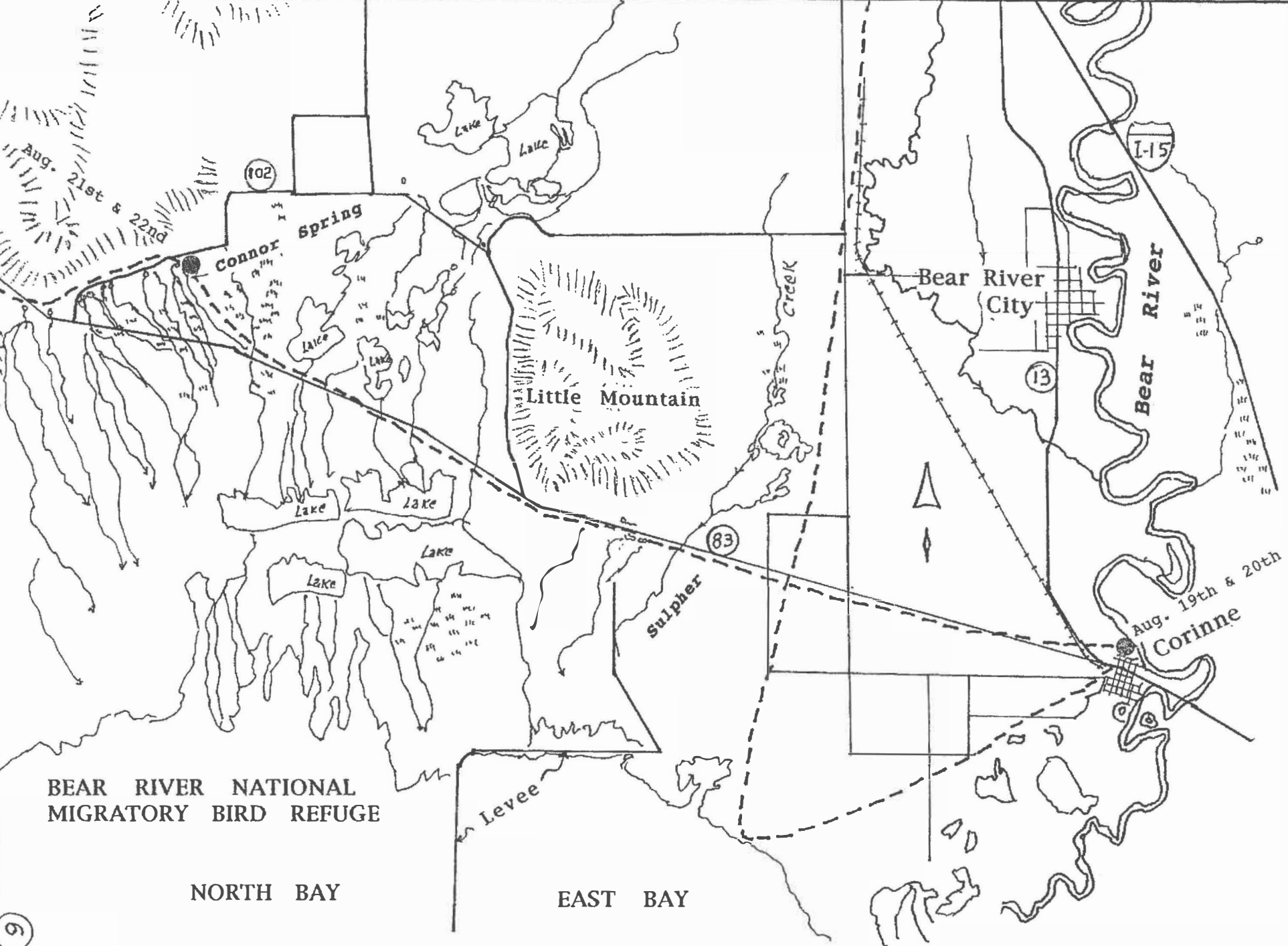


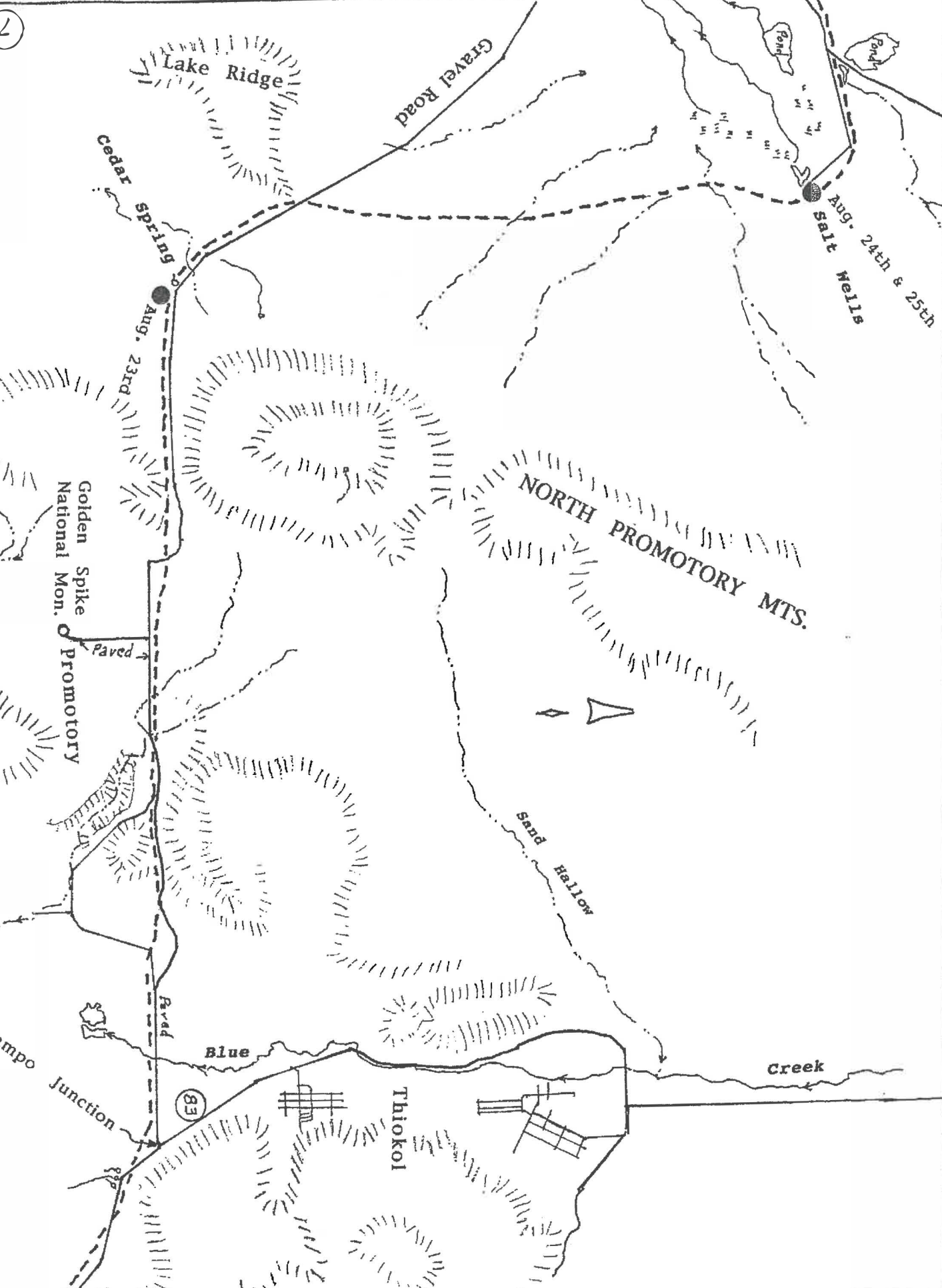












7

Lake Ridge

Gravel Road

Pond

Aug. 24th & 25th  
Salt Wells

Cedar Spring

Aug. 23rd

Golden Spike  
National Mon.  
Promotory

Paved

NORTH PROMOTORY MTS.



Sand Hollow

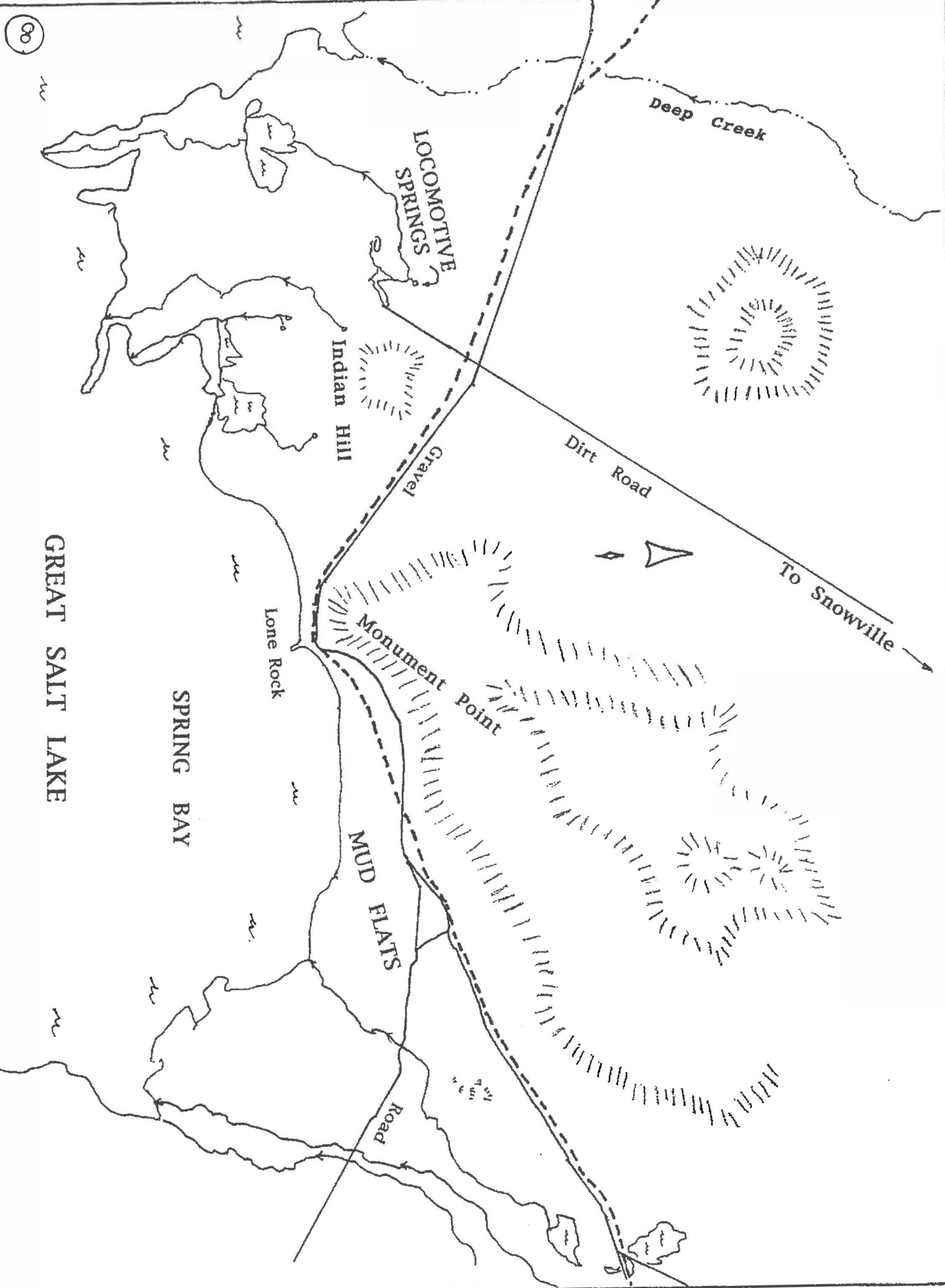
Blue

Creek

Thiokol

83

mpo Junction



GREAT SALT LAKE

SPRING BAY

Lone Rock

MUD FLATS

Road

Monument Point

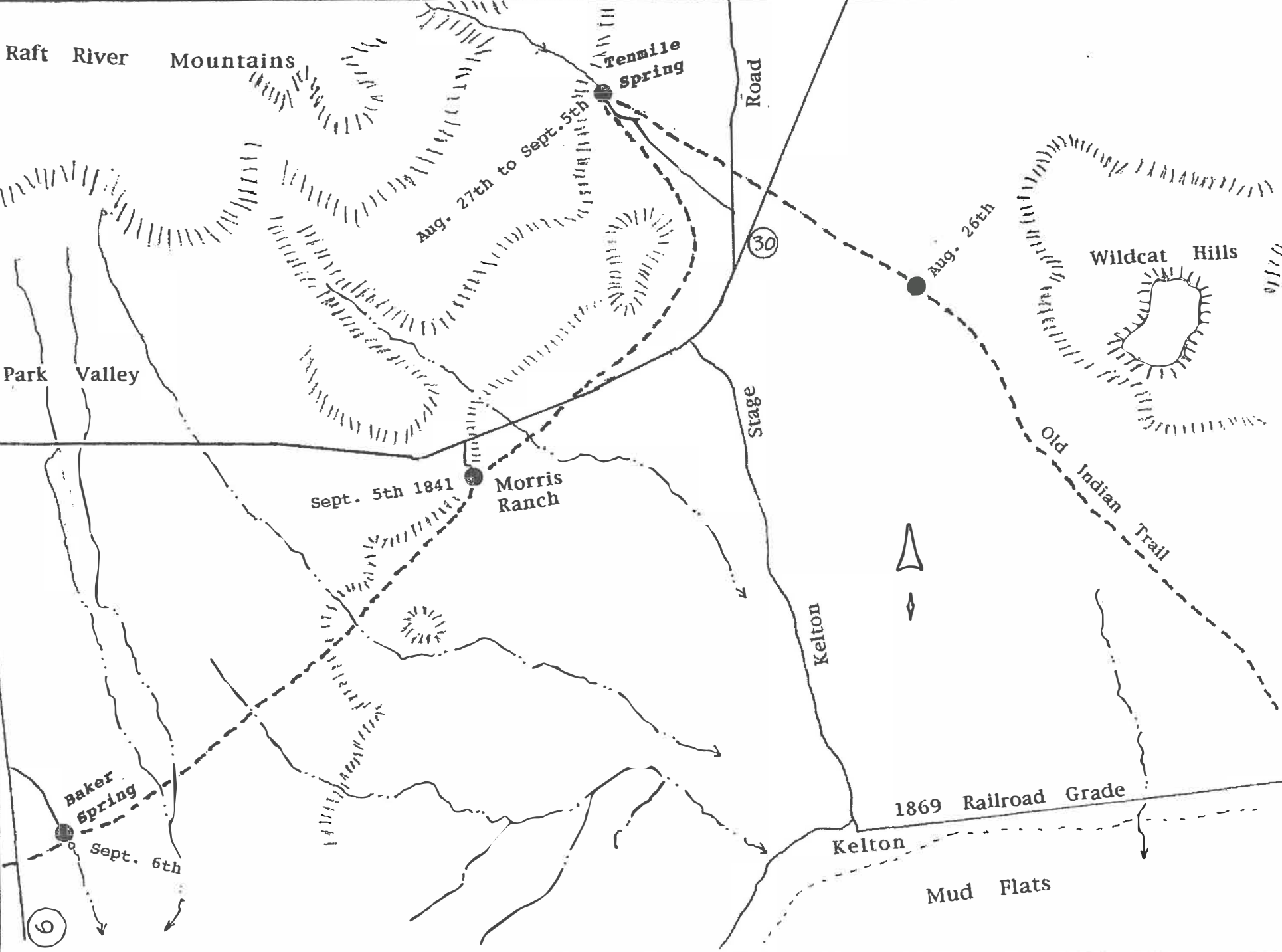
Indian Hill

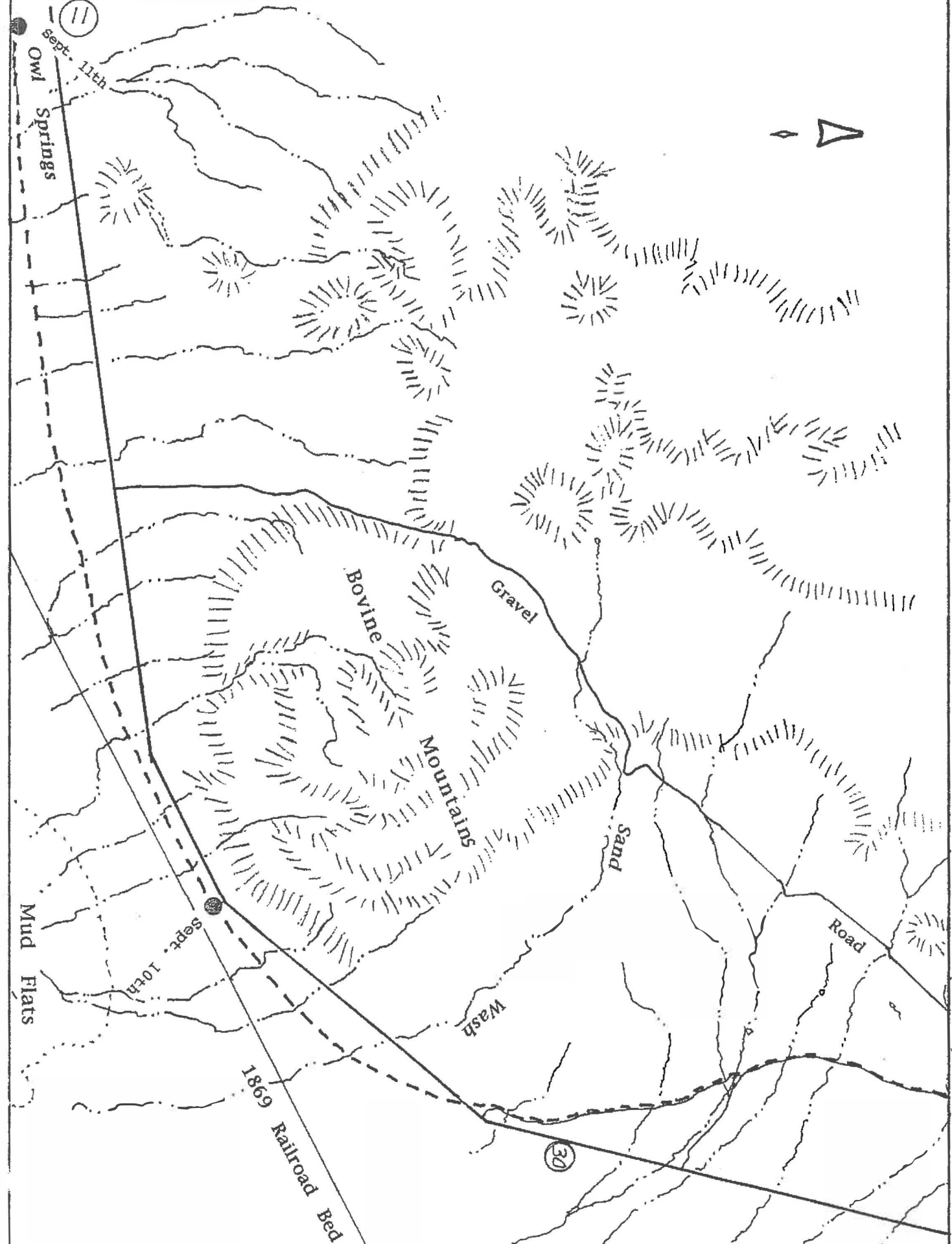
LOCOMOTIVE  
SPRINGS

Deep Creek

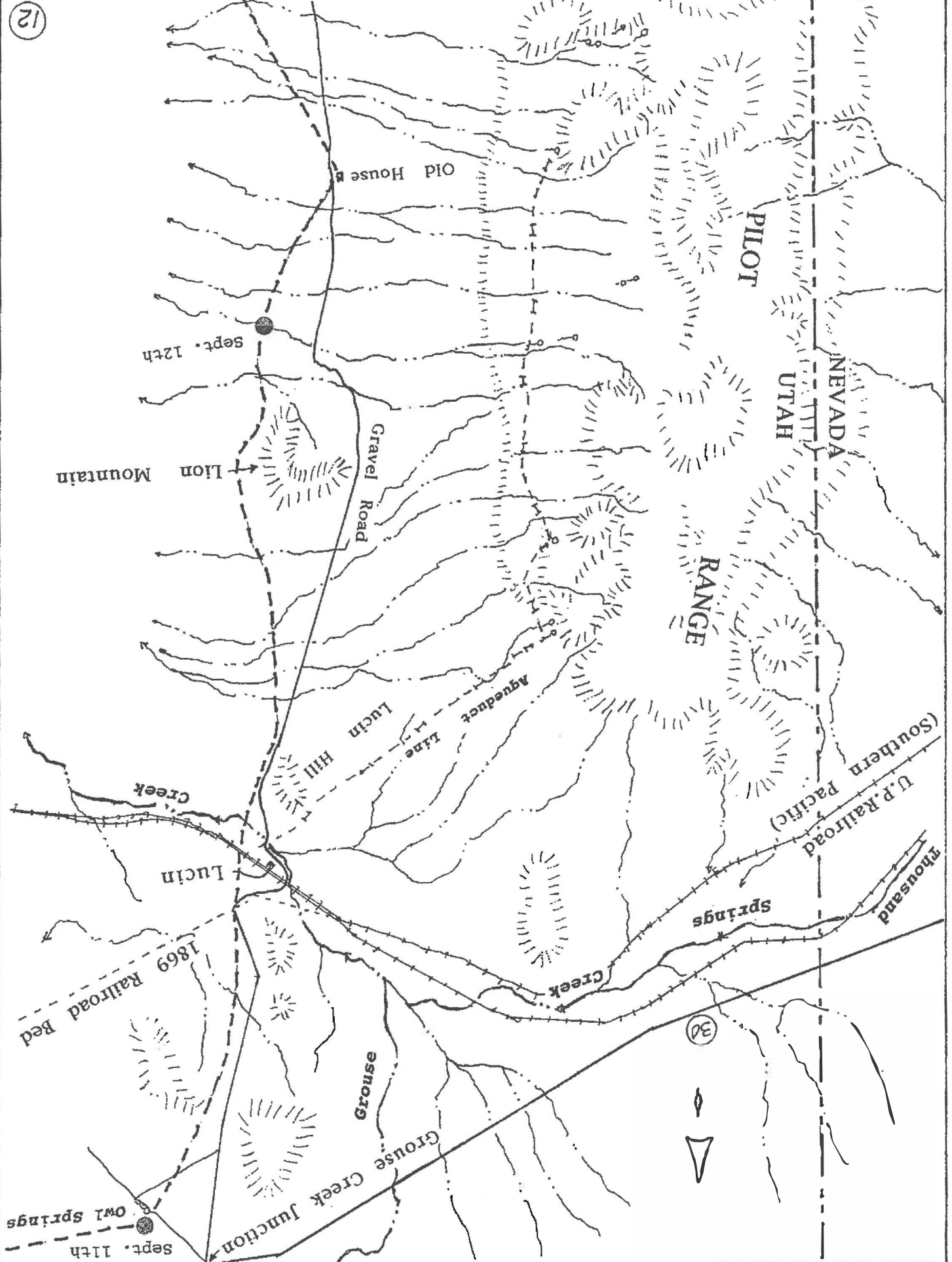
Dirt Road

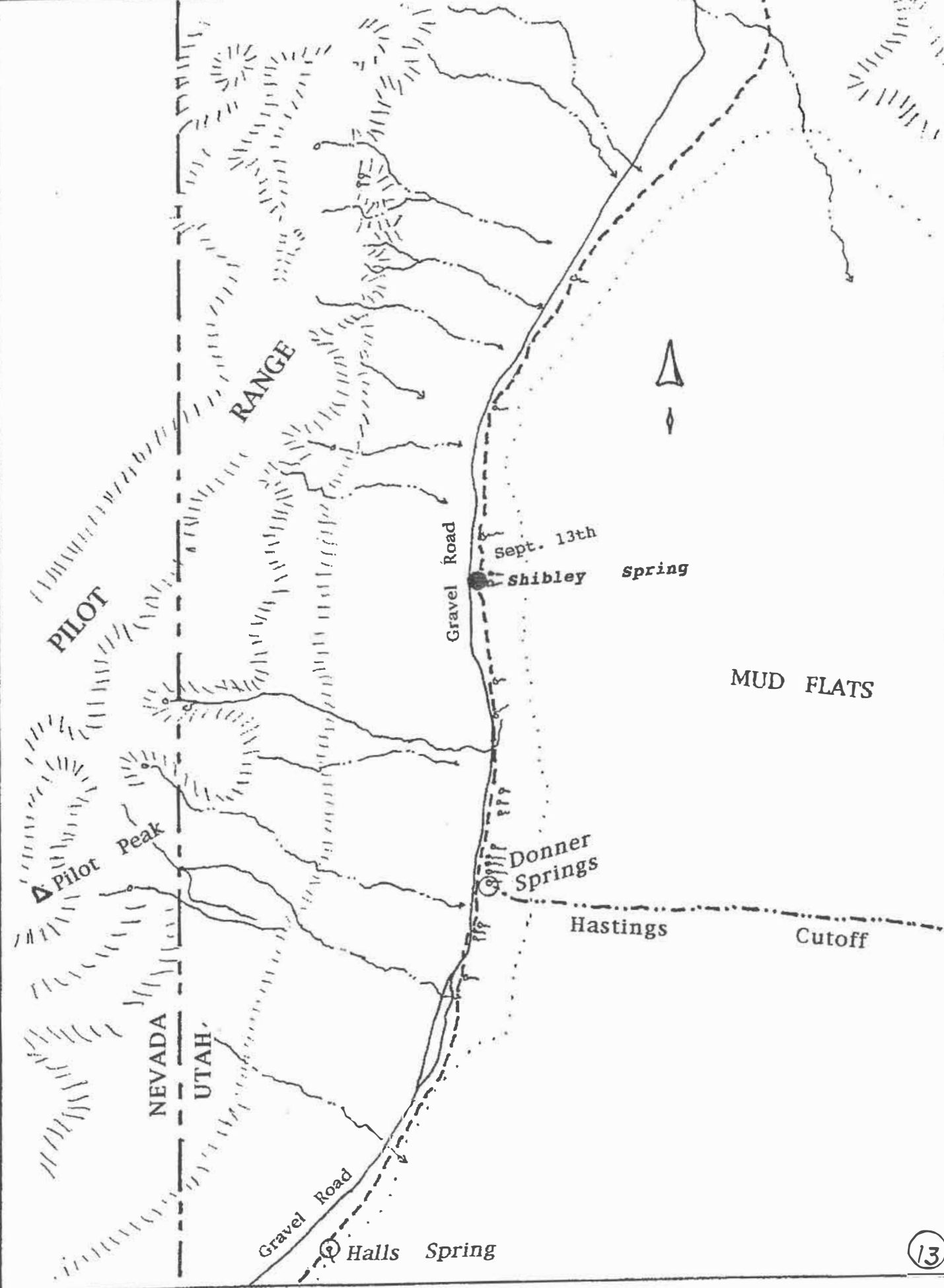
To Snowville

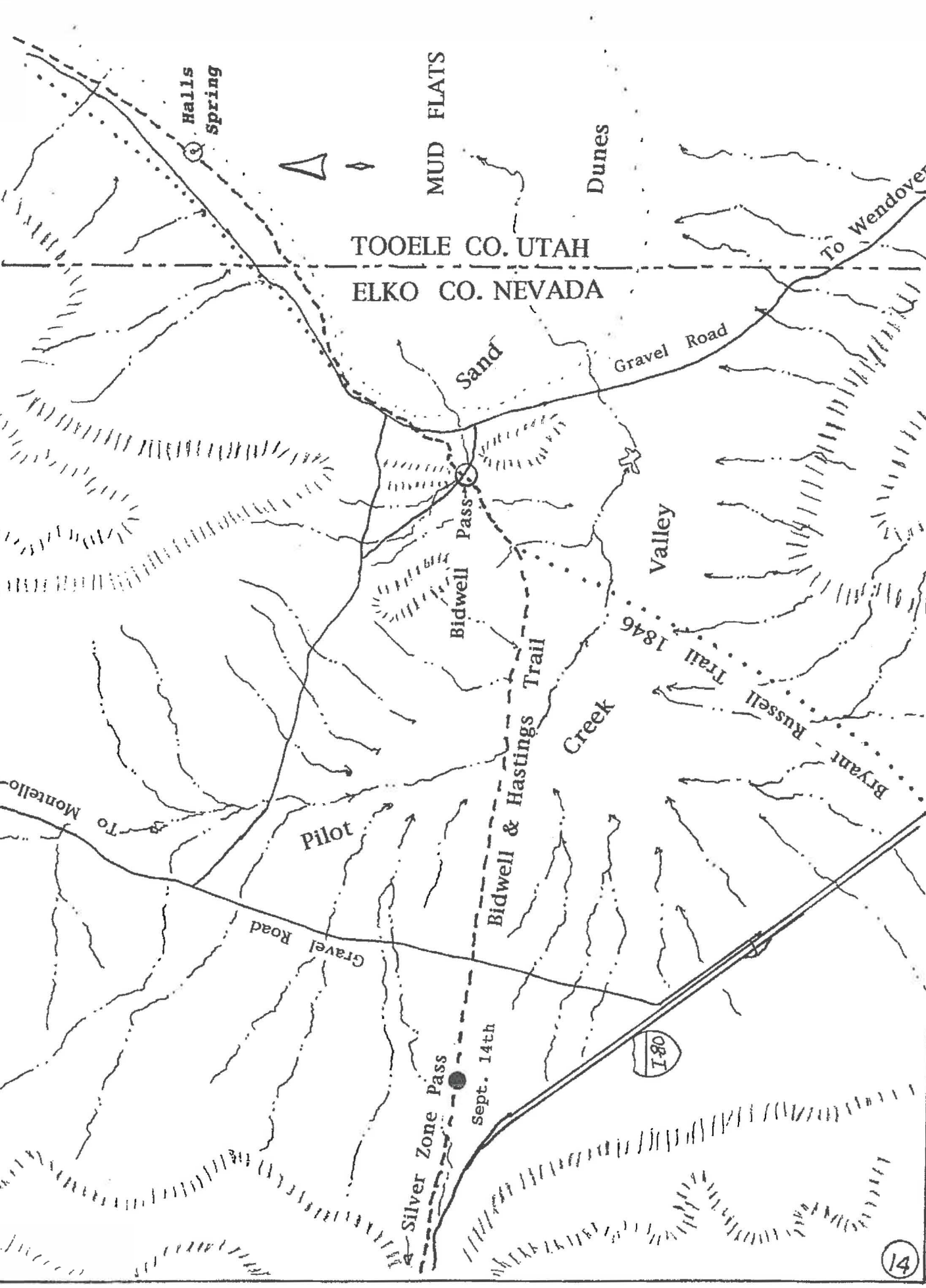












Halls Spring

MUD FLATS

Dunes

TOOELE CO. UTAH  
ELKO CO. NEVADA

To Wendover

Sand

Gravel Road

Bidwell Pass

Valley

Russell Trail 1846

Bryant Russell Trail

Creek

Bidwell & Hastings Trail

Pilot

Gravel Road

Silver Zone Pass

Sept. 14th

180





*Ben Kelsey*

Watkins' Yosemite Art Gallery 22 & 25 Montez'ly St S F

Benjamin Kelsey (Courtesy California State Library)



*Nancy A. Kelsey, the first  
white woman that crossed the  
Sierra Nevada in winter*

Nancy A. Kelsey (Courtesy California State Library)