

28TH ANNUAL OCTA CONVENTION



AUGUST 10 - AUGUST 14, 2010

ELKO CONVENTION CENTER, ELKO, NEVADA

OCTA 2010 Convention Contributors

National Park Service

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Wells Fargo

Newmont Mining

Humboldt Highroads



***The 2010 Convention
Is Hosted by the
CA-NV Chapter of the
Oregon-California Trails
Association***



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Emigrants, Elko and the Elephant

Legend has it that a farmer, wishing to see a circus in town, because he had never seen an elephant, packed his wagon with produce to sell at the market. His frightened horse bolted at the sight of the elephant, with the results of an overturned wagon and ruined produce. The farmer said he didn't care, because he had *seen the elephant!* "Seeing the Elephant" meant different things to different emigrants, but anyone starting out to cross the plains expected hardships and difficulties of some sort, and recognized the elephant in his own experience.

J.P. Hamelin's 1849 experience was similar to that of the farmer. "We had heard, read of and seen the elephant - the Scripture tells of a devil, but today we had a combination of both in the shape of bad road, dust, upsetting wagons, breaking tongues, axle-trees, hounds, and other extras necessary to the further propelling of a wagon. Six overturned, scattering gin, brandy and other groceries to pollute the water Heaven has furnished us. What a regular spree the fish will have down below."

Everything had gone so well for Daniel Burgert (1849), he seemed disappointed in not having seen the elephant. "I think we'll soon see the elephant now. We've been on the lookout some time."

Some emigrants at least saw a hint of the animal. A. W. Harlan (1846) said "Today we have laid by on Carson River among hundreds of wagons and lots of elephant tracks." Edwin Primes thought they had seen his tracks on the banks of the Green River, but returning Mormons warned him he would see the elephant for sure in the form of snow on the mountains. Primes seemed to need closure at the end of his trip: "In the afternoon cleaned

up and went to Nevada (City) to see the Elliphant." Perhaps, to him, the Elephant was his reward for reaching his destination.

It's interesting that the elephant made its appearance to some from trunk to tail, as if facing him, whereas others saw him in the reverse order - as if catching up to the back of the elephant. When A. H. Thomasson (1850) wrote that he "came to the elephant's back," he must have anticipated seeing more of the form. Sure enough, 1-1/2 miles further he "came to the elephant's snout." Lucy Cook (1852) describes seeing the elephant not only in entirety, but in reverse order. "Oh, surely we are seeing the elephant, from the tip of his trunk to the end of his tail."



Elephant and Miner Exhibit at the CA Trail Center

In 1849, when Amasa Morgan ascended the Sierra Nevada for a mile, with rocks often touching the wagon axles, and 8-10 mules

required to draw an empty wagon, over a period of 1-3 hours, he stated: "I think we will see 'more of the elephant' tomorrow." After they had ascended the first summit, they were extremely disappointed at having such a mountain yet to climb. "Unloading the wagons, some of the men drove the teams up and the rest of us packed the plunder -large trunks, kegs, boxes, etc. - all were soon packed up and at one o'clock we found ourselves really perched on the king of mountains, as tired as men ever were. Now we had no doubt of being on the back of the elephant..."

Many diarists referred to the elephant a time or two, but John Thomas Rule (1850) kept an eye on him throughout the journey. Before he reached the jump off, he remarked: "We have a small glimpse of the Elephant today, though perhaps it is but an introduction to what we are to see when we get beyond the border of civilization. Our camp last night was on a low bottom. Today it rained all day without any cessation. The water rose into our tent, we had uncomfortable night..."

By May 27, Rule is still anticipating seeing the Elephant. "The Black Hills are looming up their dark sides, across the road ahead of us - they look gloomy and forbidding, as though 'the elephant' was ahead. I have braced my nerves for the worst."

"June 4 -- Our horses looked like they had been gutted and we began to fancy the elephant almost in sight." It's as though he

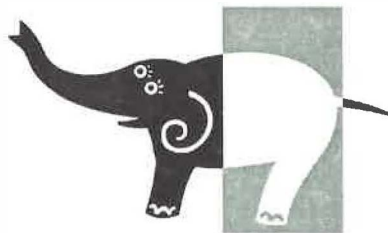
wants to meet the Elephant and get it over with. When he reached the Green River, he was convinced he had finally caught up with the predicted phantom: "We are across the Desert and are now seeing the elephant on Green River..."

John Rule "unadvisedly and unexpectedly got into a dusty stretch of 18 miles without water." After 7 miles of a rough and rocky road, he had to swim across the Humboldt to find grass, and the horses had their hardest day of travel "without a mouthful of anything for them to eat." Rule plainly stated "...the elephant was entirely too close by to afford time for writing."

By July 16, Rule wants to believe he no longer has to be intimidated by expecting to see the elephant. "We are on the bank of Carson River, sage, sound, and in good health, and though the steep, rough, range of the Sierra Nevada is still ahead of us, yet we don't dread it like we did that part of the Road we have passed over." Having convinced himself the Elephant was in back of him, he refrained from mentioning it again, even though they had yet to achieve the summit of the Sierra Nevada

Perhaps, today, if we convince ourselves that the Elephant is behind and go forward we too shall achieve a summit in life.

[This article by Shann Rupp appeared as "Perceptions of the Elephant" in 1996 and 2009 issues of the CA-NV chapter newsletter Trail Talk]

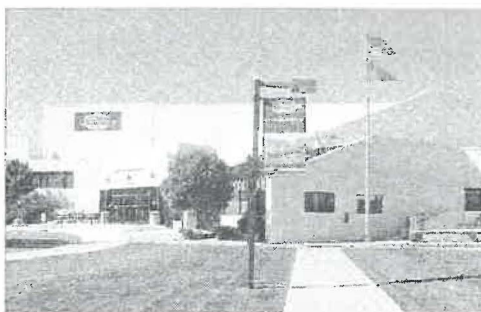


Welcome to Elko, on the California Trail!

Elko and the Great Basin

Interesting facts about Elko and the surrounding area:

- ✓ Elko has the highest population in northeastern Nevada (approx. 45,000) and is the largest concentration of people between Boise and Las Vegas and between Salt Lake City and Reno. It was the first Nevada city to reach and maintain a population of more than 15,000 persons;
- ✓ Elko is a "mile-high" city, its elevation at the airport is 5,060 feet and much of the residential area is more than a mile above sea level;
- ✓ Elko County is the largest county in the contiguous United States;
- ✓ Elko has short hot summers and long cold winters, with an average of 40 inches of snow annually and a record low temperature (1931) of minus 43 degrees Fahrenheit.
- ✓ Elko County contains several high mountain ranges, including the Ruby, East Humboldt, Independence and Jarbidge ranges. The snow-capped East Humboldt and Ruby Mountains just south of Elko feature 10 peaks over 11,000 feet in elevation, and Secret, Harrison and Overland Passes cross the Ruby Mts. at approximately 6,500 feet.
- ✓ Though much of Elko County consists of sagebrush desert and sparse grassland, basins contain shallow lakes and marshes, and now many low-lying areas hold reservoirs stocked with trout and bass – Wildhorse, Wilson and Sheep Creek north of Elko, and South Fork Reservoir and Ruby Marshes to the south.
- ✓ Gold mines on the Carlin Trend west of Elko produce more than 4 million troy ounces of gold annually, 50 million since the first gold bar was poured in 1965. The Carlin Trend has about 20 active mines that, by collecting microscopic particles of gold from both open-pit mines and underground deposits, yield approximately 37 percent of all gold mined in Nevada. Overall, Nevada is now the nation's leading gold-producing state and remains the nation's leader in silver production.



Elko Convention Center

Western Shoshone

The Nevada Shoshone are cultural relatives of Shoshone groups in Utah, Wyoming and Idaho's Snake River country. They are also neighbors and linguistic kin of the Northern Paiutes living further west along the Humboldt River. Long before contact with Euroamericans, the Shoshone had learned to sustain themselves in their semi-arid and harsh environment. They fished the Humboldt and its tributaries using gill nets and traps, snared small mammals and pursued larger game, namely antelope, by stalking and ambushing the fast-moving animals or driving them into corral-like traps. Reptiles and insects were also collected and consumed. Much of their time was spent seasonally foraging for staple foods such as pine nuts, all types of grass seeds, berries, thistles and roots.

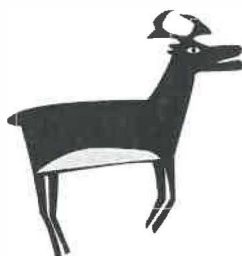
At the time of contact, an estimated **5,000 Western Shoshone** lived in this area. Perhaps more than half of them lived near the **California and Overland Trails**, and it is likely that much of the California Trail was already extant as a foot trail along and between water sources, as well as a trade route used by the "horse Shoshones" from the Snake River country. The overland migrations created huge changes in their lives, most of them negative. Emigrants and their herds of livestock rapidly depleted the game and virtually all plant life from along the trails, driving the Shoshone away from their camps in search of food and water. The delicate ecosystem in which these desert-dwellers survived was abruptly thrown off balance, and in less than a quarter-century the hordes of emigrants, gold-rushers and their livestock ended their native lifestyle. Emigrants referred to the Indians as "Diggers," a derogatory term referring to their use of digging sticks to excavate bulbs and roots from the ground. Many diary accounts also contain derogatory observations of the Western Shoshones' physical appearance, lack of clothing and habits so different from Victorian standards. It is likely, however, that the Shoshone had similar opinions of the heavily-clothed, dust-covered and foul-smelling emigrants.

Eager to obtain useful items such as metal and metal tools, blankets and other clothing, and beads and decorative items, most interactions between emigrants and the Shoshone were friendly and they **traded fish and antelope hams** for whatever the emigrants had to spare. Deprived of their traditional diet, however, it did not take the Indians long to target the emigrants' livestock as a new and desirable food source. Angered at being driven off their land and left with no food to eat or trade, the Indians began **raiding the wagon trains** and became very adept at stealing animals, grain, clothing, food and even wagons. As raiding increased and the Indians acquired horses and guns of their own, hostilities grew and depredations and murders were committed on both sides. There were even some instances of early white settlers in the area who recruited Indians to raid and plunder the wagon trains.

By the 1850s, the Western Shoshone along the Humboldt River were entirely **dispossessed and starving, their numbers reduced from several thousand to less than 1,500**. Some federal Indian agents advocated for Indian rights, requesting that the government compensate the Shoshone for their trampled land. Most early settlers, however, persecuted the Shoshone relentlessly and killed them without provocation. In retaliation, raids increased, the Shoshone acquired more horses and more guns, and began to team with the Bannocks and Paiutes along the Upper and Middle Humboldt to become even more of a threat. **Government intervention** began in the 1860s with the **construction of forts** to protect emigrants and settlers, and the **signing of various treaties** between government officials and representatives of the Shoshone, Bannock, and Goshute tribes. Agreements made by such treaties generally required that the tribes cease hostilities against settlers

and remove themselves to reservations, thereby giving up their lands in return for a small payment or annuity. In almost all cases, no payment was ever made for cession of their land.

In 1876 the **Duck Valley Reservation** on the Idaho-Nevada border was created for the Western Shoshone and some Northern Paiutes. Many resisted the move because the reservation was far away and outside of their ancestral territory. Western Shoshone men who remained along the Humboldt River took jobs as ranch hands or railroad workers, and many women found work in domestic services. In the 1930s the government established small reservations in the Ruby and Huntington Valleys for remnant tribal members, and though a few still occupy that land, most Shoshone today live at Duck Valley or have congregated in small town communities from Wells to Winnemucca.



Fur Trappers and Early Explorers

American fur trappers appeared in the Great Basin in the late 1820s. They were driven into this previously unknown region by economic interests, chiefly American and British, in order to gain access to lucrative beaver streams and conversely, to eliminate this valuable resource base from the hands of competing fur companies. When Mexico achieved its independence from Spain in 1821, the entire Far West was opened to the fur trade, which flourished from 1826 to circa 1840, when beaver fur hats were no longer the fashion in Europe.

American-born **Jedediah Smith** entered the fur trade in 1822 and came to know more about the American West than any contemporary. Smith was one of the first Americans to cross South Pass in Wyoming, to explore the Bear and Snake River valleys for fur trapping, and the first American to lead a group from Great Salt Lake to Los Angeles and from the San Joaquin Valley back to the Great Salt Lake. He was employed by the Rocky Mountain Fur Company, searching for beaver-rich areas, the mythical San Buenaventura River (first documented by Spanish padres Dominguez and Escalante in 1776), and a route to the Pacific Ocean from Cache Valley north of Great Salt Lake. In August 1826 Smith and 15 men blazed a trail from Salt Lake Valley to Los Angeles, known as the Mormon Road or Salt Lake Road. After being detained several months in Los Angeles by wary Mexican officials, the group traveled north through the Central Valley to the vicinity of the American River. There they turned east and crossed the Sierra at Ebbett's Pass, then continued across Nevada south of Walker Lake. After a second brief foray into Nevada the following year, Smith produced journals and maps of the trail he blazed, including the first American accounts of agriculture and mining activities employed by native groups observed along the route. In the 1830s and 1840s, Smith's route across southern Nevada was incorporated into the Old Spanish Trail and became an important trade route between New Mexico and California long after the fur trade died out.

Peter Skene Ogden may have been the first Euroamerican to set foot within the current boundaries of Nevada, although he only made a brief trip into the northeast corner of the state via the Snake River in the spring of 1826, a few months before the arrival of Smith's party in southern Nevada. Ogden, chief fur trader for the British Hudson's Bay Company, is better known for his "discovery" of the Humboldt River during a trapping expedition in the fall of 1828. Working along the Snake River and its Bruneau and Owyhee tributaries, Ogden and his trapping brigade reached the Humboldt via the Alvord Desert, Pueblo Valley, Quinn River and the Little Humboldt River. They continued east along the Humboldt, leaving it near Elko to cross the mountains into Utah through Secret Pass. The following spring (1829), the "Snake Country Expedition" returned to this "unknown river" by the same approximate route, trapping along Maggie Creek and over the Great Basin Divide into Independence Valley where Ogden first explored three years earlier. On the return trip, and on a second trip made that fall, they trapped along the Humboldt as far west as the Humboldt Sink. When ice and snow put an end to their trapping efforts, Ogden and his men headed south along the east side of the Sierra until they reached Jedediah Smith's route across southern Nevada, then continued on to the Colorado River.



After trapping efforts of the 1820s revealed that the "unknown" territory of northern Nevada was not excessively rich in fur resources, trapping expeditions were replaced by government-sponsored explorations for new resources and desirable land. The first of these incursions began at Wyoming's Green River in July 1833, and was known as the **Bonneville-Walker Expedition**. Mountain man **Joseph R. Walker** and a 40-man brigade, part of the force commanded by Captain Benjamin L. E. de Bonneville, skirted north around the Great Salt Lake and Pilot Peak to the headwaters of the Humboldt (Ogden's "Unknown River") resulted in Walker's men killing 30-40 Indians in the vicinity of the Sink who appeared threatening. The expedition then crossed the Sierra and California's Central Valley, arriving in the Mexican provincial capital of Monterey in November 1833. The following spring (1834) the group returned over what is now Walker Pass between the San Joaquin Valley and Owens Valley in California, then backtracked to the Humboldt Sink where they shot another 14 Indians (probably Northern Paiutes) without provocation. Near the headwaters of the river (now Wells) they turned north along Bishop Creek and exited Nevada near its northeastern corner, approximating the route that in a few years would become the California Trail or road from Fort Hall. Though Walker's explorations connected the Humboldt River corridor with the Oregon Trail, his treatment of the Indians fostered poor relations between emigrants and tribes for many years to come.



John C. Fremont, son-in-law of the foremost western expansionist Senator Thomas Hart Benton of Missouri, made three exploring surveys into the American West for the U.S. Topographic Engineers. The second and third surveys, 1843-44 and 1845, took Fremont into the Great Basin for purposes of mapping and scientifically documenting the land and resource base. The **"Second Topographical Survey"** brought Fremont and company, including mountain men Kit Carson and Joseph Walker, south from Oregon Territory into northwestern Nevada through the Black Rock Desert and past Pyramid Lake, which Fremont named. He followed the Truckee River (naming it the Salmon-Trout River) to the Wadsworth area and then continued south to the Carson River, naming it after Kt

Carson. He turned west at the Carson Sink and crossed the Sierra near Carson Pass, despite the fact that it was January (1844). Here Fremont became the first American to give an account of Lake Tahoe. After spending the rest of the winter recovering from the difficult trek into California, Fremont's expedition returned through southern Nevada in May 1844. During the "**Third Topographical Survey**" of 1845, Fremont explored around the Great Salt Lake, then entered eastern Nevada near Pilot Peak and proceeded to map the limits of the Humboldt, Carson, Walker and Truckee river basins. This survey led to the first real understanding of the region's terrain and topographical features, leading Fremont to subsequently name the Great Basin. While in northeastern Nevada, the survey party divided and, with Joseph Walker as guide, followed Ogden's 1829 route through Secret Pass, while Fremont led the other group through the Ruby Mountains at Harrison Pass. The survey parties reconvened at Walker Lake at the foot of the Sierra in November 1845, whereupon they divided again to explore the upper Truckee River (Fremont) and Owens Valley (Walker) before a final rendezvous in California.



California-Bound Wagon Trains

The earliest emigrant wagons to enter northeastern Nevada were those of those of the **Bidwell-Bartleson Party** of 1841, the first organized group of emigrants attempting to reach northern California by way of the Humboldt River. Leaving the Oregon Trail near Soda Springs (Idaho), this party followed the Bear River south, then turned west around the north end of the Great Salt Lake, searching for a route to the Humboldt. Approximating the route of the future Hastings Cutoff, they reached the river west of Elko only after abandoning their remaining wagons beyond Pilot Peak. Packing the rest of the way, they followed the Humboldt to its sink and turned southwest to cross the Sierra near present Sonora Pass, enduring a severe struggle with the mountainous terrain before arriving in the San Joaquin Valley. Although their attempt to reach California with wagons failed, the Bidwell-Bartleson Party established the **Humboldt River Route** as the primary emigrant road to California during the following years.

In 1843 **Joseph Chiles** organized an emigrant wagon party intent on reaching California. West of Fort Laramie Chiles crossed paths with his old friend Joseph Walker who agreed to guide the party. Due to a lack of supplies at Fort Hall, Chiles and Walker divided the group into a pack train and a wagon train. From the Oregon Trail at Fort Hall, Chiles led the pack train around the Sierra through eastern Oregon while Walker retraced his trail of 1834 down the Raft River to the City of Rocks, along Goose Creek, through Thousand Springs Valley and Bishop Creek Canyon to the Humboldt River. This **Raft River-Bishop Canyon Route** of 1843 became the next permanent segment of the emigrant trail to California, often referred to as the Fort Hall Road.

After pioneering the Sublette (Greenwood) Cutoff west of South Pass in 1844, the **Elisha Stephens** party or **Stephens-Townsend-Murphy** party, accompanied by mountain men Caleb Greenwood and Isaac Hitchcock, continued west on the Oregon Trail until reaching the Raft River where they turned south on the trace used the previous year by the Walker-led party. Reaching the Humboldt Sink, the Stephens-Townsend-Murphy party faced the same dilemma as the parties of 1841 and 1843 in crossing the Sierra. Near the Sink they met the Paiute chief whose name sounded like "Truckee." He provided directions on how to follow the Truckee River to a pass over the Sierra (later referred to as Donner Pass and now Stephens Pass). After much hardship, all members of the party made it to

Timeline of California Trail History in the Great Basin

- 1826 Jedediah Smith's fur trapping party establishes the first trail across Nevada, from the Great Salt Lake Valley to Los Angeles (now part of Old Spanish Trail).
- 1828-9 Peter Skene Ogden's "Snake Country Expedition" traps beaver along the Humboldt River and crosses the Ruby Mountains through Secret Pass.
- 1833-4 Bonneville-Walker Expedition travels along the Humboldt River into California, returns via Walker Pass and the Humboldt River to Wells, where they turn northeast and exit Nevada by way of Goose Creek, the first route connecting the Humboldt River corridor to the Oregon Trail.
- 1834 Fort Hall trading post established on the Oregon Trail at the Snake River (southern Idaho).
- 1841 Bidwell-Bartleson Party of 34 emigrants brought the first wagons into Nevada at a point near Pilot Peak, but abandoned them at Big Springs (now Oasis), becoming a pack train which then crossed the Ruby Mountains at Harrison Pass before reaching the Humboldt River.
- 1843 Joseph Walker led members of the Joseph Chiles group (not including Chiles himself) from Fort Hall by way of the Raft River, Goose Creek and the Humboldt River to become the first group of emigrants to take wagons into California, abandoning them at Owens Lake.
- 1843 Fort Bridger trading post established on the Oregon Trail, (southwestern Wyoming).
- 1844 Stephens-Townsend-Murphy Party followed the Humboldt River route to the Sierra Nevada, crossing at what later became Donner Pass (now Stephens Pass), the first party to transport wagons all the way to California's Central Valley.
- 1845 Fremont's "Third Topographical Survey" maps "Ogden's River" (also called Mary's River), naming it for the German naturalist Baron Alexander von Humboldt. The survey party divided into two groups to explore westward, Fremont crossing the Ruby Mountains at Harrison Pass while the other group is guided by Joseph Walker over Ogden's previous crossing at Secret Pass.
- 1846 Several wagon trains, including the Donner Party, follow the advice of Lansford Hastings to take wagons on the Hastings Cutoff, a reportedly shorter route between Fort Bridger and the Humboldt River corridor, where it would rejoin the main trail at the mouth of the Humboldt's South Fork (now west of Elko, at the California Trail Center).
- 1846 The Applegate Trail (Southern Road to Oregon) is opened, branching from Lassen Meadows along the California Trail.
- 1848 The Carson Trail is opened over the Sierra by Mormon ex-Battalion members traveling west to east, meeting the California Trail at the Truckee River.
- 1848 The Lassen Trail is opened by Peter Lassen, leaving the Applegate Trail at Goose Lake and terminating at his ranch in northern Sacramento Valley.
- 1849-52 Peak years of the Gold Rush migration.
- 1859 The Simpson Route/Central Overland Road is opened by Captain James H. Simpson of the Corps of Engineers.
- 1868 The Central Pacific Railroad crosses Nevada, establishing stations such as Carlin, Elko, Wells and many more.
- 1859 The Comstock strikes begin, centered on Virginia City, Nevada. A major turning point for the settlement of Nevada.
- 1869 CPRR linked with UPRR at Promontory, Utah; transcontinental railroad completed.

Sutter's Fort, the last remnants arriving in early 1845, thereby completing the opening of the first overland wagon route to California. Improvements made to this route in 1845 and 1846 would turn it into an established wagon trail, now called the **Truckee Trail**.

On Caleb Greenwood's return trip from Sutter's Fort in 1845, he worked out a permanent wagon route over the Sierra (via Dog Valley) that avoided the treacherous Truckee River gorge leading to Stephens Pass. At Fort Hall, Greenwood promoted "his" route to California and returned in 1845, guiding more emigrants along the Raft River route or Fort Hall Road. This time, however, Greenwood's party bypassed the rugged trail through **Bishop Creek Canyon** that was used the two previous years and reached the source of the Humboldt River at the natural wells (now Wells). From the **Humboldt Wells**, they turned west to join the Bishop Creek route, thereby opening a new branch to reach the Humboldt River. Subsequently, emigrant trains used both branches, though the more rugged Bishop Creek branch still carried more traffic.

In **1846 Jesse Applegate and Levi Scott** led an exploring party south from the Willamette Valley in Oregon, initially following the old Hudson's Bay Company trapper trail. At the southern end of Oregon the party turned east into the northeastern corner of California to the southern end of Goose Lake. They then headed generally easterly, over what would become Fandango Pass, then southeast through High Rock Canyon and crossed the Black Rock Desert to the south of Rabbithole Springs. From there, after much searching, they completed the trail to the Humboldt River at what would become Lassen Meadows (now the northern tip of Rye Patch Reservoir). Some Oregon-bound emigrants were soon following the California Trail to this point, then branching off on the new **Southern Road to Oregon** (later the **Applegate Trail**).

Also in 1846, **Lansford Hastings** led the first wagon train on a supposed shortcut west from **Fort Bridger**, a route that he and frontiersman James Clyman had explored, though Clyman did not recommend that it be used by wagons. Hastings, however, had previously written a booklet titled "The Emigrant's Guide to Oregon and California" and was interested in promoting emigration to California for personal gain. Hastings' party entered the Salt Lake Valley through Weber Canyon and crossed the Great Salt Lake Desert to connect with the California Trail where the South Fork of the Humboldt enters the Humboldt River (now near the California Trail Center west of Elko). The ill-fated Donner-Reed party, along with the Harlan/Young and Lienhard/Hoppe wagon parties and the Bryant/Russell pack train, followed Hastings to Weber Canyon, where those with wagons were advised to turn south and then west to reach the Salt Lake Valley. In 1847, the Mormons also used the **Hastings Cutoff** between Fort Bridger and Salt Lake Valley. During the Gold Rush a number of emigrant parties would take the Hastings Cutoff to reach the main road to California, but after 1850 it was abandoned.

In order to open a fast route between Salt Lake City and the newly discovered gold diggings near Sutter's mill at Coloma, a group of Mormons from the disbanded **Mormon Battalion** of 1846 blazed a new wagon trail in spring 1848 over the Sierra to the Carson River. Beginning at Pleasant Valley east of Hangtown (Placerville), they followed ridges to the crest of the Sierra and then made their way through Carson Pass and along the **Carson River** to a point near present Fallon, Nevada. From there they struck northwest to the bend in the Truckee River where they joined the main California Trail. As they headed east along the Humboldt the Mormon group met **Joseph Chiles**, again leading an emigrant train west, and informed him of their new trail. Having been on the Carson River with

the earlier Bidwell-Bartleson party, Chiles decided to turn southwest at the Humboldt Sink and blaze a shorter route to the Carson River via the **Forty Mile Desert**. He reached the river about where the Mormon group had left it for the Truckee River, a place known during the Gold Rush as "Rag Town." This final link across the Forty Mile Desert completed the opening of the important **Carson Trail** to the gold fields.

Also in 1848, after having been mired in mud trying to follow the Hastings Cutoff across the Great Salt Lake Desert, frontiersman **Samuel Hensley** led his pack train back to Salt Lake Valley and turned north, then west around the Great Salt Lake to reach the California Trail at the western end of the City of Rocks. Continuing along the Humboldt River, Hensley met the returning Mormon group, who had just opened the Carson Trail, and told them about his new cutoff. At City of Rocks, the Mormons found Hensley's pack trail and took it to Salt Lake City, thereby adapting this new cutoff for wagon use. During the Gold Rush, Hensley's **Salt Lake Cutoff** carried heavy emigrant traffic.

A relatively short bypass around the main road of the California Trail was also in use along the Humboldt at **Carlin Canyon** (west of Elko) by at least 1849. The **Greenhorn Cutoff** provided a detour when the Humboldt River through the Canyon was too high to permit travel along its banks. It was also used inadvertently by emigrants unfamiliar with the trail (a possible origin of the name "greenhorn") or hoping for a shorter or easier route, which it was not. The detour was in use by 1849 and continued to be used whenever the Humboldt ran high through, which, during the wet years of the early 1850s, was as late as the end of August. Typical diary entries describe the Greenhorn Cutoff as a rough climb and a bad choice, particularly those who later discovered that the lower river road was not only passable but good. "We made a great mistake in coming so far around the around the bluff. . .Some of our men followed the river up & came to our camping place 4 hours before us, it being only 8 miles. They described it as being a good road for wagons. . . (Bryarly and Vincent Geiger, July 17, 1849).

At the same time the Mormon ex-Battalion members, the Chiles party, and Hensley's pack train were moving up and down the Humboldt River in 1848, Peter Lassen led a small wagon train on the Applegate Trail as far as Goose Lake, where he turned south along the Pit River, intending to reach his ranch in northern Sacramento Valley. After struggling through forested areas, Lassen's party ran out of provisions but were joined by two other parties heading south from Oregon to the gold fields. Together the group continued south to Lassen's Ranch, thereby opening the **Lassen Trail** into California.



The Simpson Route/Overland Trail

James Simpson of the U.S. Topographical Engineers, constructed an alternate road from Ft. Bridger directly to the U.S. Army Camp Floyd (near Utah Lake south of Salt Lake City) in 1858. In the following year, Simpson quickly laid out the Central Overland Trail from Camp Floyd to the Carson River. Because of increasing Indian depredations along the Humboldt River route, emigrant wagon trains switched to Simpson's new wagon road that had more military protection. For the same reason the Overland Trail became the primary route for stage travel and mail transportation. In 1860-61, the Pony Express used this trail (deviating from it in some places).

The Central Pacific Railroad

The transcontinental railroad was built through most of Nevada, from Wadsworth to Wells, between July 1868 and May 1869. Before the construction of the CPRR, ranching had become widespread in the Great Basin and Indian hostilities had reached a peak. Not only did the railroad provide a critical transportation route for moving in supplies and shipping out livestock and other products, but it was seen at the time as a way to force the native population to move even further from their ancestral lands and onto reservations. On January 9, 1866, the Nevada Office Superintendent Indian Affairs, Carson City, wrote:

"...the lands not occupied by [the Indians] (and which are producing nothing) are the best farming lands on this portion of the State, and which would at once be settled by whites and cultivated, if an opportunity offered ... The rapid construction of the Pacific railroad, running as it will directly through these reservations, will necessarily consume the greater portion of the timber, as well as scatter the Indians from their present location. I cannot too strongly urge upon the department the necessity of an early removal of these Indians..."

Carlin

Carlin, the oldest town in present Elko County, was established as a railroad division point in December, 1868, by the Central Pacific Railroad. It was named by Central Pacific officials after William Passmore Carlin, a Union officer who served his country with distinction during and after the Civil War. When the railroad construction crews reached the Carlin Meadows, always a favorite stopping place for wagon trains along the California Emigrant Trail, a townsite was laid out, and a large roundhouse and shops were erected. During the 1870's and early 1880's, Carlin competed actively with Elko, Palisade and Winnemucca for the staging and freighting business of the many mining camps north and south of the railroad. In 1865, it became the principal shipping point for the nearby Carlin gold mine, the second largest gold producer in the U.S. Carlin is still a principal division point on the Southern Pacific. During the period from 1906 until the early 1950's, Carlin was the principal icing station in Nevada for refrigerator cars on both the Southern and Western Pacific Railroads. The Western Pacific reached Carlin from the east in 1908, but through freight and passenger service was not inaugurated over this transcontinental line until 1910.

Elko

"On December 29, 1868, representatives of the Central Pacific Railroad began laying out lots for the future town of Elko. By 1870, the thriving town had 5,000 people. There was an immense volume of freight and passenger traffic over the stageline roads north and south from the railhead at Elko to the mining area. The University of Nevada was originally built in Elko in 1874 and remained here until 1885, at which time it was moved to Reno to its present location. By the early 1870's, Elko became the marketing and economic center for northeastern Nevada's vast range livestock empire. In the 1870's and 1880's, great ranching principalities were built on Elko County's vast rangeiands. These ranches were ruled over, absolutely, by such powerful and colorful cattle kings as L. R. "Broadhorns" Bradley, Nevada's second Governor and its first 'cowboy' Governor; the French Garat family, Spanish Altubes, and John Sparks, Governor of Nevada in the early years of this century. Elko remains the economic hub of Nevada's greatest range area. At the same time, it has also become a recreation-tourism center in northeast Nevada.

Timeline of Significant Events in Elko History

- 1869 CPRR linked with UPRR at Promontory, Utah; transcontinental railroad completed.
- 1869 Railroad town of Elko sells lots, gets a post office and county courthouse.
- 1869 Humboldt Lodging House, the first hotel in Elko, is built by Charles Crocker of CPRR's "Big Four."
- 1869 The Pioneer Saloon (forerunner of the Pioneer Hotel) opens in Elko.
- 1874 First college (forerunner of the University of Nevada) opens in Elko.
- 1890 Elizabeth Potts and husband hanged in Elko; the only woman ever legally executed in Nevada.
- Ca 1900 Sherman Station built on stage road between Elko and White Pine County.
- 1900 Current Commercial Hotel built in Elko, replacing Humboldt Lodging House of 1869.
- 1910 The Star (now Elko's oldest Basque restaurant) opened as a small hotel for Basque boarders.
- 1911 Current Elko County Courthouse replaces 1869 structure.
- 1912 Current Pioneer Hotel opened on site of the 1860 Pioneer Saloon.
- 1931 Nevada legalizes open gambling; hotels become casinos.
- 1967 Elko Community College saved by donation from Howard Hughes, living in a hotel in Las Vegas.
- 1985 First Cowboy Poetry Gathering held, in Elko.
- 1999 Historic Sherman Station moved from XJ Ranch south of Jiggs to the NE Nevada Museum.

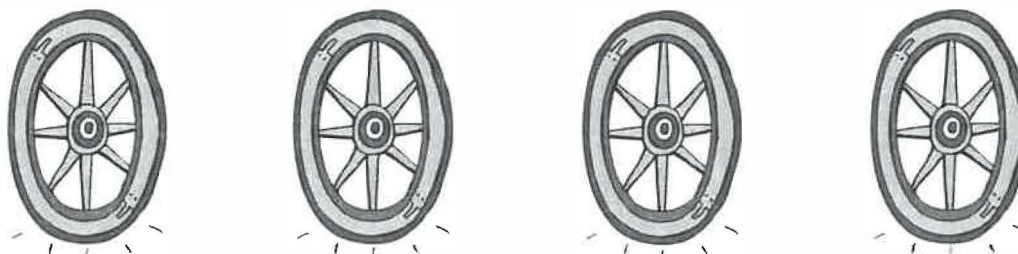
Tuscarora

The ghost town of Tuscarora is located 52 miles northwest of Elko in fertile Independence Valley. Late in the spring of 1867, gold was discovered in the area under Mt. Blitzen in Elko County. The mining camp was named Tuscarora after a union warship of the Civil War. Placer mining commenced and a four-stamp mill was placed into operation. But the placer gold deposits soon played out, and after the completion of the Central Pacific Railroad in 1869, displaced Chinese railroad workers worked the discarded tailings and formed their own Chinatown in what is now "old" Tuscarora.

In 1871, silver ore was discovered near Tuscarora in 1871 and the rush was on. Miners, carpenters, families and even preachers rushed to the camp, and a new center of town was established away from the Chinatown, segregating the "Celestials" and fostering anti-Chinese sentiment against the hard-working Chinese placer miners. By 1877, there were 3,000-4,000 people living in Tuscarora. It was a bustling lively place. Schools and churches opened, stores started up, lodges of the Masons and the Independent Order of Odd Fellows opened up. Six mills with a total of 80 stamps processed silver ore. The most productive mine was the Grand Prize. Other high producers were the Navajo, Independence and Argenta.

Stage lines ran daily to the mining town from Carlin, Elko and Battle Mountain. Over \$1.2 million in bullion was taken out in 1878 but in 1880, production fell to half that of the previous year. The 1880 census showed 1,400 residents, 10 mines and three mills in operation. Mines were especially active from 1882-1884, and while Tuscarora managed to weather the low silver prices of the late 1800s, the mines and the boomtown slowly declined. In 1907, a new mining company took over the Dexter, the last prominent mine in the district, but the revival was short-lived and Tuscarora was abandoned.

In the mid 1960s, ceramic artist Dennis Parks moved his family to Tuscarora and started a pottery school that is still in operation today, attracting students from all over the country and abroad. His wares are sold in the old hotel's parlor. Other artists have also set up shops and homes selling unique one of a kind jewelry and fine art. A post office, located in downtown Tuscarora, still serves the valley. During the summer, the population swells to approximately 50 persons, and a few hardy residents live there year round. The old Masonic Lodge, dating back to the 1870s is in the process of restoration and will serve as the area's community center. A cemetery, dating back to the earliest days of the town, serves as a reminder of former residents in town and throughout the valley.



28th Annual OCTA Convention



Register Online!
www.octa-trails.org



Elko Convention Center, Elko, Nevada Conference Agenda

Tuesday, August 10, 2010	
8:00 am to 5:00 pm	Conference Registration*
8:00 am to 4:00 pm	OCTA National Board Meeting
5:00 pm to 9:00 pm	Reception & Authors' Night (no-host bar)
Wednesday, August 11, 2010	
8:00 am to 5:00 pm	Registration all day
8:00 am to 9:00 am	Chapter Presidents' Meeting/Breakfast (Red Lion Inn)
9:00 am to 10:00 am	General Membership Meeting
10:00 am to 10:30	Break
10:30 am to 11:30 am	KEY NOTE SPEAKER: Dr. Donald Hardesty, University of Nevada Reno
11:45 am to 1:00 pm	Luncheon – Sandwich Buffet and Presentation by Frank and Mary Ann Tortorich (12:30 – 1:00)
1:15 pm to 4:30 pm	SPEAKERS: Jim Hardee, "A River by any other Name- Mountain Men and the Humboldt" (1:15 - 2:15) Martha Voght, "Joseph R. Walker and the Opening of the Road to California" (2:15 - 3:15) [Break, 3:15 - 3:30] John Mark Lambertson, "The Ceaseless Agony of an Unspeakable Anxiety" (3:30 - 4:30)

*All events will take place at the Elko Convention Center unless otherwise noted.

5:00 pm to 6:00 pm	Cocktail hour (no-host bar)
6:00 pm to 9:00 pm	Awards Dinner and Auction*

Thursday, August 12, 2010

8:00 am to 5:00 pm	Last day for Registration
8:00 am to 5:00 pm	TOURS: A – Wells/Ruby Valley, Trails East of Elko (Chuck Briggs, leader) B – Carlin/Beowawe, Trails West of Elko (Steve Feasel, leader) C – Newmont Mine Tour (1/2 day, 8:00 - 12:00) D – Tuscarora Mining Ghost Town (1/2 day, 1:00 - 5:00) E – Lamoille Canyon to Island Lake Hiking Tour (Larry Hyslop, leader, 50 max.) F – Greenhorn Cutoff Hiking Tour (Gary Koy, Curtis Calder, 25 persons max.)
5:00 pm -	Dinner on your own

Friday, August 13, 2010

8:30 am to 11:45 am	Speakers: David Johnson, "The Bidwell – Bartleson Party" (8:30 - 9:30) John Krizek, "The Opening of the California Trail" (9:30 - 10:30) [Break, 10:30 - 10:45] Roy Tea, "The Hastings Cutoff" (10:45 - 11:45)
12:00 m to 1:00 pm	Salad Bar Luncheon
1:15 pm to 3:00 pm	WORKSHOPS: Historic Firearms – David Jamiel BLM Site Stewardship – Jill Jenson Digital Photography – Larry Hyslop OCTA Trails Mapping – Dave Welch, Leslie Fryman Shoshone Perspective – Norm Cavanaugh COED/Paper Trail – Sallie and Jim Riehl
3:00 pm to 3:15 pm	Break
3:15 pm to 5:00 pm	Chapter Meetings
6:00 pm to 6:30 pm	Cocktails, Great Basin College Amphitheater (no-host bar)
6:30 pm to 9:00 pm	Dinner and John Sparks Chautauqua Presentation, GPC Amphitheater

***All events will take place at the Elko Convention Center unless otherwise noted.**

Saturday, August 14, 2010

8:00 am to 5:00 pm	TOURS: A – Wells/Ruby Valley, Trails East of Elko (Chuck Briggs, leader) B – Carlin/Beowawe, Trails West of Elko (Steve Feasel, leader) C – Newmont Mine Tour (WILL NOT REPEAT, THURSDAY ONLY) D – Tuscarora Mining Ghost Town (1/2 day, 1:00 - 5:00) E – Lamoille Canyon to Island Lake Hiking Tour (Larry Hyslop, leader, 50 max.) F – Greenhorn Cutoff Hiking Tour (WILL NOT REPEAT, THURSDAY ONLY) G – Walking Tour of Historic Downtown Elko, SATURDAY ONLY, 9:00-11:00, Jan Petersen, leader, 50 persons max.
6:00 pm -	Basque Dinner (California National Historic Trail Interpretive Center)

Pre-Convention Tours

August 7 - 9 (Sat/Sun/Mon)	Fort Hall Road/California Trail, guided by John Winner
August 7 - 9 (Sat/Sun/Mon)	Hastings Cutoff, guided by Roy Tea and Roger Gash

Post-Convention Tours

August 15 - 16 (Sun/Mon)	The Simpson Trail, guided by Jess Petersen
August 16 - 19 (Mon/Tues/Wed/Thurs)	Applegate – Lassen Trail, guided by Chuck Dodd



***All events will take place at the Elko Convention Center unless otherwise noted.**

Convention Speakers

Keynote Speaker:

**Donald Hardesty. Chairperson,
Department of Anthropology,
University of Nevada, Reno.**

*The Oregon-California Trail, the Elephant,
and the Rush to Washoe.* Wednesday,
August 11, 10:30 am.

The Modern World experienced dramatic and rapid episodes of social and cultural change that often brought about major environmental transformations in localities and regions. Many of these episodes are associated with global "rushes" to places with newly discovered precious metals that instantly created new frontiers. Many of the great mining rushes of the modern world took place in western North America between 1849 and 1929. They include, among others, the California gold rush in 1849, the gold rushes to British Columbia's Fraser River and Colorado's Pikes Peak in 1858, the Comstock silver strike and Rush to Washoe in 1859, Colorado's Cripple Creek rush in 1892, Alaska's Klondike Stampede in 1898, and Nevada's Tonopah and Goldfield strikes in 1900 and 1902. The rushes brought people from a wide variety of social and cultural backgrounds around the world to these new frontiers in the American West. They resulted in the formation of distinctive frontier mining communities and landscapes.

The Oregon-California Trail in northern Nevada is strongly associated with one of the best known of these rushes, the Rush to Washoe, which dramatically changed the face of mining. Mormon emigrants traveling on the trail discovered placer gold on the Carson River near the present town of Dayton, Nevada, in 1850 and stimulated prospecting in the nearby Virginia Range, which led to the discovery of the Comstock Lode. Other gold and silver rushes followed and the mining

frontier pattern marked northern Nevada during the next decades.

Donald L. Hardesty is professor of anthropology at the University of Nevada, Reno. He received his Ph.D. in anthropology from the University of Oregon. His research interests include historical and industrial archaeology, mining history, historic preservation, and the archaeology of overland emigration. Hardesty has done archaeological fieldwork for more than 40 years in the American West including Alaska, southern Mexico, Guatemala, and the southeastern United States. He is the author of several books, including *Mining Archaeology in the American West*, *The Archaeology of the Donner Party*, *Ecological Anthropology*, and *Assessing Site Significance*. Hardesty is a past president of the Society for Historical Archaeology, the Mining History Association, and the Register of Professional Archaeologists.

Jim Hardee. Teton, Idaho.

*A River by any other Name - Mountain
Men and the Humboldt.* Wednesday,
August 11, 1:15 pm.

"At this place, all the branches of this stream is collected from the mountain into the main channel, which forms quite a large stream; and to which we gave the name of Barren River – a name which we thought would be quite appropriate, as the country, natives and everything belonging to it, justly deserves the name. – You may travel for many days on the banks of this river, without finding a stick large enough to make a walking cane." – Zenas Leonard, September 1833

Fur trapper Zenas Leonard, while traveling with Joseph Walker's expedition to California, wrote a journal describing the challenges of crossing the arid Great Basin where rivers

were scarce. Another hide hunter, Peter Skene Ogden, first discovered the 300 mile long Humboldt River on November 9, 1828. During the exploration of the American West by those hunters of soft gold, several brigades of mountaineers tramped its banks in their pursuit of pelts. Men like Joseph Walker, Kit Carson, Joe Meek and John Work knew the stream by names other than "Humboldt" including Unknown, Paul's, Mary's, Ogden, St. Mary's, Barren and Swampy.

This paper examines these early mountain man designations and the associated trapper tales. It delves into journals and diaries of trappers who used the Humboldt as a corridor to the west, blazing trails soon to be used by overland travelers going to California. Their sometimes humorous narratives, distressing depictions of miserable subsistence in desert terrain, and tragic dramas of illness and death illuminate the relationship between the river and the men who sought pelts on its barren banks.

Jim Hardee graduated from the University of the Pacific, Stockton, California. He has served as Director of the Fur Trade Research Center since 1998. He is the Museum Factor for the American Mountain Men Association and is the former president of the Jedediah Smith Society. Jim is also editor of the *Rocky Mountain Fur Trade Journal*.

Martha Voght. Bishop, California.

Joseph R. Walker and the Opening of the Road to California. Wednesday, August 11, 2:15 pm.

A bit more than a century ago, W. F. Wagner edited a small reprint of *The Narrative of Zenas Leonard*, until then a rare and little known work in Western Americana. Further editions followed during the 20th century, but only recently have researchers familiar with

the country Leonard (and his boss, Joe Walker) traversed in 1833 and 1834 published scholarly studies.

These reinterpretations of the *Narrative* show the powerful impact that Walker's journey had upon western travel in the 1830s and 40s, and how the Humboldt Trail evolved from Walker's first "road to California" to become a major route of travel.

In this presentation, I propose to summarize the contributions of recent researchers in the reinterpretation of the *Narrative*, outline what we can learn about Walker's "road" from subsequent diaries and recollections, and outline my own speculations concerning Leonard's description of the return journey of 1834.

I live in Bishop, California, where Leonard, Walker, and their companions passed in the spring of '34. Through the years I have covered much of the same ground they did, although with the advantage of 4WD. Residents here find very little familiar in Leonard's description of the Owens Valley. I will show how this paradox has arisen, through changes in the landscape of the Eastern Sierra, and errors in the original transcription of the *Narrative*.

Martha Voght holds a Masters Degree in history from California State University Northridge and has published historical monographs in a wide variety of academic journals. Recently she has authored historical romances, including three novels on the California Trail published by Harlequin Historicals. Her 1998 novel *All But the Queen of Hearts*, set in 1860s Virginia City, was voted one of the 5 best historical romances of the year. At 75, Martha is also an artist of award-winning quilts.

John Mark Lambertson. Independence, Missouri.

The Ceaseless Agony of an Unspeakable Anxiety: A California Gold Rush "Widow" Searches for Her Husband. Wednesday, August 11, 3:30 pm.

The story of the California Trail is comprised of thousands of *individual* stories—tales of hardship and daring, perseverance and hope, greed, tragedy, disappointments, riches and more. I propose sharing one such story, on the theme of how the gold rush separated families, with uncertainty as to whether or not they would ever be reunited.

In 2008, the National Frontier Trails Museum acquired an original 1851 letter written by a woman who was desperately seeking information about her husband who had gone missing in California. Beautifully written and heartbreakingly painful, the letter was penned by a well educated and refined lady, of great insight and religious devotion. It poignantly illustrates the worries and turmoil which was the fate of loved ones left behind when communications from the gold fields abruptly ended.

In the case of Elizabeth Ely, the rumors relayed back to Missouri that her beloved husband had died were only secondary worries – she was clearly gripped by the fear that he had actually descended into a life of *vice*, and was "lost" spiritually.

Besides painting the picture of Elizabeth's personal turmoil in 1851, the program outlines my search for "the rest of the story": Who was this young couple? Had he in fact died, or did he succumb to the "underside" of raucous 1850's California as she feared? Were they ever reunited? What became of them?

The larger story surrounding this touching letter is filled with surprises, including: high

seas adventure, a dynasty of notable ministers, tantalizing scandals, a famous author, two American presidents... and an amazing tale of redemption.

John Mark Lambertson is Director and Archivist of the National Frontier Trails Museum in Independence, Missouri.

David Johnson. Grass Valley, California.

The Bidwell – Bartleson Party. Friday, August 13, 8:30 am.

On the remarkable make-up of the Bidwell-Bartleson Party of 1841: who they were, how they came together and what became of them after arriving in California. Particular mention will be made of Elias Barnett (member of the Bear Flag Revolt), Josiah Beldon (entrepreneur and mayor of San Jose in 1850), John Bidwell, Talbot Green, the Kelseys and Charles M. Weber (founder of Stockton).

On forging what would essentially become the route of the California Trail – what the Bidwell-Bartleson party knew of the trail before they departed, how they found their way, and problems encountered and overcome (with particular emphasis on the region of the trail in western Utah and eastern Nevada).

On the significance of their endeavor to future migration: Bidwell's account of the trail, Joseph B. Chiles' subsequent overland trips, and J. P. Springer's later trips west. Also describing instances of conflict between party members (the rift between Bartleson and Bidwell), contact with Native Americans on the trail, and the John Marsh connection with the Bidwell Bartleson Party, including a brief biography of Marsh, his letters, his rancho near Mount Diablo, and his interaction with the emigrants.

David Johnson is a retired elementary school teacher with a Masters degree in western U.S. History from San Jose State University. He is a long-time OCTA member and expert on the Sonora-Walker River Trail. In 2006, David authored *Sonora Pass Pioneers, California Bound Emigrants, 1841-1864, published by the Tuolumne County Historical Society in Sonora, California.*

John Krizek. Prescott, Arizona.

The Opening of the California Trail.

Friday, August 13, 9:30 am.

This is the story of the Stephens-Townsend-Murphy Party of 1844 – the first to get wagons over the Sierra – and the track they followed down the Humboldt. The documentary “Forgotten Journey—the Stephens-Townsend-Murphy Saga” has been around since 2001, and may be familiar to many OCTAns. This presentation will revisit the original slide show on this subject in order to expand on those elements that pertain to this party’s choice of a route to California.

From the Raft River to the Humboldt sink, the Stephens-Townsend-Murphy party followed the faint tracks of the Chiles-Walker Party of 1843. Joseph Chiles was a member of the Bidwell-Bartleson Party of 1841, which passed by on foot—and is a remarkable story on its own. Chiles went back east in 1842 to recruit more people to come west and arrived at Fort Laramie with wagons, including the equipment to build a mill. He met and recruited the legendary Joseph Walker to guide him to California, hopefully via Walker’s Pass around the Sierra to the South.

Walker’s first journey down the Humboldt was in 1833, when Captain Bonneville hired him to explore the western region of the Great Salt Lake and he took off for California instead.

Walker’s fight with the Paiutes in which several of the latter were killed could have spelled doom for the Stephens-Townsend-Murphy party several years later. Even earlier, British trapper Peter Skene Ogden traveled the Humboldt in 1828, calling it Mary’s River and dispelling the rumor of a Buenaventura River that flowed from the Rockies west to the Pacific.

Thanks to map genius Tom Jonas, we can show John Charles Fremont’s 1848 map showing the Humboldt route, and the “Unexplored” region to the South; also earlier maps that show that legendary Buenaventura and reveal how little was known about western geography before 1844. After this time came the wagon traffic leading up to the Gold Rush migration, the important opening of the Big Highway to the West—which passes through Elko to this day.

John Krizek is a retired public relations executive and current chairman of OCTA’s Public Relations & Marketing Committee. In 2001 he produced the acclaimed public television documentary *Forgotten Journey—the Stephens-Townsend-Murphy Saga*, on the dramatic achievement of the pioneers who first got wagons over the Sierra, thereby opening the floodgates to the emigration that followed. In 2004 he produced the OCTA film, *Saving a Legacy*, and is currently involved with OCTA’s marketing effort on behalf of *In Pursuit of a Dream*. John and his wife Kay live in Prescott, Arizona.

Roy Tea. Salt Lake City.

The Hastings Cutoff. Friday, August 13, 10:45 am.

A well-illustrated history of this difficult and short-lived route through the Wasatch Range and across the Great Salt Desert, advertised to emigrants by Lansford Hastings as an easy

route and a saving of several days wagon travel, yet most found it to be neither. Nevertheless, the eastern part of the route, from Fort Bridger to Salt Lake City, became the primary road used by the migrating Mormon population in 1847.

Roy Tea is a longtime OCTA member who has explored and documented the Hastings Cutoff for many years.



Ruby Mountains Along Interstate 80.

Convention Tours

Tour A – Wells/Ruby Valley, Trails East of Elko - led by Chuck Briggs

OCTA members on this tour will travel on I-80 from Elko to Wells. On the approach to Wells there will be a good view of the exit from Thousand Springs Canyon. In Wells we will go north on US 93 to where the **Thousand Springs** portion of the California Trail crosses the highway. It may be possible to walk approximately 2 miles round trip to trail marker C-27A "California Trail – Fork to Humboldt River" which gives an excellent view of the valley and the east side of the **Thousand Springs Canyon**. We will then go south on US 93 to Wells for a 45 minute lunch break.

Following lunch we will go south on US 93 to pass **Snow Water Lake**, which will be dry this time of year, and continue to **Warm Springs Ranch**, where the **Hastings Cutoff** crosses US 93. At this stop we will be able to see **Silver Zone Pass** and where the trail crossed the road. From here we will continue south on US 93 to the junction of SR229 which we will take west toward Ruby Valley. On the north side of 229 we will stop to see trail marker HN-14 "Hastings Cutoff – Pass to Ruby Valley". We will continue west to the CCC (Civilian Conservation Corps) road where we will turn

south. At marker HN-15 "Hastings Cutoff – Ruby Valley" the wagon tracks show the way to **Overland Pass**.

We will return to SR229 and take it west then north through **Ruby Valley** and over **Secret Pass**. It will become quite obvious, when seen, why this pass could not be used by wagons. On the north side of Secret Pass we will come to marker PT-12 marking the "1845-46 Secret Creek Pack Trail". We will continue on to Halleck and marker C-34 "California Trail Junction" identifying trails by Hastings/Clyman and Fremont/Walker. This is also the site of the Halleck Bar and Post Office as well as a marker for **Fort Halleck**, although this is not the site of the fort. We will then return to I-80 for our return to Elko.

About 5 miles outside of Elko you will be able to see tracks going over the last hill before descending into the Elko area. This tour will be approximately 6 to 7 hours. With the exception of the walk to marker C-27A there is minimal walking.

Tour B – Gravelly Ford/Humboldt High Road, Trails West of Elko – led by Steve Feasel

The goal of this tour is to provide the participants with information about why the emigrants were required to leave the Humboldt River, along with a view of the landscape that they viewed. The participants should also acquire an awareness of the interactions that occurred among the emigrants trying to cross the river and encountering the Native Americans. The tour will use Dick Brock and Don Buck's *A Guide to the California Trail Along the Humboldt River : An Emigrant Trails West Guidebook* (Trails West Inc., 2007) as the main source of information.

Itinerary:

8:00 a.m.: Leave Elko, headed for Carlin. Discussion enroute of Secret Pass, Harrison Pass, Hastings Cut-Off, California Trail Center and Greenhorn Cut-Off.

Exit Carlin, east end, and view trails west, Marker C-40, end of **Greenhorn Cut-Off**. Continue discussion of Greenhorn Cut-Off and reasons for use. Travel to Carlin Canyon and turn around at the second kiosk. Discussion of commentary of **Carlin Canyon** (G-2 marker). Return to Carlin for restroom break at Carlin High School.

Next stop will be Chinese Gardens Nature Study Area and discussion of "Before You Go", page V, and the Disclaimer on page VI of the *Emigrant Trails West Guidebook*. Discussion about preparations for leaving the river and trek to Emigrant Springs, as well as reasons for a possible southern route that occurred after 1850.

Proceed to C-41, **Carlin Hot Springs** and then to C-41-A, ascent toward Emigrant Pass (a moderate 45 minute hike for those who are interested). The hike will include a possible burial location and initials painted on rocks with axle grease. A view of the landscape and discussion of different routes, i.e. Greenhorn Cut-Off and Southern Route. We will also discuss Joseph Paul's burial.

After this we will travel south on State Route 278 to the Palisades exit and the community of **Palisades**. Participants will enjoy a view of the Palisades canyon, and understand the reasoning behind the decision of the emigrants not to follow the river.

Back to Carlin High School for a restroom break.

Travel westward on I-80 to **Emigrant Pass and Emigrant Springs**, Markers C-41-B, C-41-C and C-42. AT THIS POINT remind participants again of "Before You Go", page V of the *Emigrant Trails West Guidebook*. Discussion of 13-mile route up the mountain from Carlin and the hardships after reaching Emigrant Springs. Point out the upcoming Emigrant Canyon and Markers C-43 and C-44.

Continue west on I-80 to Beowawe exit. Proceed to **Beowawe** cemetery and the grave of **Lucinda Duncan**. Discussion on the controversy surrounding the **Maiden's Grave and the UPRR**.

Next we will proceed east to a viewpoint of **Gravelly Ford** and Marker C-44. Discussion of road rage (Stanley and Doby), exit of Palisades Canyon, exit of possible southern route, **Ogden's and Paul's camp** and the 1858 settlement with the **Shoshone Indians**.

Return to I-80 and (depending on time) either return to Elko or proceed west to rest stop and view and discuss interpretive signs. Point out **Shoshone Point and Stony Point** (Battle Mtn.). Discussion of Reed and Snyder conflict as well as conflicts with the Shoshone.

Proceed to Dunphy exit, and turn back eastward on I-80. Stop at eastbound roadside rest to discuss interpretive signs. Return to Elko by 5:00 p.m.

Tour C – Newmont Mine Tour (1/2 day)

This is a tour of a modern gold mine prepared by Newmont Mining Company staff especially for OCTA members. This mine is one of approximately 20 active gold mines on the Carlin Trend west of Elko, which developed as a gold mining district in the 1960s. This operation works the soil to collect microscopic particles of gold, yet it is the **highest-producing gold mine** in the country and one of the top mines in the world today. Water and snacks will be provided on the bus trip; the tour will return to Elko before lunch. **Please wear sturdy footwear; no sandals or open-toed shoes.**

Tour D – Tuscarora Mining Ghost Town (1/2 day) – led by Russell Phillips

This **ghost town** from the **silver mining** heyday in eastern Nevada is located on Mt. Blitzen northwest of Elko. Placer gold was discovered in the area in 1867, but the deposits played out quickly, leaving a large population of Chinese to work the discarded tailings. In 1871 silver strikes were made and Tuscarora became a **silver boomtown** with a peak population of 3,000-4,000. A new town grew quickly with hotels, saloons, a church and school, fraternity lodges, a brewery, and a **Chinatown** that rivaled that of San Francisco. Mines were extremely productive in the 1880s but gradually ran down until Tuscarora was nearly abandoned in the early 20th century.

In the 1960s, ceramic artist Dennis Parks began a **pottery school** in Tuscarora that remains in operation today. Other artists have also set up shops and homes selling unique one of a kind jewelry and fine art.

The old **Masonic Lodge**, dating back to the 1870s is in the process of restoration and will serve as the area's community center. A **cemetery**, dating back to the earliest days of the town, serves as a reminder of former residents in town and throughout the valley.

Tuscarora stubbornly persists and survives. During the summer, the population swells to 50 or so. A few hardy residents live there year round. Today, the town enjoys the visitors wandering about town appreciating the heritage and history (and a few ghosts) that linger.

Tour E – Lamoille Canyon to Island Lake Hiking Tour – led by Larry Hyslop

Hike beautiful Lamoille Canyon in the **Ruby Mountains** to Island Lake at approximately 9,000 feet in elevation. Round trip is about **four miles** of gradual switchbacks, **easy to moderate** in difficulty. Hikers should dress appropriately and bring daypack, sunscreen and hat. A pack lunch will be provided and some water; however, participants should **pack their own extra water** supply for the hike.

Tour F – Greenhorn Cutoff Hiking Tour – led by Gary Koy, Curtis Calder

This hiking tour will begin at the start of the Greenhorn Cutoff just west of the California National Historic Trail Interpretive Center, and end north of Cariin Canyon. The **Greenhorn Cutoff** was used by emigrants traveling to California in **1849-1850** if they arrived early in the season when the Humboldt River was running too high to safely cross. Participants will be following the path of the emigrants along visible trail trace. Total hiking distance is **5.5 miles**. The level of hiking difficulty is **easy to moderate** for persons in reasonably good health. Hikers should dress appropriately and bring daypack, sunscreen and hat. A pack lunch will be provided and some water; however, participants should **pack their own extra water** supply for the hike.

Tour G – Walking Tour of Historic Downtown Elko – led by Jan Petersen

Tour historic Elko with Jan Petersen, Convention Chairperson and a life-long resident of Elko. Visit the historic Stockmen's Casino, the Western Folklife Center at the historic Pioneer Hotel, and many other public, commercial and residential buildings significant in the history of the town. This tour will take approximately 2 hours.

Note: All bus tours will be repeated on Saturday except the Newmont Mine Tour and the Greenhorn Cutoff Hiking Tour. Additionally, Tour G will only be offered on Saturday. See Agenda.



Pioneer Hotel in Downtown Elko.

Convention Workshops

Guns of the Gold Rush – David Jamiel

Over 300,000 people made the trek to California between 1841 and 1870. They carried with them almost every type of civilian and military firearm of the period. During this period, firearms evolved from muzzle loading, single shot to repeating breech loading cartridge weapons. The presentation will discuss the advances in firearms technology, and stories of how these changes in technologies affected the experiences of the emigrant on the trail and in the gold camp. Part of the program will include firearms display of weapons from the period.

David Jamiel has been involved in historical and naturalist interpretation since 1969. He has worked for the National Park Service at Bunker Hill, in Boston, followed by 14 years with the U.S. Fish and Wildlife Service in Denver, Colorado and for the past 7 years has been in Elko developing the California National Historic Trail Interpretive Center west of Elko. He is a student of American history and historic firearms, and has been a member of OCTA since 2004.

BLM Site Stewardship – Jill Jensen

Jill Jensen, archaeologist with the BLM in Elko, will present the BLM's program of involving volunteers in archaeological site management through stewardship activities. Learn how to monitor and report on a range of regional archaeological resources, including prehistoric sites as well as trails and historic sites.

Digital Photography – Larry Hyslop

Larry Hyslop will demonstrate current techniques in digital photography of outdoor subjects. Larry is a computer instructor at Great Basin College and author of several local hiking guides and nature books. He has traveled many Nevada back roads to visit and photograph historic sites along the California Trail.

OCTA Trails Mapping – Dave Welch, Ron Hall, Leslie Fryman

Dave Welch will demonstrate mapping methods with GPS and Terrain Navigator software; Ron Hall will present work he has done using Google, and Leslie Fryman will demonstrate current methods used to photo-document the trail and trail landscapes.

Shoshone Perspective – Norm Cavanaugh

Western Shoshone Norm Cavanaugh will present the American Indian perspective on the California Trail and other indigenous thoroughfares in central Nevada used for hunting and trade between tribes.

COED/Paper Trail – Sallie and Jim Riehl

Sallie and Jim Riehl will demonstrate the intricate workings of the Census of Overland Documents and its web-based partner Paper Trail, an electronic database of more than 3,500 primary trail documents and their locations. A must for trail historians and genealogists.





In The Bookroom



19th Century Publishing – Chuck Dodd

Bagley, Will – *So Rugged and Mountainous: Blazing the Trail from Oregon to California*

Buck, Don – (Charlie Little Collection)

Clark Rare Books/Arthur H. Clark Co./University of Oklahoma Press – Robert Clark

Etter, Patricia – *California Odyssey*

Fred's Books and Maps – Fred Dykes

Fey, Marsh – *The Long Road to California*

Fletcher, Pat and Jack – *Over the Hastings: Wagon Trains in 1849 and 1850* (Cherokee Trail, Western History)

Hardee, Jim – *Rocky Mountain Fur Trade Journal*

Hunt, Tom – *Ghost Trails to California*

Hyslop, Larry – *History Traveler Series* (Elko, Battle Mountain, Wells, Ruby Valley)

Johnson, Leroy – *Escape from Death Valley*

Moulton, Candy – *Forts, Fights and Frontier Sites*

Nevada Publications – Stan Paher

Noble, Diane (Thomas Tefft) – *The Sister Wife, The Brides of Gabriel*

Nucciarone, Monica – *Alexander Cartwright: the Life Behind the Baseball Legend*

OCTA Bookstore – Kathy Conway

Orrin Schwab Books

Patrice Press – Kathy Franzwa

Petersen, Jesse G. – *A Route for the Overland Stage*

Slagoski, Floyd (Pine Valley Rancher) – *The Pine Valley Puzzle*

Southern Utah University Press – Janet Seegmiller

Trails West, Inc. – Larry Schmidt

Wright, Paula and Jan Petersen – *Legacy of Silver and Saddles*

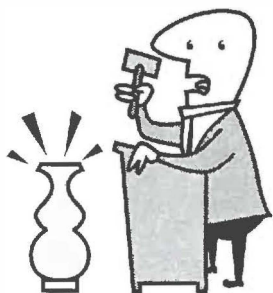
***The Convention Bookroom at the ECC will be open daily, 8:00 am – 5:00 pm, Tuesday, Wednesday, Friday, and Saturday until noon. Closed Thursday during bus tours.**

Special Events

Wednesday, August 11 – Luncheon Presentation



Annamae and Sylvester Hale are your typical 1846 family "Getting Ready to Go" west in 1846 from "a jumping off" place in Missouri. They have three children and are in the process of obtaining the last of their supplies for the journey. We join them as they recheck their inventory so as not to be caught short on food and have the correct equipment and animals for this four-month adventure. *[The Hales are played by Frank and Mary Ann Tortorich, Life and Charter Members of OCTA. Their area of research has been the Carson River Route of the California Trail since 1978. They live in Pine Grove, California].*



Wednesday Evening, August 11

OCTA Auctioneer John Winner will host this year's Convention auction following the Awards Dinner.

Friday, August 13 – Great Basin College Amphitheater

Dr. Michael Fischer, Chairperson of the Nevada Department of Cultural Affairs, will give a Chautauqua presentation as John "Johnny" Sparks (1843-1908), the 10th Governor of Nevada.

Dr. Fischer has always had a love of Nevada history and art that began as a child when his family visited historic sites around the state. After practicing dentistry in Gardnerville for 31 years, history and art are now his profession as well as his avocation. In 2007 he was appointed Chair of the Department of Cultural Affairs by Governor Jim Gibbons, and is now the director of seven museums, the Nevada State Library and Archives, the Historic Preservation Office and the Nevada Arts Council. Dr. Fischer has had many years experience in private sector cultural affairs management and has served several terms on the Board of Directors of the Western Folklife Center, the group responsible for the National Cowboy Poetry Gathering in Elko.

In Chautauqua, Fischer presents John Sparks, born in 1843, as the quintessential western man. Before being elected Governor of Nevada in 1902, he trailed cattle across the west. Sparks owned two ranches in Reno, one of which had the finest purebred Hereford cattle on the Pacific Coast.

Saturday, August 14 – California National Historic Trail Interpretive Center

Cowboy poet, songwriter, wife, rancher, homeschooling mom Merilee Wright will perform for OCTA at the California National Historic Trail Interpretive Center.

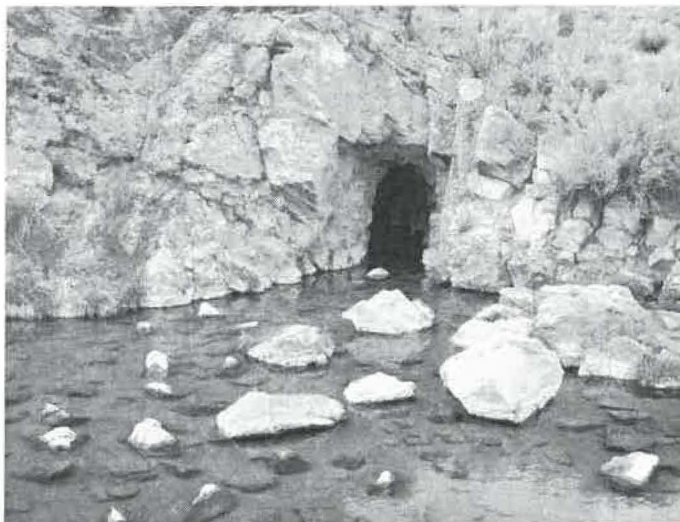


Pre- and Post-Convention Tours

Fort Hall Road/California Trail, August 7-9 (Sat-Sun-Mon) – led by John Winner

The Fort Hall Road was the first emigrant trail to California via the Humboldt River. It branched off of the Oregon Trail just after it crossed the Raft River in southeastern Idaho. With the addition of the Hudspeth Cutoff and the Salt Lake Cutoff, the Fort Hall Road evolved into the California Trail. This tour begins on the **Raft River Road**, visiting **McClenden Spring**, the **City of Rocks**,

Pinnacle Pass, Granite Pass, Record Bluff, Little Goose Creek Canyon, Emigrant Post Office Rocks, Rock Springs, Thousand Springs Valley and many other landmarks along the trail, ending in Wells. John has planned 2 ½ to 3 days of backcountry driving and 2 nights dry camping.



Rock Springs, North of Thousand Springs Valley

Hastings Cutoff, August 6-8 (Fri-Sat-Sun) – led by Roy Tea and Roger Gash

This 3-day tour follows the western portion of Lansford Hasting's notorious "shortcut" to California.

DAY ONE: Meet at 8:00 am at the Sinclair Gas Station just north of Utah I-80 Highway Exit # 4. The group will visit **Donner Springs**, mud flats, **Muncee's log cabin**, **Halls Spring**; take the trail to **Bidwell Pass**, and **Silver Zone Canyon**, then along the trail to **Big Spring**. End day at Wendover or Wells. DAY TWO: Meet at the I-80 Oasis Interchange # 378 at 8:00 am. The group will proceed past the spring and on to the railroad for a short hike toward **Flowery Lake Springs**, then over Flowery Lake Pass and across **Independence Valley** to **Mound Springs**, and across **Spruce Mountain Pass on the trail** to Hwy 93. Visit **Warm Springs**, then continue on to the Ruby Valley Road and south to the trail. Backtrack for the night to motels at Wells or southward to Shanty Town for camping. DAY THREE: Meet at 7:00 AM on the Ruby Valley Road opposite the Hot Springs.

Proceed south to **Overland Creek, Rock House, Cave Springs, Harrison Pass Road, Shanty Town, Fort Ruby Monument** and **Overland Canyon** markers, then drive on the trail northwest and north to the County road, traveling a short distance to see **Huntington Creek**. Then on to Jiggs, following the stream north to Twin Bridges and on to the South Fork Reservoir Dam, then back to Dixie Creek and north to an overlook into the **South Fork Gorge**, then north to the Hot Springs and Elko.

THE SIMPSON TRAIL IN EASTERN NEVADA AND WESTERN UTAH – led by Jess Petersen

August 15- 16 (Sunday-Monday)

During the summer of 1859, **Capt. James H. Simpson** of the U.S. Army led a route-finding expedition from **Camp Floyd** in Utah to the settlement of **Genoa** in western Nevada. This expedition

was the opening of what became known as the **Central Overland Trail**. Simpson's route was immediately adopted by the **Chorpenning Mail Company**, who had the government contract for mail delivery between Salt Lake City and Sacramento. Just as quickly it began to be used by a number of emigrants who wanted to avoid the well-known rigors of the California Trail, as well as the increasing hostility of the Paiute Indians. Within a few months, Chorpenning lost his mail contract and was replaced by the **Overland Mail Company** and the **Pony Express**, both of which made use of the route opened by Simpson. This tour will access the Simpson Trail near the south end of Ruby Valley and follow it east to Camp Floyd, about 40 miles south of Salt Lake City. This tour will get onto the Simpson route near the south end of Ruby Valley and will follow it in an eastward direction to Camp Floyd, about 40 miles south of Salt Lake City.

Tour participants will assemble in Elko on the east side of the NE NV Museum at 9:00 a. m. on the 15th, and follow the Lamoille Highway (SR 227), then SR 228 to where it comes to Simpson's trail at the southern tip of the Ruby Mountains. At this point we will also be on the Hastings Road and the Pony Express Trail. From there we will head east across Overland Pass. When we reach Schellbourne, on US Highway 93, we will leave the trail and the tour members will travel independently to Ely to spend the night. There are a number of motels and privately operated campgrounds in the Ely area, and tour members are responsible for their own lodging arrangements.

On the 16th, we will reassemble at Schellbourne at 8:00 a.m. and continue to follow Simpson's trail east. There is an 80-mile section on this day's route that will take us through Pleasant Valley which was not used by the Pony Express. After rejoining the Pony Express Trail at Boyd's Station, we will continue to Camp Floyd where the tour will end. Tour participants may want to make arrangements for lodging in the Lehi area, which is about a half hour from Camp Floyd. Other options would be Salt Lake City or Provo.

This tour is limited to high-clearance vehicles in good condition with good tires. Four-wheel drive is not required. A CB radio is required for each vehicle. Participants will need to bring water and lunches for both days. Fuel tanks must be filled before starting each day. Fuel and food supplies will be available in Ely but nowhere else.

***"Emigrant Experience" Tour on the Applegate-Lassen Trail, August 16 -19, 2010
(Monday – Thursday) – led by Chuck Dodd***

Chuck Dodd will lead participants on a tour of the Applegate-Lassen Trail, from where it branches off of the **Humboldt River** (near Imlay, Nevada) to **Goose Lake** (north of Alturas, California). Sites visited during the tour will include **Antelope Springs** and the **Susan Coon grave, Rabbit-hole Springs, Black Rock Desert** and **Black Rock Springs, Double Hot Springs, Mud Meadows**, the **Lassen-Clapper murder site, Bruff's "Descent into Fly Canyon," High Rock Lake, High Rock Canyon** (the **"Post Office" cave**, the **"Jaquith" emigrant inscription, "The Narrows,"** the **Fox homestead at Yellow Rock Canyon, Israel Lord's "Californian"), Upper High Rock Canyon, Bruff's "Singular Rock," Massacre Ranch, Painted Point, Little Mountain Pass, Surprise Valley, Fandango Pass**, and the descent to Goose Lake. The tour group will use readings from diaries and journals to focus on the emigrants' experience as they travel the route. The tour starts at Callahan Bridge (near Imlay) at 8:00 a.m., Monday August 16. It ends around 4:00 p.m., at Davis Creek, CA (20 miles north of Alturas), August 19. Instructions from Elko to Callahan Bridge will be provided during the convention. For those who are interested, on Sunday, August 15, Chuck will

lead participants along I-80 from Elko and Imlay. **Co-leaders will be Alison Portello and Terry Hardwicke.**

The tour will run four days and three nights through a primitive area that offers no amenities, and no potable water along the trail. The group will camp each night on the trail, tentatively at Black Rock Springs, High Rock Lake, and Massacre Ranch. **Participants must have high clearance, four-wheel drive vehicles, and must provide all of their own food, water, and camping gear. Each vehicle must carry enough gas to travel about 200 miles; good tires and a CB radio are essential.** The tour will be **limited to 15 vehicles**. Dogs, trailers, firearms, and campfires are not allowed. Hats, insect repellent, and sun block are strongly advised. Bring adequate clothing for very hot days and cold desert nights. Until the last day of the tour, there will be only one shade tree along the route, but the tour won't stop there.

The tour will focus on the experience of the emigrants who traveled this section of the trail to Oregon and to northern California, not just the physical remains of the trail. See Chuck's web site (www.19thcenturypublications.com) for general information about his "emigrant experience" tours.

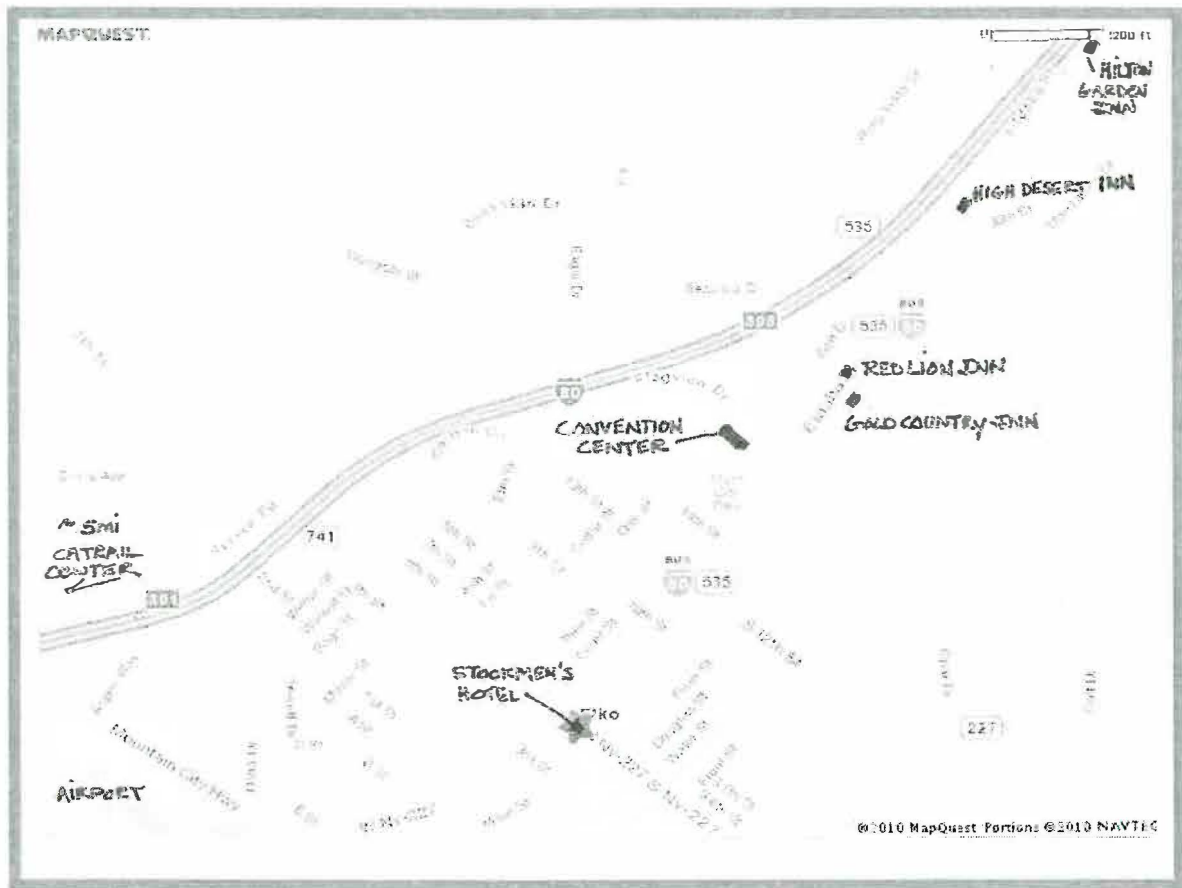
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Important: See Chuck's web site (www.19thcenturypublications.com) for more information.

Contact Chuck (chuckdodd@19thcenturypublications.com) if you have questions.



Previous Group of Helpless Tourists Left in the Desert to Have an "Emigrant Experience"



Where to Stay

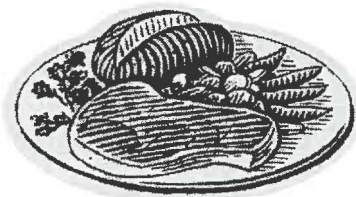
If you don't have your hotel reservations in Elko yet, see the above map for recommendations. The Red Lion Inn two blocks northeast of the Convention Center is the "official" hotel for OCTA 2010. Convention rates at the Red Lion were \$69 (standard) or \$89 (premium); however, at this point you're on your own, and an online check indicates that convention week rates at the Red Lion are \$89 (standard) and \$119 (premium). Last-minute, walk-in rate quotes may be higher. The Gold Country Inn across Idaho Street from the Red Lion is approximately \$10 less for similar accommodations; the Hilton Garden Inn's rates are slightly higher than the Red Lion's. The Holiday Inn Express at the east end of town is rumored to have the highest rates in town, while those in and around the historic downtown tend to be very inexpensive (and they aren't all fleabags either). The Program Editor recommends the Thunderbird Lodge (\$55-\$70) downtown on Idaho Street, across from the Commercial Casino and two short blocks from Cowboy Joe's Coffee.

If you are looking for a place to park your RV, Gold Country Inn & Casino has RV spaces as well as hotel rooms, or try Cimarron West RV Park at 637 Cimarron Way, or Double Dice RV Park at 3730 Idaho Street (775-738-5642). Double Dice also has camp sites – good luck with that.

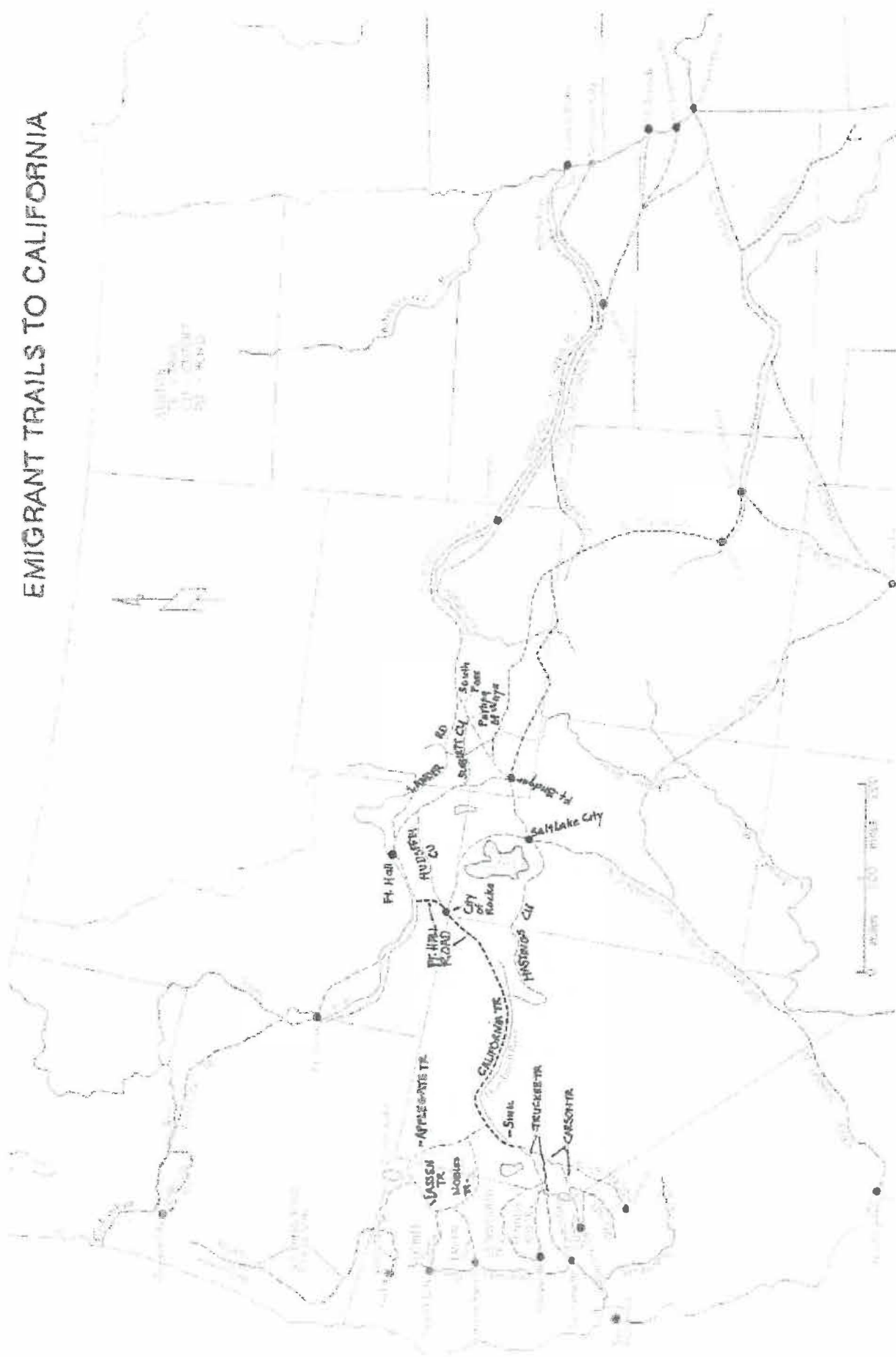
Where to Eat

The following are the editor's (NOT the convention chairperson's) recommendations for what to do if you aren't partaking in the delicious banquets and buffets planned by the Convention Committee, or when the schedule says "dinner on your own," or if you crave a rancher's or truck-driver's breakfast, or just want your own snack-in-a-sack to augment bus tour fare:

- ✓ First things first – do not miss either the superb coffee or the local art and photography at **Cowboy Joe's Coffee** in historic downtown Elko, on 5th Street south of Idaho Street. Joe's also has good bagels and biscotti.
- ✓ Breakfast – try **Toki Ona** at 1550 Idaho Street, one of Elko's Basque restaurants, for a breakfast that will last you all day – the chicken-fried steak is rumored to be the very best. There are many other good breakfast choices in town also, including **Misty's** which is conveniently located in the Red Lion Inn.
- ✓ Lunch and Dinner – **J.R.'s** at the Gold Country Inn & Casino is conveniently located across the street from the Red Lion and has daily specials, reasonable prices and good food. It is generally very busy so the service is sometimes slow. **Sergio's Mexican Restaurant** at 743 Idaho Street is a small mom-and-pop establishment with little ambience but great home-cooked Mexican food and, according to current food reviews, the best hamburger in Elko. **B. J. Bull Bakery** (208 Idaho Street) produces the very best Cornish pasties, particularly the beef and cabbage, as well as personal-size fruit pies. If its sushi and Asian fusion you're craving, try the **Flying Fish** downtown at 382 5th Street (next door to Cowboy Joe's Coffee). For pizza, **Pizza Barn** at 2598 Idaho serves a great pie and hot sandwiches at great prices. For excellent steaks, fish and other traditional dinner entrees at something less than Basque-style portions, try **Machi's Saloon and Grill** at 450 Commercial Street or the newly-opened **J Ossies** at 1430 Idaho Street. If you can't leave Elko without eating Basque food and aren't attending Saturday night's OCTA dinner at the California Trail Center, or IF you can handle two Basque meals in a week, dine family-style at the popular **Star Hotel** (246 Silver Street), or **Biltoki** (405 Silver Street), or Toki Ona listed above. It is highly recommended that you approach a Basque meal in groups of no less than four persons, or at least split a single entrée between two people (or two entrees per three diners for more variety). And don't forget to order the Basque "Picon Punch" aperitif – never mind that it tastes like kerosene, it's a *tradition*.



EMIGRANT TRAILS TO CALIFORNIA

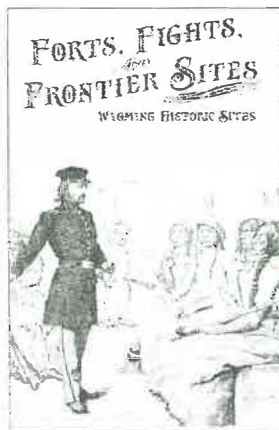




**Don't miss the Silent Book
Auction in the Book Room!**

**The CA-NV Chapter Library
Committee will be auctioning
the remaining books from the
Charlie Little family donation.
These publications focus on the
Oregon Trail and Gold Rush
voyages to California.**

*Join Candy Moulton
in celebrating the publication
of her new book!*



**Forts, Fights &
Frontier Sites
Wyoming Historic
Locations**

An alphabetical directory
of historic places, some
crumbled into the dust
and some thriving today.
Trail sites, railroad towns,
military establishments,
stage stations, battlefields,
and more. Perfect for re-
search and travel.

*Candy will be signing books on Book Night
Elko Convention Center
Tuesday, August 10*

*Get a copy of the limited edition hardcover,
only 245 copies available. Going fast!*

*Can't be there? Email Candy at
candywwa@aol.com or call 1-800-552-7819*



STAN PAHER of NEVADA PUBLICATIONS

**will be in the Book Room Tuesday-Thursday, featuring the
book he edited:**

THE EMIGRANT TRAIL, THE LONG ROAD TO CALIFORNIA.

**All books 10% discount. Stan will have atlases, and many other
emigrant and mining books, in and out of print.**

Stop by and say hello!

Rope Up Some Western Reading with Gibbs Smith



The Art of Maynard Dixon
By Donald J. Hagerty
\$75.00



How to Be a Cowboy
By Jim Arndt
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By W.L. Rusho
\$16.99

For even more Western titles, check out www.gibbs-smith.com

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TO ENRICH AND INSPIRE HUMANKIND
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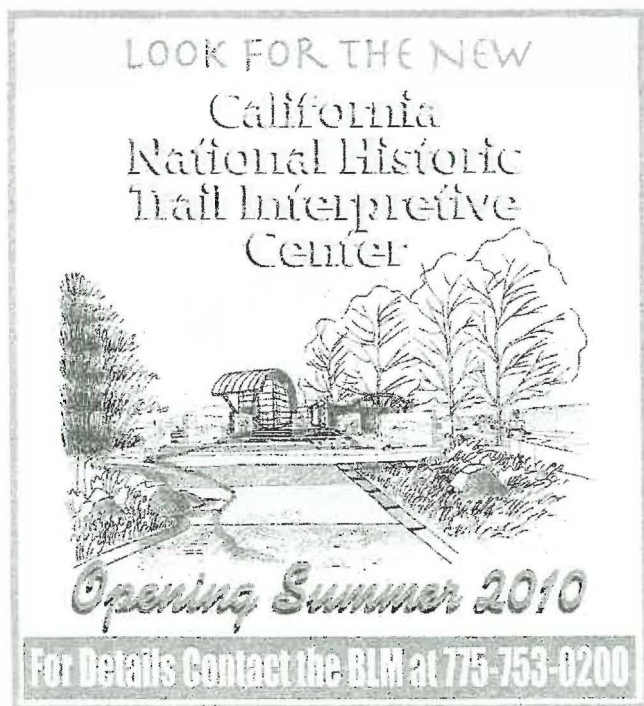
**Over the Mountains of the Moon
Down the Valley of the Shadow
Ride, Boldly Ride**

The El Dorado Trilogy: Narratives of the difficulties encountered by those members of the Marchion and Harris families who venture into the American Indian Territories and beyond, 1846-1869. Forts on the Oregon Trail are described in detail. Reconnaissances through the Southwest include visits to Bent's Fort, the post at Albuquerque, and Fort Defiance. Particular attention is paid to the trails through Utah Territory insofar as they pertain to the Utah War and the Fancher party.



Nine awards, the most recent that won by "Over the Mountains of the Moon": **Winner—US Review of Books' Eric Hoffer Book Award for Legacy Fiction, 2010.** A review may be found on the US Review of Books website.

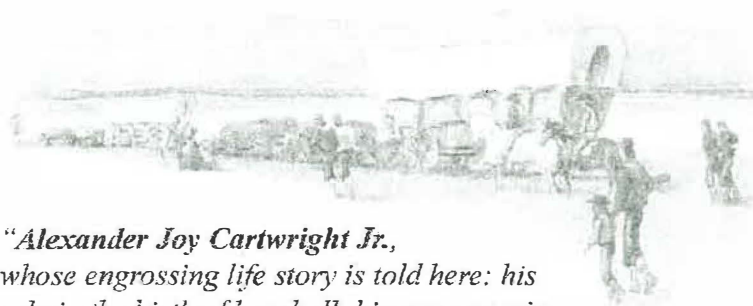
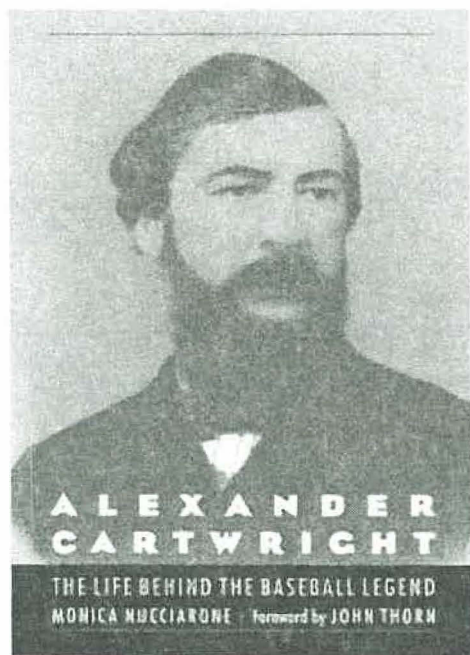
Mary Ramstetter, Author
C Lazy Three Press



OVER THE HASTINGS
Wagon Trains In 1849 & 1850

Cherokee Trail Diaries Book One
Vol. I. 1849 & Vol. II. 1850
Day by day diaries & primary accounts
first wagon trains to travel Salt Lake
via the Hastings Cutoff to
California since the Donner Party

Good selection of History Books
OCTA Book Room
Jack & Pat Fletcher
jpfletcher@olympus.net
360-683-1958



"Alexander Joy Cartwright Jr., whose engrossing life story is told here: his role in the birth of baseball, his wagon train journey to California, and the rest of his eventful life in faraway Hawaii. Fascinating, and well worth knowing."
DeSoto Brown - Archivist at Bishop Museum in Honolulu

Retail Price - \$27.95

Convention Price - \$23.00

Alexander Cartwright: The Life Behind the Baseball Legend
Monica Nucciarone - Foreword by John Thorn
University of Nebraska Press



SUBLETTE COUNTY HISTORICAL SOCIETY

New Publications

PIERRE'S HOLE! THE FUR TRADE HISTORY OF TETON VALLEY, IDAHO BY JIM HARDEE

Once the scene of so much fur trade activity, Teton Valley, Idaho, deserves an accurate version of its past. Updating the available information about the fur trade and its relationship to Pierre's Hole, as Teton Valley was known in the early 1800s, is overdue. An account of trapper adventures, hardships, depredations and struggles which brings new insight and analysis to the early history of the Teton Basin is essential in preserving an accurate record of the region. Journals and diaries written by the men who opened the pathways that would become the Oregon Trail are used to tell the legends and stories of the mountain men of the American West. Here, then, is a fresh look at events from 1807 to 1840 which shaped the development of the valley that rests in the morning shadows of the Tetons – Pierre's Hole!

Jim Hardee
Pierre's Hole author
and *Rocky Mountain
Fur Trade Journal*
Editor.



Hardcover, 416 pages, 6 x 9 inches

THE ROCKY MOUNTAIN FUR TRADE JOURNAL VOLUME 4 - 2010

**Was Meriwether Lewis the Godfather
of the Rocky Mountain Fur Trade?**
by THOMAS DANISI & JOHN JACKSON

**Going Indian! The Use of Leggings and
Breech Clout by the Euro-American Trapper**
by CLAY LANDRY

Union Pass: A Mountain of Many Waters
by STEVE BANKS

**Painting the Rocky Mountain Fur Trade: An Artist
Creates *On the Headwaters of Spanish River***
by TIM TANNER

**Warren Ferris, the Hudson's Bay Company
and the Rendezvous of 1834**
by SCOTT WALKER

Wheels to Rendezvous *
by RICK WILLIAMS

Goggles in the Rocky Mountain West *
by ALIDA BOORN

* Of particular interest to emigrant trails enthusiasts

Full color paperback, 160 pages, 8-1/2 x 11 inches

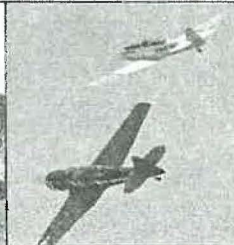
To place your order call 877-686-6266 or purchase online at www.MMMuseum.com
Pierre's Hole available September 1, 2010



The Adventure Starts Here!

Elko, Nevada

- August 27-Sept. 6, 2010-Elko County Fair & Horse Races
- September 10-12, 2010-Morrodders Car Show
- September 11, 2010-2010 Sky Fair
- September 17-18, 2010-Carlin Chili Cook-Off
- September 24-26, 2010-Ruby Mountain Balloon Festival
- Sept. 30-Oct.3, 2010-Will James Society Annual Convention
- Jan. 18-Feb. 6, 2010-Great Basin Gear Show & Sale
- January 24-29, 2011-27th Annual National Cowboy Poetry Gathering



ELKO CONVENTION CENTER

A proud sponsor of
**Oregon California Trails Association
Convention**

For more information on the Elko area & events visit:

www.ExploreElko.com